

Draft

# 2050 General Plan and Downtown Specific Plan Draft Environmental Impact Report



Prepared for:  
City of Marysville

**AECOM**

September 2024



Draft

# 2050 General Plan and Downtown Specific Plan Draft Environmental Impact Report



Prepared for:

City of Marysville  
526 C Street  
Marysville, CA 95901

Contact:

Kathy Pease AICP, Planning Consultant  
City of Marysville  
Community Development Department  
P.O. Box 150  
Marysville, CA 95901  
kpease@masfirm.com

Prepared by:

AECOM  
2020 L Street, Suite 300  
Sacramento, CA 95811

Contact:

Matthew Gerken  
Project Manager  
916/414-5800

**AECOM**

September 2024





# TABLE OF CONTENTS

Section	Page
1 EXECUTIVE SUMMARY .....	1-1
1.1 Project Requiring Environmental Analysis .....	1-1
1.2 Summary of Alternatives.....	1-1
1.2.1 Alternative 1: No Project Alternative.....	1-1
1.2.2 Alternative 2: Reduced Development Alternative .....	1-2
1.2.3 Alternative 3: Avoid Changes Outside the Marysville Ring Levee .....	1-2
1.3 Issues to Be Resolved and Areas of Controversy.....	1-2
1.4 Summary of Impacts and Mitigation Measures.....	1-3
2 INTRODUCTION.....	2-1
2.1 Purpose and Scope of the EIR.....	2-1
2.1.1 Purpose of the EIR .....	2-1
2.1.2 Scope of the EIR .....	2-2
2.2 Intended Uses of the EIR.....	2-2
2.2.1 Use of the EIR for Tiering and Streamlining .....	2-2
2.2.2 Intent to use CEQA Guidelines Section 15183 Exemptions for Future Private Development Projects and Public Facility and Infrastructure Projects .....	2-3
2.3 Organization and Content of the Draft EIR.....	2-4
2.4 Lead, Responsible, and Trustee Agencies.....	2-5
2.5 Environmental Review and Public Participation in the CEQA Process.....	2-6
3 PROJECT DESCRIPTION .....	3-1
3.1 Introduction .....	3-1
3.2 Project Location and Setting .....	3-1
3.2.1 City Planning Area and Sphere of Influence.....	3-2
3.2.2 Downtown Specific Plan.....	3-2
3.2.3 Zoning Code Update .....	3-6
3.3 Purpose of the General Plan and Downtown Specific Plan.....	3-6
3.3.1 General Plan .....	3-6
3.3.2 Downtown Marysville Specific Plan.....	3-7
3.4 Project Characteristics.....	3-7
3.4.1 Project Objectives .....	3-7
3.5 Physical Changes under the Proposed 2050 General Plan and Downtown Specific Plan.....	3-9
3.6 Proposed 2050 General Plan .....	3-10
3.6.1 General Plan Structure and Contents.....	3-10
3.6.2 General Plan Land Use Diagram and Land Use Classifications .....	3-11
3.6.3 Development Assumptions under the Proposed 2050 General Plan and Specific Plan .....	3-14
3.6.4 Transportation Facilities.....	3-14
3.6.5 Water, Sewer, and Storm Drainage .....	3-17
3.6.6 Solid Waste & Recycling .....	3-18
3.6.7 Electricity and Natural Gas .....	3-18

	3.6.8 Sphere of Influence .....	3-18
3.7	Downtown Specific Plan .....	3-20
	3.7.1 Downtown Specific Plan Structure and Contents .....	3-20
3.8	Intended Uses of the EIR.....	3-24
	3.8.1 Use of the EIR for Tiering and Streamlining of Future Environmental Review.....	3-24
	3.8.2 Other Permits and Approvals .....	3-26
4	ENVIRONMENTAL IMPACT ANALYSIS FOR THE PROPOSED 2050 GENERAL PLAN, DOWNTOWN SPECIFIC PLAN, AND ZONING CODE UPDATE .....	4.0-1
4.0	Approach to the Analysis .....	4.0-1
	4.0.1 Introduction .....	4.0-1
	4.0.2 Format and Content .....	4.0-1
	4.0.3 Terminology used to Describe Impacts.....	4.0-2
4.1	Aesthetics .....	4.1-1
	4.1.1 Introduction .....	4.1-1
	4.1.2 Environmental Setting.....	4.1-1
	4.1.3 Regulatory Framework.....	4.1-11
	4.1.4 Environmental Impacts and Mitigation Measures.....	4.1-15
4.2	Agriculture and Forestry Resources .....	4.2-1
	4.2.1 Introduction .....	4.2-1
	4.2.2 Environmental Setting.....	4.2-1
	4.2.3 Regulatory Framework.....	4.2-4
	4.2.4 Environmental Impacts and Mitigation Measures.....	4.2-5
4.3	Air Quality.....	4.3-1
	4.3.1 Introduction .....	4.3-1
	4.3.2 Environmental Setting.....	4.3-1
	4.3.3 Regulatory Framework.....	4.3-7
	4.3.4 Environmental Impacts and Mitigation Measures.....	4.3-16
4.4	Biological Resources .....	4.4-1
	4.4.1 Introduction .....	4.4-1
	4.4.2 Environmental Setting.....	4.4-1
	4.4.3 Regulatory Framework.....	4.4-15
	4.4.4 Environmental Impacts and Mitigation Measures.....	4.4-20
4.5	Cultural and Tribal Cultural Resources.....	4.5-1
	4.5.1 Introduction .....	4.5-1
	4.5.2 Environmental Setting.....	4.5-2
	4.5.3 Regulatory Framework.....	4.5-10
	4.5.4 Environmental Impacts and Mitigation Measures.....	4.5-25
4.6	Geology, Soils, Minerals, and Paleontological Resources .....	4.6-1
	4.6.1 Introduction .....	4.6-1
	4.6.2 Environmental Setting.....	4.6-1
	4.6.3 Regulatory Framework.....	4.6-17
	4.6.4 Environmental Impacts and Mitigation Measures.....	4.6-23
4.7	Greenhouse Gases and Energy .....	4.7-1
	4.7.1 Introduction .....	4.7-1

4.7.2	Environmental Setting.....	4.7-1
4.7.3	Regulatory Framework.....	4.7-8
4.7.4	Environmental Impacts and Mitigation Measures.....	4.7-16
4.8	Hazards and Hazardous Materials .....	4.8-1
4.8.1	Introduction .....	4.8-1
4.8.2	Environmental Setting.....	4.8-1
4.8.3	Regulatory Framework.....	4.8-13
4.8.4	Environmental Impacts and Mitigation Measures.....	4.8-22
4.9	Hydrology and Water Quality .....	4.9-1
4.9.1	Introduction .....	4.9-1
4.9.2	Environmental Setting.....	4.9-1
4.9.3	Regulatory Framework.....	4.9-15
4.9.4	Environmental Impacts and Mitigation Measures.....	4.9-26
4.10	Land Use and Planning.....	4.10-1
4.10.1	Introduction .....	4.10-1
4.10.2	Environmental Setting.....	4.10-1
4.10.3	Regulatory Framework.....	4.10-1
4.10.4	Environmental Impacts and Mitigation Measures.....	4.10-12
4.11	Noise and Vibration.....	4.11-1
4.11.1	Introduction .....	4.11-1
4.11.2	Environmental Setting.....	4.11-1
4.11.3	Regulatory Framework.....	4.11-23
4.11.4	Environmental Impacts and Mitigation Measures.....	4.11-34
4.12	Population and Housing .....	4.12-1
4.12.1	Introduction .....	4.12-1
4.12.2	Environmental Setting.....	4.12-1
4.12.3	Regulatory Framework.....	4.12-3
4.12.4	Environmental Impacts and Mitigation Measures.....	4.12-8
4.13	Public Services and Recreation .....	4.13-1
4.13.1	Introduction .....	4.13-1
4.13.2	Environmental Setting.....	4.13-1
4.13.3	Regulatory Framework.....	4.13-4
4.13.4	Environmental Impacts and Mitigation Measures.....	4.13-7
4.14	Transportation .....	4.14-1
4.14.1	Introduction .....	4.14-1
4.14.2	Environmental Setting.....	4.14-1
4.14.3	Regulatory Framework.....	4.14-3
4.14.4	Environmental Impacts and Mitigation Measures.....	4.14-8
4.15	Utilities and Service Systems .....	4.15-1
4.15.1	Introduction .....	4.15-1
4.15.2	Environmental Setting.....	4.15-1
4.15.3	Regulatory Framework.....	4.15-5
4.15.4	Environmental Impacts and Mitigation Measures.....	4.15-8
4.16	Wildfire .....	4.16-1

	4.16.1	Introduction .....	4.16-1
	4.16.2	Environmental Setting .....	4.16-1
	4.16.3	Regulatory Framework .....	4.16-1
	4.16.4	Environmental Impacts and Mitigation Measures .....	4.16-4
5		ENVIRONMENTAL IMPACT ANALYSIS FOR THE SPHERE OF INFLUENCE .....	5-1
5.0		Approach to the Sphere of influence Analysis .....	5-1
5.1		Analysis .....	5-3
	5.1.1	Aesthetics .....	5-3
	5.1.2	Agriculture Resources .....	5-3
	5.1.3	Air Quality .....	5-3
	5.1.4	Biological Resources .....	5-4
	5.1.5	Cultural and Tribal Cultural Resources .....	5-5
	5.1.6	Geology, Soils, Minerals, and Paleontological Resources .....	5-5
	5.1.7	Greenhouse Gas Emissions and Energy .....	5-6
	5.1.8	Hazards and Hazardous Materials .....	5-7
	5.1.9	Hydrology and Water Quality .....	5-8
	5.1.10	Land Use and Planning .....	5-9
	5.1.11	Noise and Vibration .....	5-9
	5.1.12	Population and Housing .....	5-10
	5.1.13	Public Services and Recreation .....	5-10
	5.1.14	Transportation .....	5-11
	5.1.15	Utilities and Service Systems .....	5-11
	5.1.16	Wildfire .....	5-12
6		OTHER CEQA CONSIDERATIONS .....	6-1
6.1		Cumulative Impacts .....	6-1
	6.1.1	Introduction .....	6-1
	6.1.2	Methods of Analysis .....	6-1
	6.1.3	Geographic Scope .....	6-2
	6.1.4	Regional Growth Projections .....	6-2
	6.1.5	Cumulative Effects .....	6-5
6.2		Growth-Inducing Impacts .....	6-23
	6.2.1	Introduction .....	6-23
	6.2.2	Analysis .....	6-23
6.3		Significant Irreversible Environmental Changes .....	6-24
6.4		Significant and Unavoidable Environmental impacts .....	6-24
7		ALTERNATIVES .....	7-1
7.1		Introduction .....	7-1
7.2		Selection of Alternatives .....	7-2
	7.2.1	Criteria .....	7-2
	7.2.2	Project Objectives .....	7-2
7.3		Alternatives Considered but Rejected from Detailed Analysis .....	7-3
7.4		Alternatives Considered in Detail in this EIR .....	7-4
	7.4.1	Alternative 1: No Project Alternative .....	7-4



7.4.2	Alternative 2: Reduced Development .....	7-5
7.4.3	Alternative 3: Avoid Changes Outside the Marysville Ring Levee .....	7-5
7.5	Alternatives Analysis .....	7-5
7.6	Environmentally Superior Alternative .....	7-17
8	REFERENCES.....	8-1
9	LIST OF PREPARERS .....	9-1

## Appendices

Appendix A: Notice of Preparation and Responses to Notice of Preparation

Appendix B: Air Quality and GHG Emissions

Appendix C: Noise

The appendices are available on the City’s website: <https://www.marysville.ca.us/general-plan-update>.

## Exhibits

Exhibit 3-1	Regional Location of the City’s Planning Area .....	3-3
Exhibit 3-2	Planning Area and Possible Future Sphere of Influence Expansion Area.....	3-4
Exhibit 3-3	City Limits and Downtown Specific Plan Area .....	3-5
Exhibit 3-4	Proposed 2050 General Plan Land Use Diagram .....	3-12
Exhibit 3-5	Proposed 2050 General Plan Circulation Network.....	3-15
Exhibit 3-6	Proposed 2050 General Plan Bicycle Network .....	3-16
Exhibit 3-7	Proposed Downtown Specific Plan Land Use Zones .....	3-22
Exhibit 4.1-1	Residential Development, 12th and H Streets .....	4.1-2
Exhibit 4.1-2	Adventist Health Rideout Medical Center, 4th and G Streets .....	4.1-2
Exhibit 4.1-3	Yuba County Government Center, 8th and I Streets .....	4.1-3
Exhibit 4.1-4	California Department of Transportation, 8th and B Streets .....	4.1-3
Exhibit 4.1-5	Marysville City Hall, 6th and C Streets.....	4.1-4
Exhibit 4.1-6	Commercial Development and Union Pacific Railroad, 16th and B Streets .....	4.1-4
Exhibit 4.1-7	Marysville Historic Commercial District Northern Section, D Street near 3rd Street .....	4.1-5
Exhibit 4.1-8	Marysville Historic District Southern Section, 1st Street at Oak Street.....	4.1-5
Exhibit 4.1-9	Ellis Lake Pavilion, 12th Street .....	4.1-6
Exhibit 4.1-10	Bryant Stadium, 14th and C Streets .....	4.1-6
Exhibit 4.1-11	Residential Development, Covillaud Street .....	4.1-7
Exhibit 4.1-12	Marysville High School, 18th Street .....	4.1-7
Exhibit 4.1-13	Yuba River and the Sierra Nevada Mountains from SR 70 Northbound .....	4.1-8
Exhibit 4.1-14	Yuba River and the Sutter Buttes from SR 70 Southbound .....	4.1-9
Exhibit 4.1-15	Feather River from SR 20 Eastbound.....	4.1-9
Exhibit 4.1-16	Class I Bicycle/Pedestrian Trail on the Marysville Ring Levee at E 26th Street.....	4.1-10
Exhibit 4.2-1	FMMP Farmland in Marysville.....	4.2-3
Exhibit 4.4 1	Landcover and Habitats within the Existing Marysville City Limits .....	4.4-3
Exhibit 4.5-1	Marysville Historic Commercial District .....	4.5-9

Exhibit 4.5-2	Potentially Eligible and Eligible Historical Resources.....	4.5-33
Exhibit 4.6-2	Earthquake Fault Zones.....	4.6-6
Exhibit 4.6-3	Marysville Soils.....	4.6-10
Exhibit 4.6-4	Areas of Moderate Soil Expansion Potential.....	4.6-12
Exhibit 4.6-5	State-Designated Mineral Resource Zones .....	4.6-15
Exhibit 4.6-6	State-Designated Mineral Resource Sectors .....	4.6-16
Exhibit 4.7-1	2021 California Greenhouse Gas Emissions Inventory by Sector.....	4.7-6
Exhibit 4.7-2	Trends in California Greenhouse Gas Emissions (Years 2000 to 2021).....	4.7-6
Exhibit 4.8-1	Hazardous Materials Sites .....	4.8-4
Exhibit 4.8-2	Recology Yuba-Sutter Landfill .....	4.8-6
Exhibit 4.8-3	Hazardous Materials Pipelines .....	4.8-7
Exhibit 4.8-4	Sutter County Airport Sphere of Influence Area.....	4.8-10
Exhibit 4.8-5	Yuba County Airport Sphere of Influence Area.....	4.8-11
Exhibit 4.8-6	Beale Air Force Base Sphere of Influence Area.....	4.8-12
Exhibit 4.9-1	State Plan of Flood Control (SPFC) Facilities in the Vicinity of Marysville.....	4.9-6
Exhibit 4.9-2	FEMA Flood Zones.....	4.9-8
Exhibit 4.9-3	Central Valley Flood Protection Plan 200-Year Floodways and Regulated Streams .....	4.9-9
Exhibit 4.9-4	Dam Failure Inundation Areas (Bowman Lake Dam and Oroville Dam).....	4.9-11
Exhibit 4.9-5	Dam Failure Inundation Areas (New Bullards Bar Dam and Virginia Ranch Dam) .....	4.9-12
Exhibit 4.11-1	Typical Noise Levels.....	4.11-3
Exhibit 4.11-2	Airport Influence Areas.....	4.11-10
Exhibit 4.11-3	Airport Noise Contours .....	4.11-11
Exhibit 4.11-4	Noise Sensitive Uses .....	4.11-12
Exhibit 4.11-5	Noise Monitoring Locations.....	4.11-15
Exhibit 4.11-6	Existing Traffic Noise Contours, City Streets .....	4.11-18
Exhibit 4.11-7	Existing Traffic Noise Contours, State Highways.....	4.11-19
Exhibit 4.11-8	FTA Impact Criteria for Noise .....	4.11-26
Exhibit 4.11-9	2050 General Plan Noise Contours: City Streets .....	4.11-43
Exhibit 4.11-10	2050 General Plan Noise Contours: State Highways .....	4.11-44
Exhibit 4.11-11	Transit Vehicle Vibration Prediction Curves .....	4.11-52
Exhibit 5-1	Area of Referral and Potential Planning and Development .....	5-2
Exhibit 7-1	Existing 1985 Marysville General Plan Land Use Diagram .....	7-4

## Tables

Table 1-1	Summary of Project Impacts and Mitigation Measures .....	1-4
Table 3-1	Development Assumptions – New Development under 2050 General Plan.....	3-14
Table 3-2	Development Assumptions – New Development under Downtown Marysville Specific Plan.....	3-24
Table 4.3-1	Local Air Quality Monitoring Summary.....	4.3-2
Table 4.3-2	California and National Ambient Air Quality Standards .....	4.3-8
Table 4.3-3	FRAQMD Attainment Status for Federal and State Ambient Air Quality Standards .....	4.3-10
Table 4.3-4	FRAQMD Recommended Odor Screening Distances .....	4.3-19
Table 4.3-5	Unmitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors — Buildout of the 2050 General Plan in the Worst-Case Year.....	4.3-24

Table 4.3-6	Unmitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors — Buildout of the Downtown Specific Plan in the Worst-Case Year .....	4.3-24
Table 4.3-7	Net Increase of Operational Emissions of Criteria Air Pollutants and Precursors—New Development under 2050 General Plan Full Buildout .....	4.3-26
Table 4.3-8	Net Increase of Operational Emissions of Criteria Air Pollutants and Precursors—New Development under Downtown Specific Plan Full Buildout .....	4.3-26
Table 4.3-9	Mitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors— Buildout of the 2050 General Plan in the Worst-Case Year.....	4.3-32
Table 4.3-10	Mitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors— Buildout of the Downtown Specific Plan in the Worst-Case Year .....	4.3-32
Table 4.3-11	Net Increase of Mitigated Operational Emissions of Criteria Air Pollutants and Precursors— New Development Accommodated under 2050 General Plan Full Buildout....	4.3-33
Table 4.3-12	Net Increase of Mitigated Operational Emissions of Criteria Air Pollutants and Precursors— New Development Accommodated under Downtown Specific Plan Full Buildout.....	4.3-33
Table 4.4-1	Landcover and Habitats within the City Limits of Marysville.....	4.4-2
Table 4.4-2	Special-Status Plant Species Known to Occur or with the Potential to Occur in the City Limits .....	4.4-8
Table 4.4-3	Special-Status Wildlife Species Known to Occur or with the Potential to Occur in the -- City .....	4.4-10
Table 4.4-4	Special-Status Fish Species Known or with the Potential to Occur in the Vicinity of the City .....	4.4-14
Table 4.5-1	Identified Archaeological Sites in the Planning Area .....	4.5-26
Table 4.5-2	National Register Listed Marysville Historic Commercial District Contributors .....	4.5-27
Table 4.5-3	National Register-Listed Individual .....	4.5-28
Table 4.5-4	National Register-Eligible Individual.....	4.5-28
Table 4.5-5	National Register-Eligible Kelly Court Historic District .....	4.5-29
Table 4.5-6	Locally Eligible – 1978 Survey.....	4.5-29
Table 4.6-1	Paleontological Sensitivity Assessment .....	4.6-5
Table 4.6-2	California Division of Mines and Geology Mineral Land Classification System.....	4.6-13
Table 4.7-1	PG&E Electrical Power General Mix, 2022.....	4.7-7
Table 4.7-2	Statewide Emissions Inventory and Reduction Targets .....	4.7-19
Table 4.7-3	Adjusted Statewide Emissions Inventory – Land Use-Related Sectors .....	4.7-20
Table 4.7-4	Efficiency Thresholds Based on Tailored Statewide Demographics .....	4.7-21
Table 4.7-5	2050 General Plan Unmitigated Emissions and GHG Efficiency in 2050.....	4.7-26
Table 4.7-6	Downtown Specific Plan Unmitigated Emissions and GHG Efficiency in 2050.....	4.7-27
Table 4.7-7	2050 General Plan Mitigated Emissions and GHG Efficiency in 2050 .....	4.7-30
Table 4.7-8	Downtown Specific Plan Mitigated Emissions and GHG Efficiency in 2050 .....	4.7-31
Table 4.7-9	2050 General Plan Construction Fuel Consumption .....	4.7-34
Table 4.7-10	Downtown Specific Plan Construction Fuel Consumption.....	4.7-35
Table 4.7-11	2050 General Plan Land Use Operational Electricity and Natural Gas Demand.....	4.7-36
Table 4.7-12	Downtown Specific Plan Land Use Operational Electricity and Natural Gas Demand.....	4.7-36
Table 4.7-13	2050 General Plan Operational Transportation-related Energy Consumption.....	4.7-37
Table 4.7-14	Downtown Specific Plan Operational Transportation-related Energy Consumption.....	4.7-37

Table 4.8-1	Hazardous Materials Sites in the City Limits/Downtown Specific Plan Area .....	4.8-5
Table 4.9-1	Beneficial Use Designations for Receiving Waterbodies.....	4.9-3
Table 4.9-2	Section 303(d) List of Impaired Water Bodies.....	4.9-3
Table 4.10-1	Housing Unit Allocation for Marysville.....	4.10-3
Table 4.11-1	Subjective Reaction to Changes in Noise Levels of Similar Sources .....	4.11-2
Table 4.11-2	Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels .....	4.11-9
Table 4.11-3	Existing Ambient Noise Levels, dBA, Daytime (7 a.m.–10 p.m.) and Nighttime (10 p.m.– 7 a.m.).....	4.11-14
Table 4.11-4	Existing Traffic Noise Levels and Contour Distances .....	4.11-16
Table 4.11-5	FTA Construction Vibration Damage Criteria .....	4.11-27
Table 4.11-6	FTA Construction Vibration Annoyance Criteria .....	4.11-27
Table 4.11-7	Structural Responses to Vibration Levels .....	4.11-29
Table 4.11-8	Typical Construction Equipment Noise Levels.....	4.11-36
Table 4.11-9	2050 Traffic Noise Levels and Contour Distances with General Plan Buildout and Regional Growth .....	4.11-40
Table 4.11-10	[labeled as Table 7-1 in Noise Element] Maximum Acceptable Stationary Source Noise Levels affecting Noise-Sensitive Uses .....	4.11-47
Table 4.11-11	[labeled as Table 7-2 in Noise Element]: Maximum Allowable Noise Exposure from Transportation Noise Sources .....	4.11-48
Table 4.11-12	Typical Vibration Levels for Construction Equipment.....	4.11-50
Table 4.12-1	Housing Unit Allocation for Marysville.....	4.12-8
Table 4.13-1	City of Marysville School Enrollment and Capacity Data .....	4.13-3
Table 4.14-1	City of Marysville Daily VMT Threshold Analysis.....	4.14-12
Table 4.14-2	Residential VMT per Capita.....	4.14-21
Table 4.14-3	Employment VMT per Employee .....	4.14-21
Table 4.15 1	Water Supply and Demand in Cal Water’s Marysville District .....	4.15-2
Table 4.15 2	Marysville Solid Waste Disposal Facilities.....	4.15-4
Table 6-1	Geographic Scope of Cumulative Impacts .....	6-2
Table 6-2	SACOG Existing and Projected Dwelling Units and Employment, 2020–2050.....	6-4
Table 7-1	Alternatives Analysis .....	7-6



# ACRONYMS AND OTHER ABBREVIATIONS

°F	Fahrenheit
2020 MTP/SCS	2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
2022 Scoping Plan	2022 Scoping Plan for Achieving Carbon Neutrality
2050 General Plan	2050 City of Marysville General Plan
A.D.	Anno Domini
AB	Assembly Bill
ACE	Altamont Corridor Express
ACMs	asbestos-containing materials
ADA	Americans with Disabilities Act
ADU	Accessory Dwelling Unit
AFB	Air Force Base
AFY	acre-feet per year
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ALUC	Airport land use commission
ALUCP	Airport Land Use Compatibility Plan
amsl	above mean sea level
APCO	Air Pollution Control Officer
APS	alternative planning strategy
ARB	California Air Resources Board
ASTs	above-ground storage tanks
ATCM	Airborne Toxic Control Measure
AVR	average vehicle ridership
AVs	autonomous vehicles
B	B Street Corridor
B.P.	before present
BACT	best available control technology for toxics
Basin Plan	Water Quality Control Plan
BCAG	Butte County Association of Governments
BERD	Built Environment Resource Directory
bhp	brake horsepower
BMPs	Best Management Practices
Btu/hr	British Thermal Units per hour
CAA	Clean Air Act
CAAQS	California ambient air quality standards
CAFE	light duty cars and trucks average fuel economy
CAL FIRE	California Department of Forestry and Fire Protection
Cal Water	California Water Service Company
Cal/OES	California Office of Emergency Services

Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CALGreen	California Green Building
CALGreen Code	California Green Building Standards Code
Cal-IPC	California Invasive Plant
CalRecycle	California Integrated Waste Management Board
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
Caltrans Safety Review Guidance	Traffic Safety Bulletin 20-02-R1: Interim Local Developmental Intergovernmental Review Safety Review Practitioners Guidance
CALVENO	California Vehicle Noise
CASGEM	California Statewide Groundwater Elevation Monitoring
CASQA	California Stormwater Quality Association's
CBC	California Building Standards Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDE	California Department of Education
CDFW	California Fish and Wildlife
CEC	California Energy Commission
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFCs	Chlorofluorocarbons
CFPAD	California Fish Passage Assessment Database
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH <sub>4</sub>	Methane
CHRIS	California Historic Resources Information System
City	City of Marysville
CIWMA	California Integrated Waste Management Act
CMU	Commercial Mixed Use
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO <sub>2</sub>	Carbon Dioxide
CO <sub>2</sub> e	carbon dioxide equivalence

Construction General Permit	General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ)
County	Yuba County
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CRZ	critical root zone
CUPAs	Certified Unified Program Agencies
CVFPB	Central Valley Flood Protection Board
CVFPP	Central Valley Flood Protection Plan
CWA	Clean Water Act of 1972
dB	decibels
dBA	A-weighted decibels
dBA/DD	dBA per doubling of distance
DEH	Department of Environmental Health
DMU	Downtown Mixed Use
DMV	Department of Motor Vehicles
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	diesel particulate matter
DPR	California Department of Pesticide Regulation
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EA	Environmental Assessment
ECLs	Emission Control Labels
EDD	Employee Development Department
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
ESU	Evolutionarily Significant Unit
EZRIs	Earthquake Zones of Required Investigation
FAA	Federal Aviation Administration
FAR	floor area ratio
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FHWA-RD-77-108	Federal Highway Administration's traffic noise prediction model
FIRMs	Flood Insurance Rate Maps

FMMP	Farmland Mapping and Monitoring Program
FRA	Federal Railroad Administration
FRAQMD	Feather River Air Quality Management District
FTA	Federal Transit Administration
GHG	greenhouse gas
Green Zone	Green Means Go Zone
GSP	Groundwater Sustainability Plan
GVWR	gross vehicle weight rating
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscapes Survey
HAPs	hazardous air pollutants
HCD	Housing and Community Development
HCFCs	Hydrochlorofluorocarbons
HCP	Habitat Conservation Plan
HDVIP	Heavy-Duty Vehicle Inspection Program
HFCs	Hydrofluorocarbons
High GWP	High Global Warming Potential
HMBP	Hazardous Materials Business Plan
HMTA	Hazardous Materials Transportation Act
HRAs	health risk assessments
HUD	Housing and Urban Development
HVAC	Heating, ventilation, and air conditioning
Hz	hertz
IGP	Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ
in/sec	inches per second
Industrial General Permit	Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ
IPaC	Information for Planning and Consultation
IRWMP	Integrated Regional Water Management Plan
kBtu	thousand British thermal units
kWh	kilowatt-hours
LAFCO	Local Agency Formation Commission
LAMP	Local Agency Management Program
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
LDL	Larson Davis Laboratories
L <sub>dn</sub>	Day-Night Noise Level
L <sub>eq</sub>	Equivalent Noise Level
LEV	Low Emission Vehicle



LHMP	Local Hazard Mitigation Plan
LID	low impact development
L <sub>max</sub>	Maximum Noise Level
L <sub>min</sub>	Minimum Noise Level
LRSP	Local Roadway Safety Plan
LUST	leaking underground storage
MACT	maximum available control technology for toxics
MED	Medical Arts
MERV	Minimum Efficiency Reporting Value
MGD	million gallons per day
MJUSD	Marysville Joint Unified School District
MLD	most likely descendants
MMBtu	million British thermal units
MOUs	memorandums of understanding
MPO	metropolitan planning organization
MRF	material recovery facility
MRZ	mineral resource zone
MS4	municipal permit system
MT	metric tons
MTP	Metropolitan Transportation Plan
MU-C	Mixed-Use Corridor
MU-N	Mixed-Use Neighborhood
MWEL	Model Water Efficient Landscape Ordinance
MWh	megawatt hours
N.I.M.S.	National Incident Management System
N <sub>2</sub> O	Nitrous Oxide
NAHC	Native American Heritage Commission
NASA	National Aeronautics and Space Administration
NCCP	Natural Community Conservation Planning
NDS	National Data and Surveying Services
NESHAP	National Emission Standard for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NFPA	National Fire Protection Association
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NOP	Notice of Preparation
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. National Resources Conservation Service

NRHP	National Register of Historic Places
NWIC	North Central Information Center
OES	Office of Emergency Services
OPR	Governor's Office of Planning and Research
OPR Technical Advisory	Technical Advisory on Evaluating Transportation Impacts in CEQA
Order for Waste Discharge Requirements	Order R5-2022-0070 National Pollutant Discharge Elimination System Permit CA0079651
OSHA	Occupational Health and Safety Administration
OWTS	Onsite Wastewater Treatment Systems
P	Parks & Open Space
PFCs	Perfluorinated Chemicals
PG&E	Pacific Gas & Electric Company
PHMSA	Pipeline and Hazardous Materials Safety Administration
PM	particulate matter
PM <sub>10</sub>	PM equal to or less than 10 micrometers in diameter
PM <sub>2.5</sub>	PM equal to or less than 2.5 micrometers in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppd	pounds per day
PPV	peak particle velocity
proposed project	City of Marysville 2050 General Plan and Downtown Marysville Specific Plan
RCRA	Resource Conservation and Recovery Act of 1976
Regional WWTP	Linda County Water District's Regional WWTP
RFS	Renewable Fuel Standard Program
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
RMS	root mean square
ROG	reactive organic gases
RPI	Rare Plants Inventory
RPS	Renewable Portfolio Standards
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S.E.M.S.	Standardized Emergency Management System
SACOG	Sacramento Area Council of Governments
SAFE	Safer Affordable Fuel Efficient
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
Secretary's Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings

SENL	Single-Event [Impulsive] Noise Level
SF <sub>6</sub>	Sulfur hexafluoride
SFNA	Sacramento Federal Nonattainment Area
SGMA	Sustainable Groundwater Management Act
SIP	state implementation plan
Small MS4s	Small Municipal Separate Storm Sewer Systems
SMARA	Surface Mining and Reclamation Act of 1975
SO <sub>2</sub>	sulfur dioxide
SOI	Sphere of Influence
SOPs	standard operating procedures
SO <sub>x</sub>	oxides of sulfur
Specific Plan	Downtown Marysville Specific Plan
SPFC	State Plan of Flood Control
SR	State Route
SRAs	State Responsibility Areas
SUVs	Sport Utility Vehicles
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAZs	transportation analysis zones
TCRs	Tribal Cultural Resources
TISG	Transportation Impact Study Guide
TMDLs	Total Maximum Daily Loads
TNC	transportation network company
tpy	tons per year
TRUs	transport refrigeration units
UAIC	United Auburn Indian Community
UCMP	University of California, Berkeley Museum of Paleontology
ULDC	Urban Levee Design Criteria
UPR	Union Pacific Railroad
UPRR	Union Pacific Railroad
USA	Underground Service Alert
USA North	Underground Service Alert of Northern California
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service

USGS	U.S. Geological Survey
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V	Local Agency Formation Commission
VdB	vibration decibels
VegCamp	Vegetation Classification and Mapping Program
VELB	valley elderberry longhorn beetle
VMT	vehicle miles traveled
VOC	volatile organic compound
WDRs	waste discharge requirements
WSA	Water Supply Assessment
WTF	Wastewater Treatment Facility
WWTP	Wastewater Treatment Plant
Yuba County DEH	Yuba County Department of Environmental Health
Yuba LAFCO	Yuba Local Agency Formation Commission
Yuba Water	Yuba Water Agency
ZEV	zero emission vehicles
Zoning Code Update	update to the City of Marysville Zoning Ordinance, Municipal Code Title 18
µin/sec	microinch per second

# 1 EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) evaluates the physical environmental impacts of implementing the proposed City of Marysville 2050 General Plan Update, Downtown Specific Plan, update to the City of Marysville Zoning Ordinance Municipal Code Title 18, and Sphere of Influence Expansion, which together comprise the proposed project, as required by the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 *et seq.*).

## 1.1 PROJECT REQUIRING ENVIRONMENTAL ANALYSIS

The City of Marysville (City) is proposing to update the existing Marysville General Plan, which was last comprehensively updated in 1985<sup>1</sup>. The proposed Marysville 2050 General Plan includes changes to land use designations, potential expansion of the City's Sphere of Influence, new and updated background information relating to existing conditions in Marysville, and updated goals and policies that would guide future development in Marysville through the year 2050. The City is also proposing to adopt a new Downtown Specific Plan, which includes a set of development standards that would guide future development in a five-district downtown area within the existing City limits. The City is also proposing to adopt updates to the existing Zoning Code, to ensure consistency between the 2050 General Plan Update and the new Downtown Specific Plan. Finally, the City is proposing to expand its Sphere of Influence boundary. See Chapter 3, "Project Description," of this EIR for a detailed description of the proposed project.

## 1.2 SUMMARY OF ALTERNATIVES

The CEQA Guidelines (Section 15126.6) require that an EIR describe a range of reasonable alternatives to the proposed project that could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. A summary of the alternatives to the proposed project is provided below; the alternatives analysis is contained Chapter 7, "Alternatives," of this EIR.

Alternative 1: No Project Alternative would have the fewest adverse environmental impacts and therefore would be the environmentally superior alternative. Other than the No-Project Alternative, Alternative 2: Reduced Development Alternative would provide the most benefit relative to reducing the number of adverse environmental effects compared to the proposed 2050 General Plan and Downtown Specific Plan, however, it would not meet any of the City's objectives.

### 1.2.1 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e)(2) states that a discussion of the "No Project" alternative must consider "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans."

Under this Alternative, the City would not adopt the Downtown Specific Plan, and would continue to implement the 1985 General Plan. Instead of the 990 to 1,250 new local jobs, 1,800 to 2,400 new local residents, and 800 to

---

<sup>1</sup> The City of Marysville General Plan Housing Element and Safety Element, which were recently updated and adopted in 2021 and 2022, respectively, will not be revised as part of the 2050 General Plan Update.

1,250 new housing units accommodated under the proposed 2050 General Plan and Downtown Specific Plan, under Alternative 2, the City would grow at the same rate over the next 25 years and at the same rate as the City has grown in the past 25 years. It is assumed that the city would continue to process building permits to accommodate the construction of approximately six new units a year on average for a total of 150 units, and that the city would add 65,000 to 100,000 square feet of non-residential building space, 225 to 340 new residents, and 120 to 180 new local jobs.

## **1.2.2 ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE**

Under this Alternative, the City would reduce the allowable density and intensity of development, and partly as a result, would anticipate limited development between present and 2050. Under this alternative, approximately 25 dwelling units would be built a year on average for a total of 650 units total, and that the city would add 280,000 to 420,000 square feet of non-residential building space, 1,000 to 1,500 new residents, and 515 to 775 new local jobs.

This Alternative is designed to reduce impacts related to criteria air pollutant emissions and substantial pollutant concentrations, construction noise, and transportation noise.

## **1.2.3 ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE**

Under Alternative 3, the City would not change its General Plan to explore future growth areas, sphere of influence, or annexation to areas to the south. This alternative would also not include the policies and implementation strategies related to making improvements to recreational facilities and complementary uses outside of the Marysville Ring Levee that protects the developed portion of the city from flooding. Rather than implementing bicycle and pedestrian improvements to connect the ring levee with surrounding communities or accommodating improvements at Beckwourth Riverfront Regional Park to expand the range of activities, programming, and facilities available in these locations, the City would focus all changes to recreational spaces and facilities to existing parks within the ring levee area. Furthermore, rather than allowing future mining activities in areas of known aggregate resources designated mineral resource zone (MRZ)-2 along the Yuba River, the City would not issue new permits for mining, but that existing operations could continue. This Alternative is intended to reduce potential impacts to biological resources, archaeological resources, and groundwater recharge and water quality.

## **1.3 ISSUES TO BE RESOLVED AND AREAS OF CONTROVERSY**

CEQA Guidelines Section 15123 suggests that an EIR include a summary of “areas of controversy known to the Lead Agency” and “[i]ssues to be resolved.” Topics addressed in response to the Notice of Preparation (NOP) represent the most comprehensive list of issues of interest for the proposed project and include the following:

- ▶ Existing regulatory requirements related to surface and groundwater quality, including permitting for construction-related stormwater discharges, Clean Water Act permitting for discharge of dredged or fill material into navigable waters or wetlands and disturbance of waters of the United States, waste discharge requirements to waters of the State, dewatering permit requirements, permitting for waste discharges that may affect surface water quality, and other existing requirements

- ▶ A recommendation to augment the list of sites affected by hazardous waste and substances compiled in accordance with Government Code Section 65962.5 with additional information provided by the Department of Toxic Substances Control
- ▶ Existing regulatory requirements related to hazardous materials, such as the need for agency approval for construction and development of sites affected by hazardous materials
- ▶ A recommendation that the EIR evaluate the potential for historic or future activities to result in the release of hazardous wastes/substances and the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight
- ▶ The need to address the potential for aerially deposited lead (ADL) being deposited in and along roadways and a recommendation to collect soil samples for lead analysis for future projects located along roadways
- ▶ A recommendation for surveys for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk, along with appropriate removal, demolition, and disposal, along with sampling near current and/or former buildings should be conducted in accordance with the Department of Toxic Substances Control 2006 Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers
- ▶ The recommendation to sample imported soil if needed for future projects and characterization according to the Department of Toxic Substances Control 2001 Information Advisory Clean Imported Fill Material
- ▶ The recommendation to evaluate current and former agricultural lands proposed for development consistent with Department of Toxic Substances Control 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision)
- ▶ A recommendation that the EIR include:
  - A discussion of consistency with the District's Air Quality Plans and the Sacramento Area Council of Governments' (SACOG's) Metropolitan Transportation Plan
  - Analysis of construction-generated criteria air pollutant and precursor emissions
  - Analysis of operational criteria air pollutant and precursor emissions
  - Analysis of Toxic Air Contaminant (TAC) emissions
  - Analysis of potential odor exposure
  - Analysis of greenhouse gas (GHG) emissions
  - Significance determination for air quality and GHG emissions impacts without mitigation
  - Discussion of feasible mitigation
  - Discussion regarding whether the proposed mitigation would be sufficient to reduce impacts to a less-than-significant level, or if the impact would remain significant and unavoidable
- ▶ A recommendation to invite consultation with affiliated California Native American tribal representatives
- ▶ A recommendation to address Tribal Cultural Resources impacts
- ▶ A recommendation to include Cultural and Tribal Cultural Resources mitigation measures
- ▶ A recommendation to address the possibility for inadvertently discovered resources

The City has reviewed and considered all of the comments submitted in response to the NOP during preparation of this Draft EIR.



# 1.4 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1-1 summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental topic areas evaluated for the proposed project. The table is intended to provide an overview, as required by the CEQA Guidelines Section 15123; narrative discussions for each topic area are included in the corresponding sections of Chapters 4 and 5 in this EIR.

**Table 1-1. Summary of Project Impacts and Mitigation Measures**

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.1 AESTHETICS</b> <b>IMPACT 4.1-1. Substantial Adverse Effects on a Scenic Vista.</b> Future development under the proposed 2050 General Plan and Downtown Specific Plan and associated public facility and infrastructure improvements would result in changes to the visual character of the existing setting, which could degrade scenic vistas. Implementation of 2050 General Plan policies, in combination with local City ordinances, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.1-2. Substantial Adverse Effects on a Scenic Highway.</b> Future development under the proposed 2050 General Plan and Downtown Specific Plan would result in changes to the visual character of the existing setting, which could degrade the visual character or quality of views from SR 70 over the Yuba River. Implementation of 2050 General Plan policies, in combination with local City ordinances, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.1-3. In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views; and in Urbanized Areas, Conflict with Applicable Zoning and other Regulations Governing Scenic Quality.</b> Future development under the proposed 2050 General Plan and Downtown Specific Plan and associated infrastructure would result in changes to the existing visual character, which could change the quality of public views. In addition, development could conflict with applicable zoning and other regulations governing scenic quality. Implementation of 2050 General Plan policies and Downtown Specific Plan development standards, in combination with local City ordinances, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.1-4. Substantial New Sources of Light or Glare that would Adversely Affect Day or Nighttime Views.</b> Most of the City is already built out. However, redevelopment and new development associated with the proposed 2050 General Plan and the Downtown Specific Plan would result in minor amounts of additional nighttime lighting and could result in new buildings	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
that cause daytime glare. Implementation of 2050 General Plan policies and Downtown Specific Plan development standards, in combination with the standards in the Marysville Municipal Code, would result in a less-than-significant impact.			
<b>4.2 AGRICULTURE AND FORESTRY RESOURCES</b> <b>IMPACT 4.2-1. Conflict with Existing Zoning for Agricultural Use or Loss or Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use.</b> Buildout of the 2050 General Plan and Downtown Specific Plan would not result in the conversion of Important Farmland. Implementation of 2050 General Plan policies and Downtown Specific Plan would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>4.3 AIR QUALITY</b> <b>IMPACT 4.3-1. Conflict with or obstruct implementation of the applicable air quality plan or 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.</b> Emissions of criteria air pollutants and precursors associated with implementation of the proposed 2050 General Plan and Downtown Specific Plan would not exceed FRAQMD quantitative thresholds for short-term construction, but long-term operational emissions of new development could exceed applicable thresholds and, therefore, result in a cumulatively considerable net increase in criteria air pollutants for which the project region is nonattainment. The level of operational emissions could conflict with or obstruct implementation of the applicable air quality plan. Therefore, this impact is considered significant.	S	<b>Mitigation Measure 4.3-1a: Implement Current Standard Construction Mitigation.</b> All projects within the city of Marysville subject to the California Environmental Quality Act (CEQA) will be required to implement applicable, current FRAQMD Standard Mitigation Measures for Construction for reducing air pollutant emissions as a standard condition of approval. Proposed projects shall incorporate the construction mitigation strategies listed below or those included in an updated set of standard mitigation recommendations prepared by the FRAQMD, which may include, but are not limited to: <ul style="list-style-type: none"> <li>▶ Implement a fugitive dust control plan.</li> <li>▶ Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).</li> <li>▶ 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.</li> <li>▶ Limiting idling time to a maximum of 5 minutes.</li> <li>▶ Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators to the extent feasible.</li> </ul> Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and	Construction LTS-M

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		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.	
<b>IMPACT 4.3-1. Conflict with or obstruct implementation of the applicable air quality plan or 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. (Continued)</b>	LTS	<p><b>Mitigation Measure 4.3-1b: Implement Operational Criteria Air Pollutant Reduction Strategies.</b></p> <p>New residential development projects and mixed-use projects with a residential component subject to review under CEQA shall incorporate the following design features:</p> <ul style="list-style-type: none"> <li>▶ Wood burning or pellet stoves/fireplaces shall not be permitted.</li> <li>▶ Electrical outlets should be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.</li> <li>▶ Projects that could have a potentially significant operational effect, as demonstrated by exceedance of the FRAQMD-recommended thresholds of significance, shall incorporate additional operational mitigation measures such as the FRAQMD-recommended listed below or as they may be updated in the future, or those design features determined by the City to be as effective:</li> <li>▶ Install EPA Energy Star approved roofing materials or install “Green Roof” Technology</li> <li>▶ Install roof photovoltaic energy systems.</li> </ul> <p>Implement energy-efficient technologies or measures which exceed Title 24 energy efficiency standards by 10 percent or more.</p>	Operational SU
<b>IMPACT 4.3-2. Exposure of Sensitive Receptors to Substantial Air Pollutant Concentrations.</b> Local mobile-source emissions of CO would not be expected to substantially contribute to emissions concentrations that would exceed ambient air quality standards. However, construction and operation associated with implementation of the proposed 2050 General Plan and Downtown Specific Plan would increase the potential for exposure of sensitive receptors to substantial concentrations of TACs. Therefore, this impact is considered potentially significant.	PS	<p><b>Mitigation Measure 4.3-2: Avoid Exposure of Sensitive Receptors to Substantial Pollutant Concentrations.</b></p> <p>Projects that could result in substantial operational TAC emissions directly or indirectly, such as commercial trucking facilities, delivery/distribution areas, uses that could attract heavy duty truck traffic, or heavy industrial uses that would expose sensitive receptors to substantial TAC concentrations (e.g., residential land uses located near existing TAC sources), shall implement ARB’s <i>Air Quality and Land Use Handbook: A Community Health</i></p>	Operational LTS-M CO Hot Spots LTS Construction LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p><i>Perspective</i> (Handbook) guidance concerning land use compatibility with regard to sources of TAC emissions, or ARB guidance as it may be updated in the future.</p> <p>If these guidelines are infeasible, and a project would have the potential to generate substantial operational TAC emissions or expose sensitive receptors to substantial TAC pollutant concentrations, the City will require project-level analysis and appropriate mitigation, as necessary, to ensure that sensitive receptors are not exposed to substantial pollutant concentrations. In collaboration with the FRAQMD, the City will require, if necessary, a site-specific analysis for operational activities to determine whether health risks would exceed applicable health risk thresholds of significance. Site-specific analysis may include screen level analysis, dispersion modeling, and/or a health risk assessment, consistent with applicable guidance from the FRAQMD. Analyses shall take into account regulatory requirements for proposed uses.</p> <p>If the results of analysis determine that the performance standard for this mitigation would be exceeded, actions shall be taken to reduce potential operational impacts which may include, but not necessarily limited to:</p> <ul style="list-style-type: none"> <li>▶ locating air intakes and designing windows to reduce particulate matter exposure by, for example, not allowing windows facing the source to open;</li> <li>▶ providing electrification hook-ups for TRUs to avoid diesel-fueled TRUs continuing to operate at loading docks during loading and unloading operations;</li> <li>▶ requiring the TAC-generating activity (e.g., loading docks) be located away from sensitive receptors;</li> <li>▶ incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers);</li> <li>▶ develop and implement a dock management system at the time of occupancy to minimize on-site idling below regulatory limits;</li> <li>▶ require all on-site user owned and operated trucks with transportation refrigeration units to be capable of plugging into power at loading docks and require plug-in when at the loading dock;</li> <li>▶ utilize on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy;</li> </ul>	

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<ul style="list-style-type: none"> <li>▶ evaluate the potential to electrify a portion of entirety of an on-site user-owned and operated truck fleet;</li> <li>▶ evaluate the potential to consolidate delivery or haul truck trips to increase the load and decrease vehicle trips;</li> <li>▶ provide building air filtration units with a Minimum Efficiency Reporting Value (MERV) that is adequate to address adjacent sensitive land uses according to performance standards of this mitigation measure;</li> <li>▶ Ensure adequate distance between existing and planned sensitive receptors and gasoline dispensing facilities, based on the proposed size and design of any gasoline-dispensing facilities.</li> </ul>	
<b>IMPACT 4.3-3. Result in Other Emissions, Such as Those Leading to Odors, Adversely Affecting a Substantial Number of People.</b> Short-term odorous emissions from diesel exhaust from on-site construction equipment would be temporary and intermittent in nature and dissipate rapidly from the source. Development under the 2050 General Plan and Downtown Specific Plan could potentially include the long-term operation of an odorous emission source or expose residents to substantial existing odor sources which are adjacent to the Planning Areas. Therefore, the proposed 2050 General Plan and Downtown Specific Plan could result in the exposure of sensitive receptors to objectionable odors. This impact is considered less than significant.	PS	No mitigation is required.	LTS
<b>4.4 BIOLOGICAL RESOURCES</b> <b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals.</b> Suitable habitat for 10 special-status plants, 13 special-status wildlife species, and 5 special-status fish species is known to occur within areas that could be affected by implementation of the proposed 2050 General Plan and Downtown Specific Plan – primarily in undeveloped areas outside the Marysville Ring Levee. Implementation of the proposed 2050 General Plan and Downtown Specific Plan could result in take of individuals or loss of and damage to suitable habitat for these species. This impact is considered potentially significant.	PS	<b>Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee.</b> For improvements proposed in the area designated Open Space in the City’s Land Use Diagram outside the Marysville Ring Levee and other project sites with the potential for milkweed and elderberry shrubs, the project applicant will map landcover, natural vegetation communities, and aquatic features. The location of all milkweed species within 50 feet and elderberry shrubs within 100 feet of proposed construction will be mapped to identify potential habitat for the Monarch Butterfly and valley elderberry longhorn beetle (VELB). Habitat maps will be overlaid with proposed improvement to assess potential impacts on sensitive or protected resources, guide the identification of areas requiring avoidance, mitigation, or minimization measures, as well as areas and actions	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		necessitating permits prior to construction. The blooming period for milkweed is between the months of May and August. Elderberries can be mapped at any time, but they are more easily identifiable during the spring to fall months when leaves are present.	
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee.</b></p> <p>For improvements proposed in the area designated Open Space in the City's Land Use Diagram outside the Marysville Ring Levee that could directly affect special-status plants or their suitable habitat, as well as sensitive natural communities, the City will require that the results of special-status plant surveys, host plant surveys, and sensitive natural community mapping be submitted inventorying the type, quantity, and quality of existing resources and conditions.</p>	LTS
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee.</b></p> <p>For improvements proposed in the area designated Open Space in the City's Land Use Diagram outside the Marysville Ring Levee, to reduce the spread and introduction of weeds, the following measures shall be implemented during all development activities:</p> <ul style="list-style-type: none"> <li>► Equipment and vehicles shall be decontaminated of weeds and soils prior to arrival at the construction site.</li> <li>► Topsoil, mulch, and seed shall be certified weed-free.</li> <li>► Plant species that are included on the California Invasive Plant (Cal-IPC) will not be planted as landscaping plants.</li> </ul> <p>Plant species that are rated high or moderate by the Cal-IPC Inventory (Cal-IPC 2024) or are deemed to be deleterious to management goals and priorities, will be targeted for invasive plant management activities in areas utilized for compensatory mitigation for impacts to sensitive biological resources.</p>	LTS
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1d: Conduct Preconstruction Surveys for Special-Status Avian Species, Establish Avoidance Buffers, and Monitor Active Nests or Burrow Habitat</b></p>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>In conjunction with environmental review pursuant to CEQA, for projects that could directly affect special-status birds or their habitat, the City shall require that the results of special-status bird surveys be submitted concurrent with development applications.</p> <p><b>Conduct Protocol Burrowing Owl Surveys:</b> In areas with suitable habitat, perform protocol surveys for burrowing owl according to current guidelines. Because burrowing owls can be present throughout the year, this guideline would be implemented in suitable burrowing owl habitat regardless of the time period for initiation of construction. Suitable habitat for burrowing owl is defined as well established squirrel or badger burrows and man-made structures, such as openings beneath cement or asphalt pavement, in areas of low-growing vegetation in grasslands, scrublands, and agricultural fields.</p> <p><b>Conduct Protocol Swainson's Hawk Surveys:</b> Conduct Protocol Swainson's Hawk surveys in areas of suitable habitat. Survey methodology will follow the Swainson's Hawk Technical Advisory Committee's methodology (Swainson's Hawk Technical Advisory Committee 2000) or as this may be updated. A minimum of six surveys will be conducted during the appropriate timeframes (February to July). Suitable habitat for Swainson's hawk is defined as large trees within 0.5 miles of riparian habitat.</p> <p><b>Conduct Preconstruction Nest Surveys for Special-Status Avian Species:</b> If construction occurs in suitable habitat for special status avian species between March 15 and August 15, preconstruction nesting bird surveys will be conducted in within 14 days before the start of any construction-related activities.</p> <ul style="list-style-type: none"> <li>▶ Tricolored blackbird (<i>Agelaius tricolor</i>)</li> <li>▶ Northern harrier (<i>Circus cyaneus</i>)</li> <li>▶ White-tailed kite (<i>Elanus leucurus</i>)</li> <li>▶ Song sparrow ("Modesto" population) (<i>Melospiza melodia pop. I</i>)</li> <li>▶ Bank swallow (<i>Riparia riparia</i>)</li> </ul> <p>Biologists conducting the surveys will draft a report for the City detailing the results of each survey. If no special-status avian species were identified, no further action is required.</p> <p>If special status avian species are identified the following actions will be taken prior to construction activities:</p>	

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable



Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p><b>Avoidance Buffers:</b> If active nests or burrows are found, a qualified biologist will establish avoidance buffers around nests that will be sufficient so that breeding will not likely be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where vegetation removal, earth-moving, and construction will not occur. Factors to be considered for determining buffer size will include: the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone will be delineated by highly visible, temporary construction fencing.</p> <p><b>Construction Monitoring:</b> A qualified biologist will monitor active nests during construction, and halt or modify construction activities if the biologist determines, based on the birds' behavior, that harm or harassment due to construction noise or activity may occur. Protective buffers will be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.</p> <p><b>Agency Consultation:</b> If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the USFWS and/or the CDFW, as appropriate, depending on species status, and comply with all conditions of the take authorization.</p>	
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1e. Conduct Preconstruction Surveys for Nesting (Non Special-Status) Birds, Establish Avoidance Buffers, and Monitor Active Nests.</b></p> <p>Conduct Nest Surveys: If construction occurs between March 15 and August 15, preconstruction nesting bird surveys will be conducted within 14 days before the start of any construction-related activities.</p> <p>Avoidance Buffers: If active nests are found, a qualified biologist will establish avoidance buffers around nests that will be sufficient so that breeding will not likely be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where vegetation removal, earth-moving, and construction will not occur. Typical avoidance buffers during the nesting season will be a radius of 100 feet for nesting passerine birds and 500 feet for nesting non-listed raptors, unless a qualified biologist determines that smaller buffers will be sufficient to avoid impacts on nesting raptors and/or</p>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>other birds. Factors to be considered for determining buffer size will include: the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone will be delineated by highly visible, temporary construction fencing.</p> <p>Construction Monitoring: A qualified biologist will monitor active nests during construction, and halt or modify construction activities if the biologist determines, based on the birds' behavior, that harm or harassment due to construction noise or activity may occur. Protective buffers will be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.</p> <p>Agency Consultation: If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the USFWS and/or the CDFW, as appropriate, depending on species status, and comply with all conditions of the take authorization.</p>	
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1f: Conduct Preconstruction Surveys for Special-Status Reptile Species and Monitor Work in Suitable Habitat for Projects in the Area Designated Open Space Outside the Marysville Ring Levee, Ellis Lake, and Eastlake.</b></p> <p><b>Conduct Visual Preconstruction Reptile Surveys:</b> Conduct preconstruction surveys, in suitable habitat with a 200-foot survey buffer, for giant garter snake and northwestern pond turtle. Surveys should be performed within 24 hours before the start of any construction-related activities. Suitable habitat for giant garter snake is defined as aquatic, riparian, and upland habitats, including marshes, sloughs, small lakes, low-gradient streams, ponds, agricultural wetlands (irrigation and drainage canals, rice fields), and adjacent uplands where the snake overwinters in burrows. Suitable habitat for northwestern pond turtle is defined as permanent or nearly permanent ponds, marshes, rivers, streams, and irrigation ditches within grasslands, woodlands, and open forests.</p> <p><b>Construction Monitoring:</b> If suitable habitat is present but no special-status amphibians or reptiles are found during preconstruction surveys, and surface water is present during the preconstruction surveys, a qualified biologist will survey the work</p>	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>site each day before and during groundbreaking work activities when equipment and/or material may come in contact with giant garter snake or northwestern pond turtle in streams or riparian habitat. If either species is observed during construction, in the immediate vicinity of activities, the construction contractor shall halt work in the immediate area and allow the species to leave the work area on their own. If several observations are made withing two working days, the construction contractor shall contact the appropriate agencies for technical assistance.</p> <p><b>Agency Consultation:</b> If giant garter snake or northwestern pond turtle are found during the preconstruction surveys, or during construction monitoring on more than one occasion, the City shall seek technical assistance from CDFW and/or USFWS to prepare site-specific measures to avoid take. Work shall not begin/resume until CDFW and/or USFWS has provided approval of the proposed avoidance measures.</p>	
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1g: Avoid and Minimize Impacts on Special-Status Bats.</b></p> <p>All suitable trees and structures identified as providing potential roost habitat should be removed in coordination with and under the supervision of a qualified bat biologist outside the roosting and hibernation seasons, during times of preferable weather conditions, when all bats are presumed volant. In order of preference, trees should be removed in the fall (approximately September 1 – November 30), spring (approximately March 1 – April 31), or winter (approximately December 1 – February 28).</p> <p>Trees should only be removed when no rain is projected within 24 hours, when nighttime winds are projected to be below 11 mph, and when nighttime lows are projected above 45 °F. If trees must be removed during the winter hibernation season, removal should be scheduled during a warm spell that has started at least 1 day before the first day of tiered tree removal and projected to last for at least two days after the day the trees are felled.</p> <p><b>Survey:</b> If trees or structures need to be removed during the bat maternity season (May 1 to August 31) or the overwintering season (November 1 to March 15), a bat habitat assessment and roost survey shall be conducted in areas where tree or structure removal is expected to occur; including all trees and structures expected to be removed, and a 50-foot buffer. If a qualified biologist determines</p>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>that highly suitable roosting habitat is present, an emergence survey (exit survey with night optics) shall be conducted or bat presence shall be assumed. If the emergence survey is negative, the results of the survey shall be documented in a memo to CDFW.</p> <p><b>Avoidance Zones:</b> If bats are found during the survey(s), then removal of roost habitat will be delayed until the end of maternity season (August 31) or until the young are capable of flights, as determined by a qualified bat biologist. A qualified biologist will establish avoidance buffers around roosts that will be sufficient so that breeding will not be likely to be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where project-related activities (i.e., vegetation removal, earth-moving, and construction) will not occur. The buffer zone will be delineated by highly visible, temporary construction fencing. Any removal of highly suitable roost habitat should be conducted during September 1 to October 31, to avoid harm to the species.</p> <p><b>Construction Monitoring:</b> If a highly suitable roost tree or structure is to be removed, trees and/or structures surrounding the roost habitat should be removed first, allowing any bats that may be present time to leave the area. A qualified monitor shall be present during removal of surrounding trees to watch for emergence or sign of occupation.</p>	
<b>IMPACT 4.4-1. Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-1h: Preserve Areas with High-Quality Habitat Surrounding the Yuba and Feather River.</b></p> <p>In connection with Goal OS-3: Policy OS-3.1, Policy OS-3.3, and Policy OS-3.7, the City will use data collected during the preconstruction surveys and landcover/habitat mapping to identify high-quality habitat in the open space near the Yuba River, Feather River, and Jack Slough. This high-quality habitat will be preserved or restored in efforts to reduce impacts as a result of developments in open space areas and to preserve wildlife habitats, to the maximum extent feasible for nesting birds, raptors, reptiles, wildlife and native plants currently occupying this habitat. Potential restoration of these areas would include trash removal, non-native plant removal, and native plant installations. Mitigation will be at a 1:1 ratio for land preserved to land developed within areas designated Open Space under the proposed 2050 General Plan. All land preserved will have connectivity to each other and will be directly adjacent to the banks of the rivers or slough. Preference</p>	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		should be given to areas with large native trees, wetlands, marshes, watercourses, and native vegetation. These preserve areas may include unpaved walking paths but will otherwise not be developed.	
<b>IMPACT 4.4-2. Impacts to Riparian Habitat or Other Sensitive Natural Communities.</b> Riparian habitat and sensitive natural communities potentially occur in undeveloped areas outside the Marysville Ring Levee. Construction, vegetation removal, changes to hydrology, introduction of invasive species, new activities, and habitat fragmentation could cause a loss or degradation to this habitat. This impact is considered potentially significant.	PS	<p><b>Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p>	LTS
<b>IMPACT 4.4-2. Impacts to Riparian Habitat or Other Sensitive Natural Communities. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee.</b></p> <p><b>Avoid and Minimize Impacts to Native Communities.</b> To the greatest extent feasible, direct and indirect impacts to native vegetation communities should be avoided. All vegetation communities in the project area should be assessed to determine if they qualify as sensitive natural communities.</p> <p><b>Sensitive Natural Communities Avoidance Zones.</b> Riparian habitats and natural communities that are ranked S1–S3 are considered to be sensitive natural communities by CDFW and permits and mitigation may be required for impacts on these communities. Qualified biologists will locate, and field-mark the boundaries or the appropriate setback of riparian habitats and/or sensitive natural communities prior to construction activities. Where appropriate, avoidance zones will be established using orange construction fencing, pin flags, or other highly visible methods used to clearly demarcate areas for avoidance. Silt fencing, straw wattles, or other barriers may be prescribed through the permitting process to protect jurisdictional wetlands and other waters in instances where there is potential for sediment deposition into these areas. Immediately prior to construction, a biologist will inspect and confirm the appropriate barrier, fencing, stakes, flagging, and/or setback buffers (if required) are in place. When</p>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		applicable, avoidance zone materials and setbacks will be consistent with permits or in coordination with appropriate resource agencies.	
<b>IMPACT 4.4-2. Impacts to Riparian Habitat or Other Sensitive Natural Communities. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-2b: Protect Native Trees and Oak Woodland Communities</b></p> <p><b>Conduct a Tree Survey and Avoid Impacting Native Trees.</b> Future projects that could affect native trees or oak woodlands will commission a site assessment and inventory of native trees and oak woodland communities.</p> <p>Project related activities will, to the greatest extent feasible, avoid direct and indirect impacts to native trees with a dbh equal to or greater than 10 inches by avoiding any project activities within the critical root zone (CRZ), which is 1.5 times the radius of the tree canopy.</p> <p>Project related activities will also, to the greatest extent feasible, avoid oak woodland communities (even if not classified as sensitive natural communities)</p> <p><b>Native Tree/Oak Woodland Avoidance and Minimization of Negative Impacts.</b> If avoidance is not feasible, by following the best management practices for native tree and oak woodland protection and preservation shall be implemented:</p> <ul style="list-style-type: none"> <li>▶ Trimming, pruning, or cutting of native trees shall be done under the supervision and direction of a certified arborist and performed consistent with the International Society of Arboriculture standards. In no case shall more than one-third of a native tree's canopy be removed.</li> <li>▶ Grading and earth disturbance activities that occurs within the CRZ will be done under the supervision of a certified arborist.</li> <li>▶ Staging of materials, parking of vehicles or equipment, and application of materials (e.g. concrete, asphalt, brick, gravel) that would negatively impact the soil structure (e.g. compaction), infiltration of water and flow of air will not be permitted within the CRZ of protected native tree species.</li> </ul> <p><b>Native Tree Compensatory Mitigation Plan:</b> Loss or significant negative impact to healthy native oak trees or oak woodlands in the planning will require compensatory mitigation at ratio of 3:1 for trees with a dbh of 10 inches and greater. A Native Tree Mitigation Plan will be prepared which will detail project impact to trees, the mitigation obligation, mitigation site selection, success criteria,</p>	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>planting plan, maintenance plan (including invasive species management), monitoring plan, an adaptive management plan, and a reporting plan. The mitigation site selection will be in appropriate habitat, in a location the ensure long-term protection (i.e., protected in perpetuity), and in the vicinity of the City when feasible. Nursery container stock and or seeds for tree mitigation activities will utilize locally sourced plant materials. Alternatively, a Native Tree Mitigation Plan can be incorporated into other mitigation plans for a project. Native tree mitigation should be monitored for a minimum of 5 years total and a minimum of 3 years without supplemental water.</p> <p><b>Development and Adoption of a Native Tree Ordinance for the City of Marysville:</b> The measures listed above will ensure that the impacts area reduced to levels less than significant. Moving forward, the City of Marysville should consider developing and adopting a regulatory framework to help manage and protect urban trees and forests.</p>	
<b>IMPACT 4.4-2. Impacts to Riparian Habitat or Other Sensitive Natural Communities. (Continued)</b>	PS	<p><b>Mitigation Measure 4.4-2c: Development and Adoption of a Native Tree Ordinance for the City of Marysville</b></p> <p>The City of Marysville should consider developing and adopting a regulatory framework to help manage and protect urban trees and forests. The components of a tree ordinance typically include, but are not bound by or limited to:</p> <ol style="list-style-type: none"> <li>1. Purpose and Scope: This would be a statement of the ordinance’s objectives, such as preserving tree canopy, promoting public health, enhancing aesthetics, and mitigating environmental impacts.</li> <li>2. Definitions: Clear definitions of terms used in the ordinance, such as “tree,” “protected tree,” “heritage tree,” “specimen tree,” “canopy,” “drip line,” etc.</li> <li>3. Tree Protection Requirements: Establish guidelines for preserving existing trees during construction and development, include specifications for protective measures (e.g., fencing, root protection zones) and criteria for identifying trees that must be preserved, such as size, species, health, and location.</li> <li>4. Permitting and Approval Process: Identify procedures of applying for permits related to tree removal, pruning, or planting, include requirements for submitting tree surveys, arborist reports, and site plans as well as a review and approval process, including</li> </ol>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>timelines and responsible authorities (e.g., city arborist, planning department).</p> <p>5. Tree Removal and Replacement: Establish conditions under which tree removal is permitted, including exemptions for hazardous, dead, or invasive trees, include requirements for tree replacement or payment of in-lieu fees if replacement is not feasible and specifications for replacement tree species, size, and planting location.</p> <p>6. Tree Planting and Maintenance: Identify for tree planting, including species selection, spacing, and planting techniques including maintenance requirements for newly planted and existing trees, such as watering, mulching, and pruning and guidelines for managing tree health and addressing pests and diseases.</p> <p>7. Monitoring and Reporting: Establish requirements for data collection and monitoring of tree canopy cover, tree health, compliance rates and yearly reporting.</p> <p>Development of a Tree Advisory Board or Commission: Establish of a board or commission to advise on tree-related issues, review permit applications, and oversee ordinance implementation.</p>	
<p><b>IMPACT 4.4-3. Adverse Impact to State of Federally Protected Wetlands.</b> State and federally protected wetlands and other waters potentially occur in the city – particularly in areas outside the Marysville Ring Levee – that could be affected directly or indirectly by the implementation of the proposed 2050 General Plan and result in loss or degradation. Construction activities such as earth moving, soil disturbance, installation of substrate (e.g. asphalt, concrete, gravel etc.) could result in the removal, fill, hydrological interruption, or other adverse impact to state and federally protected wetland. This impact is considered potentially significant.</p>	PS	<p><b>Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1h: Preserve Areas with High Quality Habitat Surrounding the Yuba and Feather River (Detailed in Mitigation Measure 4.4-1h above).</b></p>	LTS
<p><b>IMPACT 4.4-3. Adverse Impact to State of Federally Protected Wetlands. (Continued)</b></p>	PS	<p><b>Mitigation Measure 4.4-3a: Conduct an Aquatic Resource Delineation in Areas with Potential waters of the United States</b></p>	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable



Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p><b>and waters of the state that Cannot be Avoided During Project Construction.</b></p> <p>Projects that may impact state or federal wetlands or other waters shall require an Aquatic Resource Delineation will be conducted to support project permitting. The Aquatic Resource Delineation shall identify and map potentially jurisdictional waters of the United States and waters of the state including “other waters” that are regulated by the USACE or the Regional Water Quality Control Board pursuant to the CWA, Section 10 of the Rivers and Harbors Act, and the Porter-Cologne Water Quality Act.</p> <p><b>Preliminary Jurisdictional Delineation Report.</b> The findings of the delineation will be compiled into a Preliminary Jurisdictional Delineation Report and would be submitted to the USACE, and the RWQCB along with permit applications for impacts.</p> <p><b>Avoid, Minimize and Compensate for Impacts to Jurisdictional Wetland and Waters.</b> To the greatest extent feasible, direct and indirect impacts to waters of the United States and waters of the United States should be avoid. Wetland mapping in support of the Preliminary Jurisdictional Delineation Report will be utilized by the project to avoid impacts to the greatest extent feasible. For any unavoidable impacts to of waters of the United States and/or waters of the state, permit(s) and compensatory mitigation will be required by the respective regulatory agencies on a no-net-loss basis. Permits shall be obtained prior to project initiation, and all permit conditions shall be satisfied.</p>	
<p><b>IMPACT 4.4-4. Increased human disturbance within the parks and open space areas may have a negative impact on established Native Resident or Migratory Wildlife Corridors or Impede the Use of Native Wildlife Nursery Sites.</b> Physical changes outside the Marysville Ring Levee that would improve access to recreation, expand recreational programming, improve bicycle and pedestrian connections, and add complementary new uses near existing recreational amenities could adversely affect wildlife corridors, nesting, or nursery sites for a diverse array of common and special-status migratory and resident species. Therefore, this impact is potentially significant.</p>	PS	<p><b>Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1d: Conduct Preconstruction Surveys for Special-Status Avian Species, Establish Avoidance Buffers, and Monitor Active Nests or Burrow Habitat (detailed above).</b></p> <p><b>Mitigation Measure 4.4-1e. Conduct Preconstruction Surveys for Nesting Birds, Establish Avoidance Buffers, and Monitor Active Nests (detailed above).</b></p>	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<b>Mitigation Measure 4.4-1f: Conduct Preconstruction Surveys for Special-Status Reptile Species and Monitor Work in Suitable Habitat for Projects in the Area Designated Open Space Outside the Marysville Ring Levee, Ellis Lake, and Eastlake (detailed above).</b> <b>Mitigation Measure 4.4-1g: Avoid and Minimize Impacts on Special-Status Bats (detailed above).</b> <b>Mitigation Measure 4.4-1h: Preserve Areas with High-Quality Habitat Surrounding the Yuba and Feather River.</b> <b>Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).</b>	
<b>IMPACT 4.4-5. Conflict with ordinances or local policies protecting biological resources.</b> There are no City policies or ordinances that are in conflict with the policies of the proposed 2050 General Plan, Downtown Specific Plan, or Zoning Code Update. There is no impact.	NI	No mitigation is required.	NI
<b>IMPACT 4.4-6. Conflict with an Adopted HCP/NCCP or Local Policies Protecting Biological Resources.</b> No NCCP or HCP has been adopted for the city and, therefore, there are no conflicts with any adopted conservation plan. There is no impact.	NI	No mitigation is required	NI
<b>4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES</b> <b>IMPACT 4.5-1. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.</b> It is possible that development planned as a part of Planning Area buildout could adversely affect historical resources if existing buildings and structures are modified by demolition, deconstruction, relocation, or alteration, or if new land uses or incompatible infill development occurs within identified historic districts in a way that adversely affects the setting. The proposed 2050 General Plan includes goals, policies, implementation strategies which would reduce potential impacts and the updated Zoning Code and Downtown Specific Plan include standards designed to avoid adverse impacts. However, future development and infrastructure projects could adversely affect historical resources in the Planning Area. This impact is considered significant.	S	<b>Mitigation Measure 4.5-1: Update the City’s Historic Building Survey and Require Date of Construction with Building Permit Applications.</b> The “Marysville Historic Building Survey List of Buildings” will be updated with the information from this draft environmental impact report and used by City staff in evaluating projects involving known and potential historical resources. The City of Marysville Building Department’s “Building Permit Application” shall add a “Date of Construction” entry to the permit application, as well as “Yes” and “No” checkboxes for “Over 50 years old?” This shall assist in the identification if historic-age resources (building, structure, or objects) 50 years or older from the current calendar year, will be directly (e.g. alteration, demolition, or	SU

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>relocation) or indirectly (alterations to the setting through a changed land use or density) affected by the project.</p> <p>City of Marysville staff will consult the updated “Marysville Historic Building Survey List of Buildings” if a proposed project address is listed or located adjacent to a property in the list.</p> <p>The City will implement the following actions or those determined to be equally as effective where there may be an adverse impact on potential or known historical resources:</p> <ol style="list-style-type: none"> <li>1. If historic-age resources are identified in the project area and have not previously been evaluated for potential significance against California Register of Historical Resources (CRHR) and/or National Register of Historic Places (NRHP) evaluation criteria, or has not been presumed or determined to be historically significant by the City supported by substantial evidence as a historical resource for the purposes of CEQA, then the project proponent will be required to retain the services of a qualified architectural historian and/or historian that meets the Secretary of the Interior’s Professional Qualification Standards, to conduct a study of the project area for potential historical resources.</li> <li>2. The qualified architectural historian and/or historian will evaluate the significance of the historic-age resources that would be directly or indirectly affected by the project. The historical assessment will include field survey; background and archival research; consultation with local historical societies, museums, or other interested parties; and evaluation of the resources against CRHR and/or NRHP evaluation criteria. If the resource is recommended as a historical resource, character-defining features must be identified by the qualified architectural historian and/or historian.</li> <li>3. If, after the historical resource assessment is concluded, and the qualified architectural historian and/or historian does not identify any historical resources that may be directly or indirectly impacted by project activities, there is no adverse change to historical resources and no further action is required.</li> <li>4. If after the historical resources assessment is concluded, and the qualified architectural historian and/or historian does identify historical resources that may be directly or indirectly adversely affected by project activities, the qualified architectural historian</li> </ol>	

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>will recommend appropriate minimization measures to alter the project design. Avoidance shall be considered the primary option. If avoidance is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, or reconstruction of the historical resource shall be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. If adherence to the Secretary of the Interior's Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource's historic significance, additional mitigation may be required.</p> <p>If avoidance is not feasible and minimizing measures through adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible, documentation of the adversely affected historical resource is required using, as appropriate, Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), and/or Historic American Landscapes Survey (HALS) guidelines before the historical resource is altered by project activities. The subsequent recordation will be submitted, at minimum, to the Yuba County Library.</p>	
<p><b>IMPACT 4.5-2. Cause a Substantial Adverse Change in the Significance of an Archaeological Resource pursuant to Section 15064.5.</b> Individual development and infrastructure projects within the Planning Area would involve grading, excavation, or other ground-disturbing activities which could disturb or damage unique archaeological resources. This impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.5-2a: Gather Information Related to Archaeological Resources and Avoid or Reduce Impacts.</b></p> <p>For discretionary projects that could have significant adverse impacts to potentially significant archaeological resources, including those which are tribal cultural resources, or are associated with a tribal cultural resource, the following steps, or those determined to be equally as effective by the City, are required:</p> <ol style="list-style-type: none"> <li>1. Request information from the California Native American Heritage Commission to obtain a review of the Sacred Lands File and a list of local Native American groups and individuals that may have specific knowledge of cultural resources in the area that could be affected by project implementation. Each Native American group and individual identified by the Native American Heritage Commission will be contacted to obtain any available information on cultural resources in the project area.</li> <li>2. Invite each traditionally and culturally affiliated California Native American tribe that has requested to be placed on the</li> </ol>	SU

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>City's consultation list pursuant to AB 52 to consult and conduct consultation, if requested.</p> <p>3. Request updated information from the North Central Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether archaeological resources were identified. In the event the records indicate that no previous survey has been conducted or existing survey data is greater than five years old, the project applicant will retain the services of a qualified archaeologist to assess the adequacy of the existing data (if any) and assess the archaeological sensitivity of the area affected by construction. If the survey did not meet current professional standards or regulatory guidelines, or relies on outdated information, a qualified archaeologist will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</p> <p>4. If a survey is warranted, it will include an archaeological pedestrian survey, and based on findings of the survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis. A report will document the results of the survey and provide appropriate management recommendations.</p> <p>5. Provide the City and North Central Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports for any resources identified.</p> <p>6. If no archeological resources, including those which are tribal cultural resources or are associated with a tribal cultural resource, are identified that may be directly or indirectly impacted by project activities, mitigation is complete.</p> <p>7. When a project will impact a known archaeological site and avoidance is not a feasible option, a qualified archaeologist, in consultation with traditionally and culturally affiliated California Native American tribes, shall evaluate the eligibility of the site for listing in the California Register of Historical Resources. If the archaeological site is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend mitigative treatment, which could include preservation in place or data recovery.</p>	

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>8. If a site is precontact, in consultation with appropriate traditionally and culturally affiliated California Native American tribal representatives, the City will determine the need for tribal monitoring and contact appropriate representatives to offer the opportunity to monitor during relevant phases of construction.</p> <p>If significant archaeological resources that meet the definition of historical or unique archaeological resources, including those determined by the City based on input from traditionally and culturally affiliated California Native American tribal representatives to be tribal cultural resources, are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from the data recovery shall be deposited with the North Central Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code.</p>	
<b>IMPACT 4.5-2. Cause a Substantial Adverse Change in the Significance of an Archaeological Resource pursuant to Section 15064.5. (Continued)</b>	S	<p><b>Mitigation Measure 4.5-2b: Reduce or Avoid Impacts to Discovered Cultural Resources.</b></p> <p>For projects that could adversely affect previously unknown buried cultural resources (precontact indigenous or historical archeological sites) that could be found during construction, the following procedures shall be adopted to minimize impacts:</p> <ol style="list-style-type: none"> <li>1. During ground-disturbing activities necessary to implement proposed development and infrastructure projects, if any prehistoric indigenous or historical subsurface cultural resources are discovered, all work within 100 feet of the find shall be halted and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualification Standards shall be consulted within 24 hours to assess the significance of the find, according to CEQA Guidelines Section 15064.5, and implement, </li></ol>	SU

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		<p>as applicable, CEQA Guidelines Sections 15064.5(d), (e), and (f).</p> <p>2. If the cultural material is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend further mitigative treatment, which could include avoidance, preservation in place, or data recovery. If significant archaeological resources that meet the definition of historical or unique archaeological resources are identified in the project area, the preferred mitigation of impacts is preservation in place.</p> <p>If avoidance through project design is not feasible, the qualified archaeologist shall develop and oversee the execution of a treatment plan. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the North Central Information Center. Data recovery shall be designed to recover the significant information the archaeological resource is expected to contain, based on the scientific/historical research questions that are applicable to the resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable resource questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by project proponents' actions. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical. Archaeological sites containing human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code.</p>	
<p><b>IMPACT 4.5-3. Disturb Any Human Remains, Including Those Interred Outside of Formal Cemeteries.</b> It is possible that development and infrastructure improvement projects under the proposed 2050 General Plan and Downtown Specific Plan involving grading, trenching, excavation, soil stockpiling, and other earthmoving activities, could impact human remains. There are no known interment sites within the areas planned for development within the Planning Area; however, there is the potential to encounter previously unknown precontact indigenous, historic-era, or other human remains during ground-disturbing activities. This impact is considered significant.</p>	S	<p><b>Mitigation Measure 4.5-3: Reduce or Avoid Impacts to Discovered Human Remains.</b></p> <p>If human remains are discovered during construction, the project applicant shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5. In the event of an inadvertent discovery of cultural during construction or decommissioning, all work must halt within a 100-foot radius of the discovery. The project applicant shall commission a qualified professional archaeologist to evaluate the significance of the find. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts</p>	SU

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
		sufficient research and data collection to make a determination that the resource is either (1) not cultural in origin; or (2) not potentially eligible for listing on the National Register of Historic Resources or the California Register of Historic Resources. If a potentially eligible resource would be adversely affected by project construction, the qualified archaeologist and/or tribal monitor, City staff, and the project applicant shall arrange for either (1) total avoidance of the resource, if possible; or (2) test excavations or total data recovery as mitigation.	
<b>IMPACT 4.5-4. Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource.</b> Buildout of the Planning Area would result in development projects and infrastructure improvements that would involve earthmoving activities. While the Sacred Lands File search was negative, the Planning Area and vicinity are known to have been used by Native American groups during the ethnohistoric and precontact periods. This impact is considered significant.	S	<b>See Mitigation Measure 4.5-2a: Gather Information Related to Archaeological Resources and Avoid or Reduce Impacts.</b>	SU
<b>4.6 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES</b> <b>IMPACT 4.6-1. Substantial Adverse Effects Related to Strong Seismic Ground Shaking or Liquefaction.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, and the utilities and public facilities required to serve such development, could subject people and structures to hazards associated with strong seismic ground shaking and liquefaction. Implementation of the policies in the City's existing General Plan, and compliance with relevant laws and ordinances, would reduce the potential for loss or damage from seismic hazards. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.6-2. Result in Substantial Soil Erosion or the Loss of Topsoil.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, would result in grading, excavation, and movement of earth associated with site preparation activities. These activities would increase the potential for construction-related soil erosion from wind and water, and the potential for siltation of local drainages. Implementation of the policies in the proposed 2050 General Plan,	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable



Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
and compliance with relevant laws and ordinances, would reduce the potential for construction-related soil erosion. Therefore, this impact is considered less than significant.			
<b>IMPACT 4.6-3. Risks from Construction in Unstable or Expansive Soil.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, could occur in areas of unstable and/or expansive soil. Implementation of the policies in the City's General Plan, and compliance with relevant laws and ordinances, would reduce the potential for damage from construction in unstable or expansive soil. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.6-4. Soil Suitability for Septic Systems.</b> Development occurring through buildout of the proposed 2050 General Plan could result in the installation of on-site wastewater treatment systems in areas that are outside the Marysville Ring Levee. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant laws and ordinances, would enable septic system operation even where soil conditions are not optimal. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.6-5. Destruction of Unique Geologic Features or Unique Paleontological Resources.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, could result in accidental damage to or destruction of unique paleontological resources. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant laws that protect resources on public land, would protect any unique paleontological resources that may be present throughout the city from damage or destruction. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.6-6. Loss of Regionally or Locally Important Mineral Resources.</b> Development occurring through buildout of the proposed 2050 General Plan could result in the loss of access to regionally and locally important mineral resource deposits along the Yuba River. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant SMARA regulations and City ordinances, would continue to allow mining activities within areas	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
known to contain important mineral resources (classified as MRZ-2). Therefore, this impact is considered less than significant.			
<b>6.7 GREENHOUSE GAS EMISSIONS AND ENERGY</b> <b>IMPACT 4.7-1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and conflict with an applicable plan, policy, or regulation adopted for the purposes of reduction GHG emissions.</b> Implementation of the proposed 2050 General Plan and Downtown Specific Plan would include buildout of planned land uses and infrastructure improvements that would generate GHG emissions associated with intermittent and temporary construction, along with long-term operations of future land uses. The impact is cumulatively considerable.	CC	See Mitigation Measure 4.3-1a: Implement Current Standard Construction Mitigation.	CC & SU
<b>IMPACT 4.7-2. Consumption of energy.</b> Implementation of the proposed 2050 General Plan and the Downtown Specific Plan would result in energy consumption for the duration of construction in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). Buildout of the proposed 2050 General Plan and the Downtown Specific Plan would also require energy for operations. The proposed 2050 General Plan and the Downtown Specific Plan would not reduce per-capita energy consumption or generate substantial renewable energy that would reduce reliance on fossil fuels, but would not result in wasteful, inefficient, or unnecessary consumption of energy and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.	LTS	No mitigation is required.	LTS
<b>4.8 HAZARDS AND HAZARDOUS MATERIALS</b> <b>IMPACT 4.8-1. Routine Transport, Use, or Disposal of Hazardous Materials or Accidental Release Of Hazardous Materials.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in greater exposure of the public to such materials and exposure of increasing numbers of people through either routine use or accidental release. Implementation of 2050 General Plan policies, in combination with existing federal, state, and local regulations, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>IMPACT 4.8-2. Hazardous Emissions or Acutely Hazardous Materials or Waste within One-Quarter Mile of an Existing or Proposed School.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools. Implementation of proposed 2050 General Plan policies, in combination with existing regulations, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.8-3. Public Health Hazards from Project Development on a Known Hazardous Materials Site Compiled Pursuant to Government Code Section 65962.5.</b> One site within the city is on the Cortese List as a known hazardous materials site. Several other known active hazardous materials sites are also present within the City. Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan could expose construction workers, future site operational employees, and the environment to hazards and hazardous materials from these sites. Implementation of proposed 2050 General Plan policies, in combination with existing regulations, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.8-4. Safety hazards for People Residing or Working Within an Airport Land Use Plan or Within Two Miles of a Public Airport or Public Use Airport.</b> Portions of Marysville overlap with several airport land use compatibility plans. However, new and redevelopment occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would be compatible with these plans, and implementation of proposed 2050 General Plan policies would ensure conformance. This impact would be less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.8-5. Interference with an Adopted Emergency Response Plan and/or Evacuation Plan.</b> Most of the city is built out. However, development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would result in additional residences and businesses that would require evacuation in case of an emergency. Implementation of proposed 2050 General Plan policies would ensure conformance with local emergency-response programs and continued cooperation with emergency-response service providers. This impact would be less than significant.	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.9 HYDROLOGY AND WATER QUALITY</b>			
<b>IMPACT 4.9-1. Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality.</b> Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, would increase the potential for construction and operation-related erosion, and transport of sediment and other pollutants into downstream waterbodies that could degrade water quality. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.9-2. Decrease Groundwater Supplies or Interfere with Groundwater Recharge so as to Impede Sustainable Groundwater Basin Management.</b> Development under the proposed 2050 General Plan and the Downtown Specific Plan would result in a minor increase in the demand for water supply and the amount of impervious surfaces. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.9-3. Substantially Alter Drainage Patterns or Add Impervious Surfaces Resulting in Substantial Erosion or Siltation On- or Off-Site.</b> Most of the city is already built out; therefore, development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would not result in substantial alteration of drainage patterns. Future development could result in the addition of new impervious surfaces, that could in turn result in erosion or siltation. Implementation of 2050 General Plan policies, and compliance with existing federal and state regulations and local ordinances, would result in a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.9-4. Substantially Increase Stormwater Runoff that Would Exceed the Capacity of Stormwater Drainage Systems and/or Cause an Increase in Flooding or Provide Additional Sources of Polluted Runoff.</b> Development under the proposed 2050 General Plan and Downtown Specific Plan could result in a minor increase in the amount of impervious surfaces, thereby increasing surface runoff that would require adequate drainage facilities in order to reduce flooding. With implementation of the policies in the	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
proposed General 2050 General Plan, combined with current drainage and flood control regulations and ordinances, this impact would be less than significant.			
<b>IMPACT 4.9-5. Impede or Redirect Flood Flows and Risk Release of Pollutants Due to Inundation.</b> Most development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would be protected from riverine flooding by the Marysville Ring Levee. Areas outside the Ring Levee are subject to 100- and 200-year flooding. Portions of the City are also subject to inundation if several dams that impound reservoirs upstream from the city were to fail. With implementation of the policies in the proposed 2050 General Plan, combined with current drainage and flood control regulations and ordinances, this impact would be less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.9-6. Conflict With or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan.</b> With implementation of the policies in the Proposed 2050 General Plan and Downtown Specific Plan, and compliance with applicable statutes, regulations, and ordinances, this impact would be less than significant.	LTS	No mitigation is required.	LTS
<b>4.10 LAND USE AND PLANNING</b> <b>IMPACT 4.10-1. Physically Divide an Established Community.</b> The proposed 2050 General Plan and Downtown Specific Plan provide guidance for physical development and conservation with a focus on existing developed portions of the city within the Marysville Ring Levee, and particularly within the Downtown Specific Plan Area. The proposed Plans do not propose any infrastructure or other physical changes that would divide existing communities. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.10-2. Conflict with any land use plan, policy, or regulation.</b> The proposed 2050 General Plan and Downtown Specific Plan policies and standards would not conflict with other land use plans, policies, or agency regulations with jurisdiction over projects that could be developed under the 2050 General Plan and Downtown Specific Plan. There are no inconsistencies between the proposed 2050 General Plan and Downtown Specific Plan and other plans that would result in a significant environmental impact not already addressed in this EIR. The impact is less than significant.	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
<b>4.11 NOISE AND VIBRATION</b> <b>IMPACT 4.11-1. Potential for Substantial Temporary, Short-Term Exposure to Construction Noise.</b> Short-term construction source noise levels could exceed the applicable City standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. The proposed 2050 General Plan includes policies and implementation strategies to reduce construction noise levels. The City cannot demonstrate at this time that the implementation of these policies and implementation strategies would avoid temporary construction noise impacts in all instances. The impact is considered significant.	S	No feasible mitigation is available	SU
<b>IMPACT 4.11-2. Potential for Long-Term Noise Exposure.</b> Existing and planned noise-sensitive land uses could occur in areas that either are currently adversely affected by transportation and non-transportation noise sources or will be in the future. This could expose noise-sensitive uses to noise levels in excess of the existing General Plan noise policies or the proposed modified 2050 General Plan policies. Buildout of the proposed 2050 General Plan and Downtown Specific Plan would also permanently and substantially increase existing ambient noise levels in certain locations. The proposed 2050 General Plan establishes the City's standards for land use and noise compatibility and strategies for addressing conflicts. While the policy approach would reduce adverse noise exposure impacts, the City cannot demonstrate that potentially significant impacts would be avoided in every case. The impact is considered significant.	S	No feasible mitigation available to fully mitigate the impact.	SU
<b>IMPACT 4.11-3. Increases in Vibration Levels.</b> Construction of projects under buildout of the General Plan could cause a temporary, short-term disruptive vibration if it were to occur near sensitive receptors, and future development of new vibration-sensitive land uses could occur within vibration-generating areas (e.g., railroad). The impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.11-4. Expose People Residing or Working in the Project Area to Excessive Noise Levels Within Two Miles of an Airport or Adopted Airport Land Use Compatibility Plan.</b> Future	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
population growth with buildout of the 2050 General Plan and Downtown Specific Plan would result in an increase in residents, workers, and recreationists exposed to aircraft noise within the aircraft overflight zones of Sutter County Airport, Yuba County Airport, and Beale AFB. Recreationists at Beckwourth Riverfront Park near the Cotton Rosser Arena would be exposed to elevated levels of aircraft overflight noise within the Sutter County Airport's approach and departure zone. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.			
<b>4.12 POPULATION AND HOUSING</b> <b>IMPACT 4.12-1. Induce Substantial Unplanned Population Growth.</b> The proposed 2050 General Plan and Downtown Specific Plan propose changes to General Plan Land Use Classifications, which will be implemented by new and revised zoning districts, and establish new Land Use Zones within the Specific Plan. However, there is substantial employment and residential capacity in already approved plans and zoning outside of Marysville in developed and developing parts of Yuba County, and the changes anticipated in Marysville are not so substantial that they would induce additional development beyond existing plans that could lead to a significant environmental impact beyond that reported in detail in the technical sections of this EIR. This impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.12-2. Displacement of a Substantial Number of Existing People or Housing.</b> The proposed 2050 General Plan and Downtown Specific Plan include policies and standards that facilitate additional residential development opportunities and various housing types on undeveloped land, vacant land, underutilized parcels, and through infill and redevelopment. The proposed 2050 General Plan and Downtown Specific Plan do not propose converting established residential areas to non-residential land use or redeveloping existing residential areas with new residences by removing existing dwelling units. The Plans allow a mix of uses within proposed Land Use Classifications and Land Use Zones throughout the city and Downtown Specific Plan Area but do not directly propose to include policies that propose displacing any existing housing within Marysville. The proposed 2050 General Plan and Downtown Specific Plan are not expected to result in a substantial displacement	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
of people or housing, necessitating the construction of housing elsewhere. Therefore, this impact is considered less than significant.			
<b>4.13 PUBLIC SERVICES AND RECREATION</b> <b>IMPACT 4.13-1. Increased Demand for Fire Protection Services and Facilities.</b> Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising residential, commercial, office, civic, industrial, and other uses along with parks and open space, increasing demand for fire protection services. It is not expected that implementation of the proposed 2050 General Plan or the Downtown Specific Plan would result in the need for additional fire protection facilities. Therefore, there would be no significant adverse physical environmental effect associated with construction and operation of new fire protection facilities, and this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.13-2. Increased Demand for Police Protection Services and Facilities.</b> Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising residential, commercial, office, and industrial development along with parks and open space, potentially resulting in increased demand for police protection services. It is not expected that implementation of the proposed 2050 General Plan or the Downtown Specific Plan would result in the need for additional police protection facilities. Therefore, there would be no significant adverse physical environmental effect associated with construction and operation of new police protection facilities, and this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.13-3. Increased Demand for School Services and Facilities.</b> Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising new residential and employment-generating land uses, potentially resulting in increased demand for school services and facilities. The proposed 2050 General Plan includes policies and implementation measures that are specifically designed to reduce or avoid environmental impacts of construction, including construction of school facilities. There are no additional significant impacts related to construction or operation of	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable



Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
school facilities beyond those impacts that are analyzed throughout this EIR, and therefore this impact is considered less than significant.			
<b>IMPACT 4.13-4. Result in the Need for New or Expanded Parks to Meet Parkland Standards and Potential for Accelerated or Substantial Deterioration of Existing Parks and Recreation Facilities from Increased Use.</b> Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include primarily infill and redevelopment of residential and employment-generating uses, resulting in a minor increased demand for new parks and increase in the use of existing parks and recreation facilities. The City is already exceeding its parkland standards, and implementation of proposed 2050 General Plan policies, proposed Downtown Specific Plan development standards, together with City General Fund revenues and public and private funding partnerships would continue to fund the acquisition of new parkland (as needed) and reduce overuse and deterioration of existing facilities. Therefore, this impact would be less than significant.	LTS	No mitigation is required.	LTS
<b>4.14 TRANSPORTATION</b> <b>IMPACT 4.14-1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</b> The proposed 2050 General Plan and Downtown Specific Plan would not create conflicts with adopted programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact would be less-than-significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.14-2. Conflict or be Inconsistent with CEQA Guidelines § 15064.3, subdivision (b).</b> The residential VMT per capita and employment VMT per employee generated by buildout of the proposed 2050 General Plan and Downtown Specific Plan are projected to be below the relevant significance thresholds. This is considered a less-than-significant impact.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.14-3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</b> The proposed 2050 General Plan and Downtown Specific Plan would not increase hazards due to a geometric design feature or incompatible uses. All new transportation facilities and improvements would be constructed according to the City's Construction Standard Details,	LTS	No mitigation is required.	LTS

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
which have been created to regulate, guide, and coordinate the creation of a safe and reliable multi-modal transportation network. This impact is considered less than significant.			
<b>IMPACT 4.14-4. Result in inadequate emergency access.</b> The proposed 2050 General Plan and Downtown Specific Plan would not result in inadequate emergency access. Proposed development and transportation improvements under the proposed 2050 General Plan and Downtown Specific Plan would be designed and constructed according to the City's Construction Standard Details and relevant California Fire Code requirements related to street width, clearance, surface condition, and other relevant standards that have been developed to ensure transportation facilities can accommodate appropriate emergency response vehicles. This impact is less than significant.	LTS	No mitigation is required.	LTS
<b>4.15 UTILITIES AND SERVICE SYSTEMS</b> <b>IMPACT 4.15-1. Increased Demand for Water Supplies.</b> Development anticipated under the proposed 2050 General Plan and Downtown Specific Plan could require an increase in potable water supplies. However, Cal Water's Urban Water Management Plan for the Marysville District has found that sufficient water supplies will be available serve the proposed development during normal, dry, and multiple-dry years, without adversely affecting existing water customers, through the 2045 water planning horizon. Furthermore, implementation of proposed 2050 General Plan policies, the Marysville Municipal Code, and the SB 610 requirements for water supply assessments would ensure that water conservation measures are put into effect and that sufficient water supplies are available. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>IMPACT 4.15-2. Increased Demand for Wastewater Treatment Facilities.</b> Future development anticipated under the 2050 General Plan and Downtown Specific Plan would increase the demand for wastewater treatment at the Linda County Water District's Regional WWTP. However, the Regional WWTP has substantial unused capacity to serve new development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan, in addition to the Regional WWTP's commitments to existing development. Implementation of policies in the proposed 2050 General Plan would further ensure adequate wastewater treatment capacity is available to	LTS	No mitigation is required.	LTS

NI = No Impact      CC = Cumulatively Considerable      LTS = Less than Significant      PS = Potentially Significant      S = Significant      SU = Significant and Unavoidable

Impacts	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
meet future demand. Therefore, this impact is considered less than significant.			
<b>IMPACT 4.15-3. Increased Generation of Solid Waste and Compliance with Solid Waste Statutes and Regulations.</b> Future development anticipated under the 2050 General Plan and Downtown Specific Plan could result in an increased generation of solid waste from construction and operation of future infill and reinvestment. However, implementation of proposed 2050 General Plan policies, the Marysville Municipal Code, and local and State requirements related to recycling and reduction of solid waste would ensure that construction and operation within the Planning Area would comply with all applicable solid waste statutes and regulations and would not exceed the capacity of existing landfills. Therefore, this impact is considered less than significant.	LTS	No mitigation is required.	LTS
<b>4.16 WILDFIRE</b> <b>IMPACT 4.16-1. Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan; Exposure of Project Occupants to Pollutant Concentrations from Wildfire or Uncontrolled Spread of Wildfire; Installation or Maintenance of Infrastructure that may Exacerbate Fire Risk; Exposure to Significant Risks as a Result of Runoff, Post-Fire Slope Instability or Drainage Changes.</b> Marysville is not located within a High or Very High Fire Hazard Severity Zone. Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would not exacerbate potential wildfire risk. There would be no impact.	NI	No mitigation is required.	NI

NI = No Impact

CC = Cumulatively Considerable

LTS = Less than Significant

PS = Potentially Significant

S = Significant

SU = Significant and Unavoidable

## 2 INTRODUCTION

This Environmental Impact Report (EIR) evaluates the impacts of implementing the proposed City of Marysville 2050 General Plan (2050 General Plan); the Downtown Specific Plan; and an update to the City of Marysville Zoning Ordinance, Municipal Code Title 18 (Zoning Code Update). Together, these actions represent the “proposed project” that is the subject of analysis in this EIR.

If adopted, the 2050 General Plan would replace the current general plan that was last comprehensively updated in 1985.<sup>1</sup> The proposed 2050 General Plan provides an overarching framework that would guide development and conservation throughout the city of Marysville and the City’s Planning Area through 2050. The Downtown Specific Plan is intended to encourage investment and guide infill development and associated public infrastructure improvements guide future development within seven Land Use Zones in the Downtown area.

The City of Marysville (City) is the California Environmental Quality Act (CEQA) Lead Agency for this EIR, which was prepared in compliance with the CEQA of 1970 (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 *et seq.*).

### 2.1 PURPOSE AND SCOPE OF THE EIR

#### 2.1.1 PURPOSE OF THE EIR

The CEQA Guidelines charge public agencies with the responsibility of avoiding or minimizing environmental damage that could result from implementation of a project, where feasible. As part of this responsibility, public agencies are required to balance various public objectives, including economic, environmental, and social issues.

The purpose of an EIR is not to recommend approval or denial of a project. An EIR is an informational document used in the planning and decision-making process by the lead agency and responsible and trustee agencies. An EIR describes the significant environmental impacts of a project, identifies potentially feasible measures to mitigate significant impacts, and describes potentially feasible alternatives to the project that can reduce or avoid significant environmental effects. CEQA requires decision-makers to balance the benefits of a project against its unavoidable environmental effects in deciding whether to carry out a project.

The lead agency is the public agency with primary responsibility over the proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), “[t]he lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose...” The City, as the CEQA Lead Agency, has prepared this EIR to evaluate the environmental impacts of implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. The EIR was prepared under the direction of the City and is provided for review by both the general public and public agencies, as required by CEQA. The City Council must certify that the Final EIR has been completed in compliance with CEQA before adopting the proposed 2050 General Plan, Downtown Specific Plan, or Zoning Code Update.

If significant environmental effects of a proposed project are identified, the lead agency must adopt “findings” indicating whether feasible mitigation measures or alternatives exist that can avoid or reduce those effects. If the

---

<sup>1</sup> The City of Marysville General Plan Housing Element and Safety Element, which were recently updated and adopted in 2021 and 2022, respectively, will not be revised as part of the 2050 General Plan Update.

environmental impacts are identified as significant and unavoidable, the lead agency may still approve a project if it determines that social, economic, legal, technological, or other benefits of the project outweigh the significant unavoidable impacts. The lead agency would be required to prepare a “Statement of Overriding Considerations” that discusses the specific reasons for approving the project, based on information in the EIR and other information in the administrative record.

In making its decision about the proposed project, the City will consider the information in this Draft EIR, comments received on the Draft EIR, and responses to those comments, along with other available information and technical analyses.

## **2.1.2 SCOPE OF THE EIR**

This EIR is a program EIR, as described under the CEQA (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 *et seq.*). According to the CEQA Guidelines (Section 15168[a]), a state or local agency may prepare a program EIR, rather than a project EIR, when a series of actions may be characterized as one large project and are related either:

- ▶ geographically;
- ▶ as logical parts of a chain of contemplated actions;
- ▶ in connection with the issuance of rules, regulations, plans, or other general criteria that govern the conduct of a continuing program; or
- ▶ as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

In this case, this program EIR addresses the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, which together constitute the proposed “project,” as defined by CEQA. This program EIR considers a series of actions related to implementation of these plans and updates.

Although the required contents of a program EIR are the same as those of a project EIR, there are normally differences in level of detail. General plans by their nature are broad, long-range, and conceptual. Program EIRs typically have a relatively more general discussion of impacts, alternatives, and mitigation measures than do project-level EIRs. However, the City has developed this Draft EIR to be directly used for future private development projects and public infrastructure improvements by including details of anticipated future development and utility upgrades in the Project Description (Chapter 3) and embedding these details in the analysis presented throughout Chapter 4.

## **2.2 INTENDED USES OF THE EIR**

### **2.2.1 USE OF THE EIR FOR TIERING AND STREAMLINING**

The analysis in this program EIR is considered the first tier of environmental review and creates the foundation upon which future, project-specific CEQA evaluations can build. Tiering refers to the concept of a multi-level approach to preparing environmental documents. Section 15152 of the CEQA Guidelines provides that where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in

second- and/or third-tier documents. According to Section 15152(f)(3), significant effects identified in a first-tier EIR have been adequately addressed for purposes of later approvals if the lead agency determines that such effects have been either:

- A) “mitigated or avoided as a result of the prior [EIR] and findings adopted in connection with that prior [EIR]”; or
- B) “examined at a sufficient level of detail in the prior [EIR] to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.”

Another form of environmental streamlining is set forth in Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. The scope of future project-level environmental analysis can be substantially limited following the preparation of an EIR for a general plan, specific plan, and/or zoning code update. The City has designed the EIR specifically to optimize the use of this “partial exemption” provided in the Public Resources Code and CEQA Guidelines (please see below for additional detail).

This program EIR will help determine the need for subsequent environmental documentation, as well as dictate the scope of project-level CEQA review. According to Section 15168(d) of the CEQA Guidelines, a program EIR can be used to simplify the task of preparing future environmental documents on later activities in the program. A program EIR can:

- 1) “Provide the basis in an Initial Study for determining whether the later activity may have any significant effects.
- 2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
- 3) Focus an EIR on a later activity to permit discussion solely of new effects which had not been considered before.”

As discussed further below, the City will also use this EIR to streamline future environmental review and approval of private and public projects, and other implementing documents and plans that are consistent with the proposed 2050 General Plan and Downtown Specific Plan. The City will make use of existing streamlining provided by CEQA, and will make use of emerging streamlining techniques, as appropriate.

## **2.2.2 INTENT TO USE CEQA GUIDELINES SECTION 15183 EXEMPTIONS FOR FUTURE PRIVATE DEVELOPMENT PROJECTS AND PUBLIC FACILITY AND INFRASTRUCTURE PROJECTS**

The City intends to make full use of the CEQA streamlining allowed under Public Resources Code 21083.3 and CEQA Guidelines 15183 as related to future projects within the City limits and the Downtown Specific Plan Area. Under this provision, CEQA only applies to issues “peculiar to the site.”

Lead agencies can use EIRs for a general plan (or community plan or zoning action) to analyze the impacts of projects that are consistent with the plan, and greatly limit later project-level analysis to project-specific or site-

specific issues. CEQA Guidelines Section 15183(f) provides that impacts are not peculiar to the project if uniformly applied development policies or standards substantially mitigate that environmental effect.

Public agencies can use uniformly applied policies or standards to mitigate effects of future projects, precluding the need to analyze these effects, unless new information arises that changes the impact analysis (Public Resources Code Section 21083.3[d]). The 2050 General Plan Update and Downtown Specific Plan process was used to identify policies and implementation measures that can constitute uniformly applied standards and substantially limit the scope of analysis for proposed projects that are consistent with the proposed 2050 General Plan. This EIR includes references to 2050 General Plan policies and implementation measures, and to Downtown Specific Plan development standards, where appropriate, to address environmental impacts within the City limits. As discussed throughout this EIR, the uniformly applied development policies (in the form of 2050 General Plan policies and implementation measures and Downtown Specific Plan development standards), would substantially mitigate each environmental effect, when applied to future projects.

Future CEQA documents within the City limits may reference the same 2050 General Plan policies and implementation measures, where appropriate, to demonstrate less-than-significant impacts and that later project-level issues are not “peculiar to the parcel” if they have been substantially mitigated by 2050 General Plan policies and implementation measures (uniformly applied development policies). Please refer to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for a more detailed description of impacts that are peculiar to the parcel and the use of uniformly applied development standards and policies.

Future site-specific development projects in the area covered by the Downtown Specific Plan may be exempt from future site-specific CEQA analysis if they demonstrate compliance with the development standards contained in the Downtown Specific Plan.

The CEQA streamlining provisions will not apply to future development within the City’s existing Sphere of Influence (SOI) or the proposed SOI Expansion area; therefore, additional CEQA documents will be required in the future to further examine the specific locations, nature, size, and timing of development in those areas.

## **2.3 ORGANIZATION AND CONTENT OF THE DRAFT EIR**

Environmental review in compliance with CEQA is required as part of the City’s consideration of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. This EIR has been prepared in compliance with CEQA, including the CEQA statutes, CEQA Guidelines, and judicial decisions interpreting CEQA and the CEQA Guidelines. This EIR includes an evaluation of all relevant environmental topic areas, as well as other CEQA-mandated sections, as described below.

- ▶ **Chapter 1, “Executive Summary,”** provides an overview of the findings and conclusions of this EIR.
- ▶ **Chapter 2, “Introduction,”** describes the purpose and scope of this EIR; intended uses of the EIR (including future tiering and streamlining); organization and content of the EIR; lead, responsible, and trustee agencies; and provides a brief overview of the CEQA environmental review process and opportunities for public participation.
- ▶ **Chapter 3, “Project Description,”** describes the project location; project purpose and objectives; structure and content of the proposed 2050 General Plan; 2050 General Plan land uses and planned infrastructure

improvements; structure and content of the Downtown Specific Plan; Downtown Specific Plan land uses and planned infrastructure; Zoning Code Update; and the relationship between the proposed 2050 General Plan and the Downtown Specific Plan and other agencies and plans.

- ▶ **Chapter 4, “Environmental Impact Analysis for the Proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update,”** provides a detailed evaluation of the potential physical environmental effects associated with implementing the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.
- ▶ **Chapter 5, “Environmental Impact Analysis for the Sphere of Influence,”** evaluates potential physical environmental effects of possible future development within the existing City SOI and the SOI Expansion area. The City Council has expressed interest possible future expansion, particularly to the south of the existing City limits. However, the analysis in Chapter 5 is presented at very broad level, since, of necessity, the exact nature, size, and timing of future development in these areas cannot be known until future, more detailed planning efforts are undertaken including a municipal services review (required by state law and approved by the Local Agency Formation Commission [LAFCO]) to evaluate the provision of services. As reflected in policies in the proposed 2050 General Plan, the City would need to assess the fiscal viability of development within the SOI and expansion of the SOI, along with other feasibility analysis. The analysis reported in Chapter 5 is based on basic, conceptual assumptions related to the type of future development that could occur in the SOI and in a possible expanded SOI in the future.
- ▶ **Chapter 6, “Other CEQA Considerations,”** describes the cumulative impacts of implementing the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update in combination with the impacts of related past, present, and reasonably foreseeable projects; discusses the growth inducement potential of the proposed project; and summarizes the significant irreversible environmental changes, and significant and unavoidable effects of implementing the proposed project.
- ▶ **Chapter 7, “Alternatives,”** provides a comparative analysis between the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update as described in Chapter 3, “Project Description,” and three alternatives. This chapter also identifies the “environmentally superior” alternative as required by CEQA Guidelines Section 15126.6.
- ▶ **Chapter 8, “References,”** lists the sources of information cited throughout the EIR.
- ▶ **Chapter 9, “List of Preparers,”** lists the individuals who contributed to preparation of the EIR.

## **2.4 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES**

In accordance with CEQA Guidelines Section 15051(b)(1), the City of Marysville is the Lead Agency with primary authority for approval of the proposed project.

Per CEQA Guidelines Section 15381, a “Responsible Agency” means a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency which have discretionary approval power over the project.



As defined in the CEQA Guidelines Section 15386, “Trustee Agency” means a state agency that has jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California (for example, the California Department of Fish and Wildlife).

Responsible or Trustee Agencies that may have approval authority over future developments and infrastructure improvement projects in the City’s Planning Area may include, but are not limited to, the following:

- ▶ U.S. Army Corps of Engineers
- ▶ Central Valley Regional Water Quality Control Board
- ▶ California Department of Fish and Wildlife
- ▶ California Department of Transportation
- ▶ Yuba Local Agency Formation Commission
- ▶ Feather River Air Quality Management District
- ▶ California-American Water Company
- ▶ Yuba Water Agency
- ▶ Three Rivers Levee Improvement Authority
- ▶ Marysville Levee Commission
- ▶ Reclamation District 784
- ▶ District 10 Levee Commission

## **2.5 ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION IN THE CEQA PROCESS**

To assist the City in determining the focus and scope of analysis for this EIR, pursuant to CEQA Guidelines Section 15082, the City filed a NOP on February 7, 2023 (State Clearinghouse Number 2023020168) and sent the NOP to each responsible and trustee agency, special service districts, organizations, and individuals with an interest in or jurisdiction over future projects implemented under the proposed 2050 General Plan, Downtown Specific Plan, or Zoning Code Update.

The NOP is sent by the lead agency to inform the public, interested parties, responsible agencies, trustee agencies, and potentially affected federal, state, and local agencies that the lead agency plans to prepare an EIR. The NOP also seeks comments regarding the scope and content of the EIR. The City held a public scoping meeting for the project on February 22, 2023. The City received NOP comment letters from agencies and individuals. Please see Appendix A for the NOP and responses.

The NOP comment letters and comments at the scoping meeting suggest that the following topics related to potential physical environmental impacts should be particular areas of focus for the City’s environmental analysis:

- ▶ Water quality and existing regulations protecting water quality
- ▶ Future project sites affected by hazardous waste or hazardous substances
- ▶ Aerially deposited lead along roadways

- ▶ Demolition of structures and lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk
- ▶ Sampling of imported soil
- ▶ Organochlorinated pesticides in areas that have been used for agricultural, weed abatement or related activities
- ▶ Consistency with the Feather River Air Quality Management District's Air Quality Plans and the Sacramento Area Council of Governments' (SACOG's) Metropolitan Transportation Plan
- ▶ Construction-generated criteria air pollutant and precursor emissions
- ▶ Operational criteria air pollutant and precursor emissions
- ▶ Toxic Air Contaminant emissions
- ▶ Potential odor exposure
- ▶ Greenhouse gas emissions
- ▶ Native American tribal consultation
- ▶ Cultural and tribal cultural resources

Copies of the proposed 2050 General Plan Update, Downtown Specific Plan, Zoning Code Update, and this EIR are available through the City of Marysville Community Development Department.

The City has circulated the document to public agencies, other public and private organizations, property owners, developers, and other interested individuals. Detailed information related to the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update are available at the City of Marysville City Hall and online at the General Plan Update Website: <https://www.marysville.ca.us/general-plan-update>.

Comments on the Draft EIR are invited in writing or via email to:

Kathy Pease AICP, Planning Consultant  
 City of Marysville Community Development Department  
 P.O. Box 150  
 Marysville, CA 95901  
[kpease@masfirm.com](mailto:kpease@masfirm.com)

Comments should be focused on the adequacy and completeness of the Draft EIR. "Adequacy" is defined as the thoroughness of the EIR in addressing significant adverse physical environmental effects, identifying mitigation measures for those impacts, and supplying enough information for public officials to make decisions about the merits of the project (CEQA Guidelines Section 15151).

This page intentionally left blank

## 3 PROJECT DESCRIPTION

### 3.1 INTRODUCTION

This chapter describes the proposed City of Marysville 2050 General Plan (2050 General Plan) and the proposed Downtown Marysville Specific Plan (the Specific Plan), and the comprehensive Zoning Code update, which together comprise the “proposed project” that is the subject of analysis in this EIR.

The proposed 2050 General Plan would replace the current general plan that was last comprehensively updated in 1985.<sup>1</sup> The Housing Element was certified by the State Department of Housing and Community Development (HCD) in 2021, addressing the Regional Housing Needs Allocation (RHNA) requirements for the planning period of 2021 to 2029. No changes to the Housing Element are proposed as part of this update. Updates to Housing Elements are cyclical, with the required timing based on State law. The City of Marysville’s (City’s) next Housing Element update will be due in June 2029. The Safety Element was updated in conjunction with the Housing Element in 2021.

The General Plan provides an overarching framework that guides development and conservation throughout the city of Marysville through 2050. The Downtown Specific Plan provides allowable land use, development standards, and design standards for future development within the Specific Plan Area, along with public investments required to support such development and implementation strategies to advance the consensus vision for infill in the Downtown area. The comprehensive Zoning Code update implements changes identified in the City’s Housing Element to facilitate housing development, and to be consistent with state law which has made changes to streamline housing approvals.

The City is the CEQA lead agency for this EIR, which was prepared in compliance with the CEQA of 1970 (Public Resources Code Section 21000 *et seq.*) and the CEQA Guidelines (CCR, Title 14, Section 15000 *et seq.*).

### 3.2 PROJECT LOCATION AND SETTING

Marysville is the county seat of Yuba County (County) and is situated just north of the confluence of the Feather River to the west and the Yuba River to the east. Marysville is surrounded by agricultural and open space uses to the north, east, and south; and the city of Yuba City to the west. Marysville is approximately 32 miles north of Sacramento via State Route (SR) 70, which bisects the City in a north-south direction. Marysville is also bisected by SR 20 in an east-west direction, which provides access to Yuba City.

The City’s existing sphere of influence (SOI) encompasses the City limits (north of the Yuba River), as well as lands that are south of the Yuba River in the unincorporated Yuba County community of Linda, which is northeast of SR 70, east to Griffith Avenue, and south of Simpson Lane.

For purposes of this EIR, the “project site” consists of the existing City limits, which are coterminous with the existing City SOI boundary north of the Yuba River and the existing City SOI south of the Yuba River.

---

<sup>1</sup> The City of Marysville General Plan Housing Element and Safety Element, which were recently updated and adopted in 2021 and 2022, respectively, have not been revised as part of the 2050 General Plan.

### **3.2.1 CITY PLANNING AREA AND SPHERE OF INFLUENCE**

According to State law, each city must include in its General Plan all territory within the boundaries of the incorporated area, as well as “any land outside its boundaries [that] in the planning agency’s judgment bears relation to its planning” (California Government Code Section 65300). The “Planning Area” for the 2050 General Plan includes all areas within the City limits, plus those areas outside the City limits but within the City’s existing SOI and a possible future SOI expansion area. The City limits encompass approximately 2,336 acres. The City’s existing SOI (which includes the City limits) encompasses approximately 5,011 acres. The 2050 General Plan includes policy and programmatic guidance regarding future annexation and development within the City’s existing SOI, as well as future expansion of the City’s existing SOI.

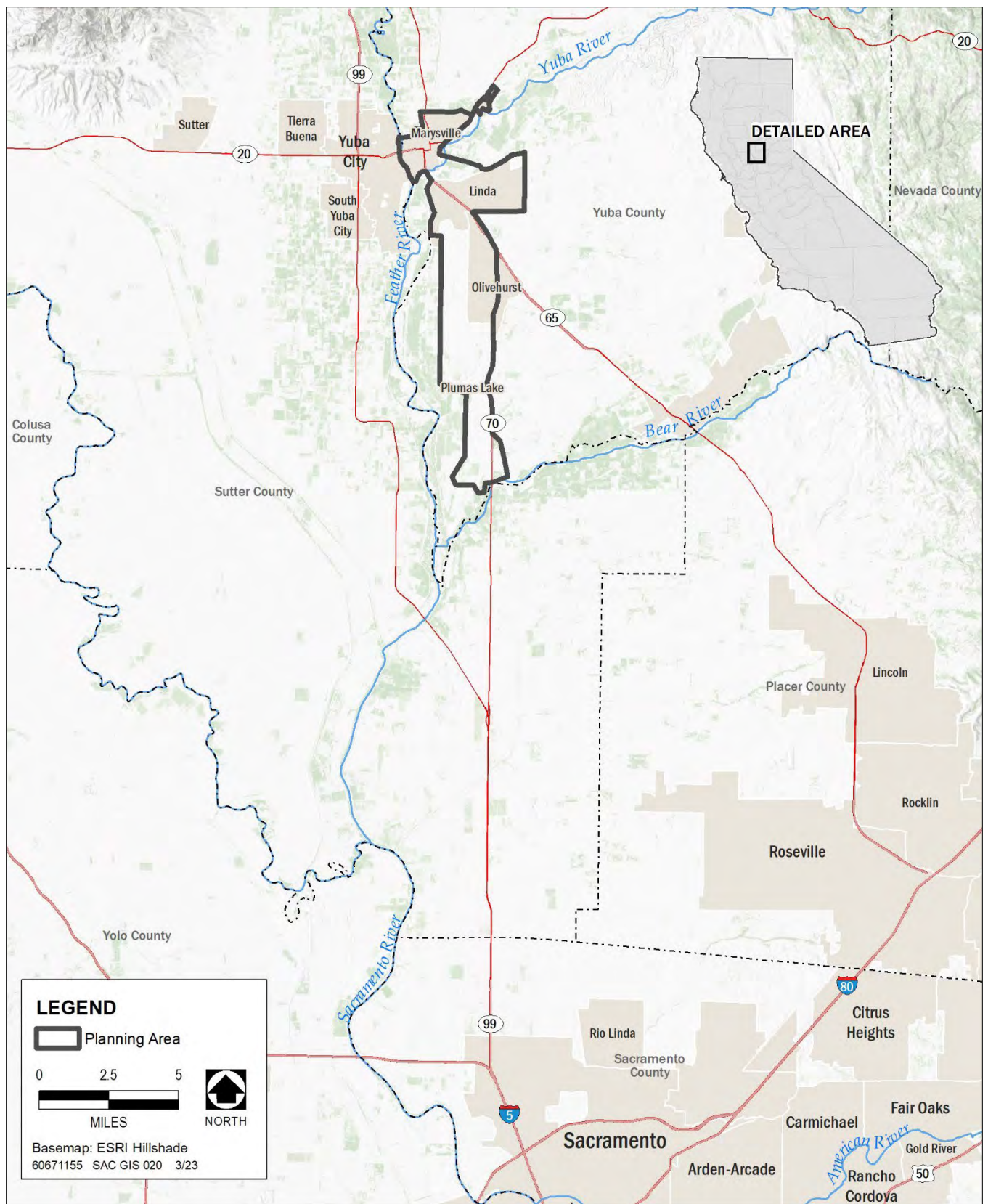
Exhibit 5-1 shows the City’s “Area of Referral.” This includes all areas within the existing SOI and areas outside of the existing SOI where the City will review development proposals. The Area of Referral represents the possible future maximum extent of an expanded City SOI in the future and frames the analysis presented in this chapter. The possible future SOI expansion area is approximately 11,674 acres. The total acreage of the Planning Area is approximately 16,686 acres or 26 square miles in total land area. The City’s Planning Area boundaries are shown on Exhibit 3-1 and Exhibit 3-2.

### **3.2.2 DOWNTOWN SPECIFIC PLAN**

The proposed 2050 General Plan includes a land use classification called “Downtown Specific Plan,” which, along with the balance of policies and programs in the 2050 General Plan, establishes broad parameters to be developed in greater detail in the Specific Plan. The Specific Plan Area is shown in Exhibit 3-3. The Specific Plan has been drafted consistent with the General Plan direction and includes seven land use zones, which are listed below:

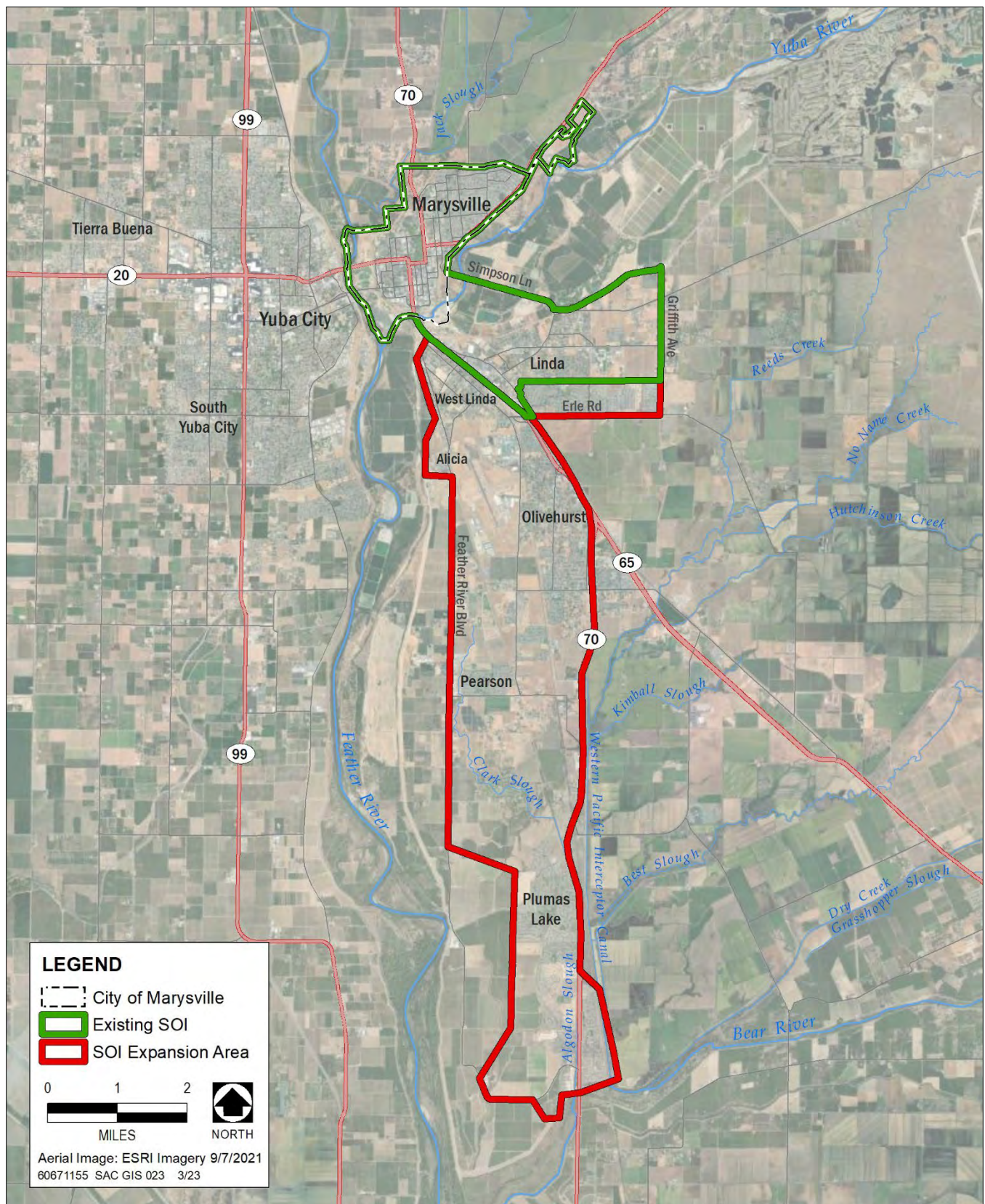
- ▶ Commercial Mixed Use (CMU)
- ▶ Mixed-Use Corridor (MU-C)
- ▶ Medical Arts (MED)
- ▶ Downtown Mixed Use (DMU)
- ▶ Mixed-Use Neighborhood (MU-N)
- ▶ B Street Corridor (B)
- ▶ Parks & Open Space (P)

Just as the proposed 2050 General Plan provides allowable land use, density, and development intensity for each land use classification, the Specific Plan includes allowable land use, development standards, and design standards for proposed development within each of the land use zones.



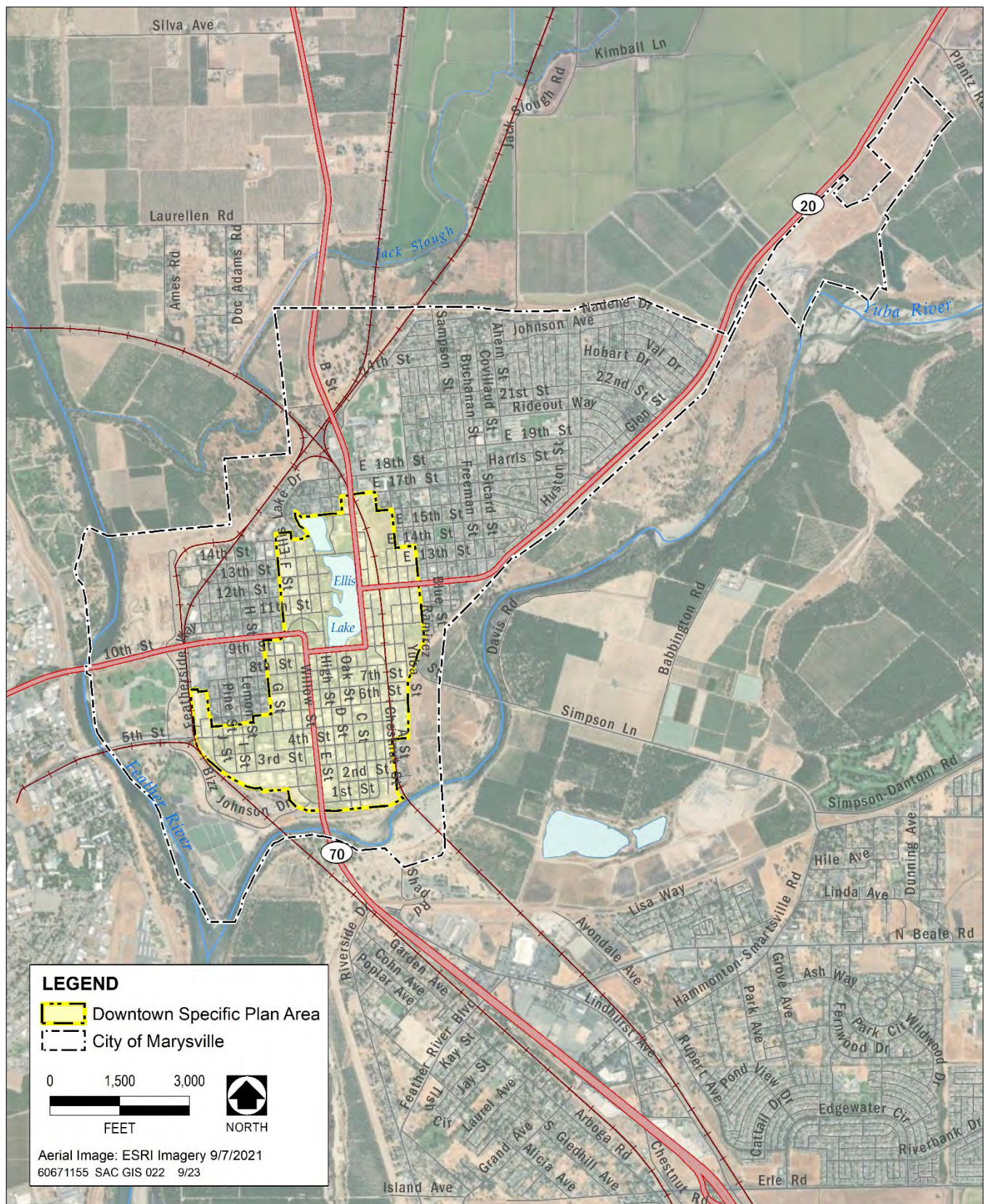
**Exhibit 3-1. Regional Location of the City's Planning Area**





**Exhibit 3-2. Planning Area and Possible Future Sphere of Influence Expansion Area**





**Exhibit 3-3. City Limits and Downtown Specific Plan Area**



### **3.2.3 ZONING CODE UPDATE**

The proposed Zoning Code update includes the following chapter revisions to the City’s Municipal Code:

- ▶ 18.07 Definitions
- ▶ 18.16 Residential Development Standards
- ▶ 18.24 Commercial Uses
- ▶ 18.84 Reasonable Accommodations
- ▶ 18.90 Accessory Dwelling Units
- ▶ 18.98 Urban Lot Splits
- ▶ 18.99 Downtown Specific Plan
- ▶ Updated Zoning Map

## **3.3 PURPOSE OF THE GENERAL PLAN AND DOWNTOWN SPECIFIC PLAN**

### **3.3.1 GENERAL PLAN**

The 2050 General Plan provides the basis for the City’s regulation of the overall amount, character, and location of development, as well as economic development, fiscal sustainability, preservation and natural resource conservation, transportation, safety, public facilities and services, and housing.

The General Plan documents the community’s consensus vision for the future, and is intended to be a living document that is implemented and adjusted, as needed, to make progress toward the City’s goals. The General Plan communicates the City’s position on important community planning issues in the form of policy statements, and identifies actions required to implement General Plan policies. The General Plan: identifies reinvestment opportunity areas and guidance for development; promotes economic development and fiscal sustainability; identifies additional housing opportunities so that workers can live proximate to their employment; identifies increased mobility improvements for better traffic flow and bicycle and pedestrian safety; addresses how to protect, enhance, and maintain desired aspects of community character and the local quality of life; serves as the basis for City regulatory actions and investments; and provides direction for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

The 2050 General Plan fulfills State legal requirements for long-range comprehensive planning and provides a framework for the City to exercise its land use entitlement authority, as provided under State law. The proposed 2050 General Plan identifies locations where there is capacity for future development and identifies how the City will protect and enhance the local quality of life as the City grows.

The 2050 General Plan is a decision-making guide – the City relies on the General Plan when reviewing private development applications, public investments, and other important actions to ensure that they are consistent with the 2050 General Plan. The 2050 General Plan also provides direction for agencies or organizations that do business or provide services in the City. Because the 2050 General Plan includes projections of future development capacity, it serves as a tool for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

### **3.3.2 DOWNTOWN MARYSVILLE SPECIFIC PLAN**

A Specific Plan is a planning document that implements the goals and policies of the General Plan. Specific Plans are more detailed than a General Plan and they typically cover a smaller area. Specific Plans contain detailed development standards and implementation measures to which future projects located within a certain geographic area must adhere. Specific plans identify the public investments required to serve future development and a financing strategy to implement such investments.

The Downtown Specific Plan is intended to encourage reinvestment, economic development, and a more vibrant Downtown area. The Specific Plan anticipates a pedestrian- and bicycle-friendly environment with a mix of shops, restaurants, services, entertainment, cultural uses, and housing in well-maintained historic buildings and new, primarily multi-story buildings. The Specific Plan allows a wide range of uses, including “horizontal” (same site) and “vertical” (same building) mixed-use developments.<sup>2</sup>

## **3.4 PROJECT CHARACTERISTICS**

### **3.4.1 PROJECT OBJECTIVES**

CEQA requires that an EIR provide a statement of project objectives (CEQA Guidelines Section 15124). This statement of objectives is used to guide the environmental impact analysis and to evaluate alternatives to the proposed project (in this case, the proposed project is the proposed 2050 General Plan and Specific Plan).

The purpose of the proposed project is to implement mixed-use, mixed density in the Downtown Area, support the economic vitality of the entire City and improve the conditions for residents and businesses. Implementation of the General Plan, Downtown Specific Plan and Zoning Code update are guided by the following project objectives:

- ▶ Complete comprehensive planning for the entire city: formulate an updated General Plan, Downtown Specific Plan and Zoning Code update that expands the city in an orderly manner, accommodates Marysville’s share of future regional population and economic growth, and increases infill workforce housing opportunities.
- ▶ Long term growth: Plan for long-term growth to be positioned to react to market demand and attract private investment.
- ▶ Mix of Land Use: Design a comprehensively planned community with a mix of land uses that can accommodate forecast development and help the city meet its Housing Element goals and fair share of its Regional Housing Needs Allocation (RHNA).
- ▶ Transportation: Provide a safe and efficient circulation system which interconnects uses and promotes pedestrian circulation and non-vehicular transportation options.
- ▶ Revise goals and policies, as appropriate, to address recent changes in State law.
- ▶ Streamline development consistent with the 2050 General Plan and Downtown Specific Plan.

---

<sup>2</sup> Downtown Marysville has been identified as a “Green Zone” as part of the Sacramento Area Council of Governments’ (SACOG) Green Means Go pilot program, which aims to lower greenhouse gas (GHG) emissions in the greater Sacramento region. The reduction in GHG emissions would be achieved by accelerating infill development and reducing vehicle trips in identified “Green Zones.”

Marysville's planning efforts on both the 2050 General Plan, and the Downtown Specific Plan benefited greatly from an extensive and multi-media public and stakeholder engagement program. Understanding that implementation of the Plans will be collaborative, the City recognized the importance of community involvement. This started with the development of a consensus vision for 2050 based on feedback from the General Plan Advisory Committee (made up of a broadly representative group of individuals discussed below), and also included feedback via public workshops from the City Council, Planning Commission, and general public, as well as online and mailed surveys. The consensus developed as a product of this community engagement produced two important documents that guided preparation of the Plans: a Vision Statement and Guiding Principles.

## **VISION STATEMENT**

- ▶ In 2050, Marysville is a vibrant, diverse, desirable place to live, work, and visit. Sustained investment and public-private partnerships have activated the City's historic core, where there are few vacant properties or storefronts, and where many residents have elected to live just steps from retail and services.
- ▶ All residents have opportunities for safe and affordable housing, access to parks and recreational spaces, convenient bicycle and pedestrian options to reach daily destinations, and a variety of local employment options.
- ▶ Marysville's preserved history, parks and recreational spaces, and local dining, entertainment, and special events are a regional draw. Recreational programming serves residents with different needs and preferences, promotes the local public health, and offers year-round activities for all, youth to senior citizens.
- ▶ Historic buildings and neighborhoods are well-kept and have been preserved not only as a reminder of the past, but as valuable parts of the city's housing stock and unique spaces for local businesses and service organizations.
- ▶ Marysville offers a variety of housing options serves households of all sizes, incomes, ages, and needs. Compact housing options near services and entertainment have been especially popular among the younger households that have made Marysville their home. Rather than importing employees, recent housing construction has made it possible for many residents to avoid the commute into the city.
- ▶ Maryville is known for its walkability and scenic levee trails. Residents and visitors enjoy safe, convenient, and pleasant options for reaching destinations on foot or on their bike. Tree-lined state and local transportation facilities operate in a way that balances the needs of regional transportation and goods movement with local access and quality of life. Centrally located transit stops offer residents another option for reaching jobs and other destinations in the Sacramento region and beyond.

## **GUIDING PRINCIPLES**

- ▶ Downtown Marysville should be the cultural and commercial heart of the Yuba-Sutter region with thoughtfully restored and well-maintained historic buildings, regular and special events, a variety of shopping, entertainment, and cultural offerings, and complementary higher-density housing.
- ▶ Our commercial districts should be inviting, pedestrian friendly, and easily accessible to nearby neighborhoods.

- ▶ Locally owned businesses, tourist attractions and accommodations, regular and special events, a clean Ellis Lake and inviting lakefront, and active historic buildings are important to the City's character and a healthy and resilient local economy.
- ▶ Existing and future residents and employees should have a variety of local housing choices to best meet their needs and preferences.
- ▶ Our city should provide the opportunity for children to grow, young households to become established, for people to raise families, and for seniors to stay in the community as they age.
- ▶ Our transportation facilities can be designed and operated in a way that serves regional and statewide transportation needs in balance with local needs.
- ▶ The entire community benefits from tree-lined, pedestrian-friendly streets and a strong sense of place.
- ▶ Though we value the convenience provided by our automobiles, our city should be designed to meet the needs of our people.
- ▶ It is critical to ensure that Marysville is a place where it is safe and convenient to walk, bike, and roll to reach daily destinations.
- ▶ Public-private-nonprofit partnerships can play an important role in attracting employment-generating businesses and affordable housing.
- ▶ Parks and public spaces should feel safe and provide places where people can meet and interact with friends and neighbors.
- ▶ Livable neighborhoods and a healthy citizenry require adequately maintained parks and open space and a diversity of cultural and recreational activities and programs.
- ▶ Our community deserves high-quality and efficient public services and effective communication between our citizens and service providers.
- ▶ Collaborations with other government agencies and regional organizations and an active volunteer ethos will be crucial in attaining our goals.
- ▶ The City should actively partner and work with residents from historically underrepresented perspectives and prioritize investments that ensure a health environment for all people, while offering inclusive economic development opportunities.

### **3.5 PHYSICAL CHANGES UNDER THE PROPOSED 2050 GENERAL PLAN AND DOWNTOWN SPECIFIC PLAN**

The EIR evaluates physical changes associated with implementing the proposed 2050 General Plan and Downtown Specific Plan. The analysis presented throughout the EIR compares existing physical conditions to physical conditions under implementation of the General Plan and Downtown Specific Plan. While the General Plan and Downtown Specific Plan call for City actions that have no physical manifestation, such as engaging citizens to provide input on transportation improvements, the General Plan and Specific Plan are primarily focused on guiding physical change within the city. These physical changes take many forms and have different environmental repercussions, which are the subject of detailed reporting throughout this EIR. The City has

developed a detailed representation of these physical changes – those associated with public infrastructure improvements and other public actions, as well as those associated with private development projects and other private actions. A detailed understanding of the physical actions under the proposed 2050 General Plan and Specific Plan fuels a detailed analysis of potential impacts and a thorough set of mitigating policies and implementation strategies. This environmental analysis and uniformly applied mitigating policies and strategies will, in turn, reduce or avoid the need for additional environmental review for future actions that are consistent with the proposed 2050 General Plan and Specific Plan.

Implementation of the proposed 2050 General Plan and Specific Plan will involve the construction and operation of new developments and the expansion of existing uses – both public and private. The City anticipates substantial infill development throughout the Downtown area, improvements to Ellis Lake; potential changes in the routing, management, and streetscape along state highways; new water, sewer, and drainage facilities, including pipes, pumps, and other components – both to address the condition and the capacity of public infrastructure. While the City does not anticipate substantial new streets, there will be streetscape improvements, potentially road diets, new street trees, new local wayfinding, and parking management actions, including the addition of diagonal and other on-street parking to improve the potential for proactive use of property and avoid the need for surface parking. In addition to new and improved bicycle and pedestrian facilities and safe crossings, there will be new and improved local connections to regional bicycle and pedestrian facilities. The City anticipates increased programming and activities within City parks and in particular at Beckwourth Regional Park, as well as an increase in both regular and special events at public and private facilities throughout the city.

Under the proposed 2050 General Plan and Specific Plan, there will be partnerships to prepare and facilitate the development and reuse of underutilized properties, as well as potential new use and development of surplus public property. There will be an expansion of medical-related and supportive uses and facilities in and around Rideout Regional Medical Center, installation and use of renewable energy facilities, and adaptive reuse of historic buildings according to guidance in the General Plan and Specific Plan. This Project Description summarizes the changes associated with implementation of the proposed 2050 General Plan and Specific Plan, though a more detailed rendering of such activities is available in the plans themselves.

## **3.6 PROPOSED 2050 GENERAL PLAN**

### **3.6.1 GENERAL PLAN STRUCTURE AND CONTENTS**

As specified in California Government Code Section 65302, there are nine required “elements” for a general plan: land use, circulation, housing, conservation, open space, noise, safety, environmental justice (if the jurisdiction has a disadvantaged community), and air quality (if the jurisdiction is located in the San Joaquin Valley). These elements, or portions thereof, may be combined or separated, in whatever way best meets the needs of the local jurisdiction. In addition to the mandatory elements, a jurisdiction may also adopt any other elements that relate to its physical development (California Government Code Section 65303). The treatment of each issue in the general plan depends on the local conditions and the relative local importance of that issue.

The Marysville 2050 General Plan includes the following elements:

- ▶ Land Use and Community Development
- ▶ Circulation
- ▶ Open Space, Conservation, and Recreation

- ▶ Environmental Justice
- ▶ Noise
- ▶ Housing<sup>3</sup>
- ▶ Safety

Each Element of the 2050 General Plan includes background information to establish the context for the goals and policies. This background information is followed by goals, policies, and implementation strategies:

- ▶ **Goals** are a statement of the desired future condition related to public health, safety, or general welfare of the community. Goals set directions for policies.
- ▶ **Policies** are statements or conditions that guide decision making in relation to managing land use change, prioritizing public investments, mitigating environmental effects, and other related actions. Policies convey the City's position on particular topics.
- ▶ **Implementation strategies** are actions that are necessary to carry forward the City's policies.

### 3.6.2 GENERAL PLAN LAND USE DIAGRAM AND LAND USE CLASSIFICATIONS

The proposed Land Use Diagram of the 2050 General Plan (Exhibit 3-4) assigns allowable land use to each parcel within the City limits. Marysville is mostly built out, and therefore most opportunities for development would be in the form of infill development and reinvestment in already developed areas.

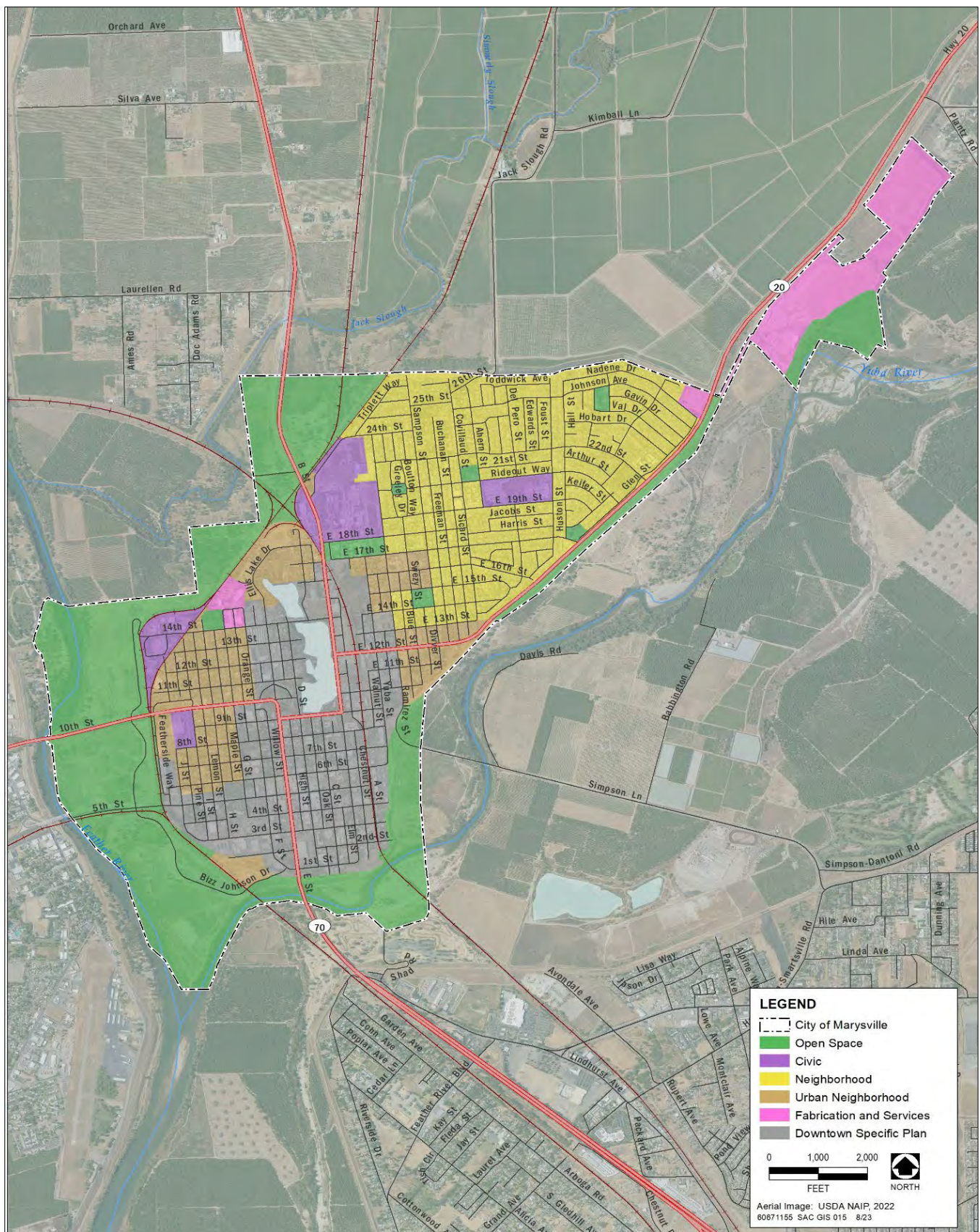
The proposed Land Use Diagram illustrates the location of different land use classifications. Land use classifications dictate allowable land use and are expressed spatially on the General Plan Land Use Diagram. The land use classifications and Land Use Diagram communicate the desired organization of uses in the city and are broad enough to give the City flexibility in implementation but clear enough to provide sufficient direction to carry out the General Plan. In addition to allowable uses, the General Plan land use classifications establish the minimum and maximum development density and intensity allowed within each classification. The General Plan proposes eight land use classifications:

- ▶ **Open Space:** Allows cultivation and gardens, natural areas, golf courses, trails, rest areas, playgrounds, waterfront recreation, passive and active parks, maintenance facilities, amphitheaters and other entertainment and public gathering venues, wildlife sanctuaries, campgrounds, picnic areas, barbecues, restrooms, facilities to host periodic and occasional public events, public facilities, infrastructure, and other similar and complementary uses.
- ▶ **Civic:** Allows public buildings and associated recreational spaces, schools, community centers, childcare facilities, service centers, maintenance facilities, public gathering venues, facilities to host periodic and occasional public events, and other similar and complementary uses.
  - Intensity: 0.1 to 1.0 floor area ratio (FAR).

---

<sup>3</sup> The Housing Element and the Safety Element were comprehensively updated and adopted in 2021 and 2022, respectively, and therefore have not been further updated as part of the 2050 General Plan Update.





**Exhibit 3-4. Proposed 2050 General Plan Land Use Diagram**

- ▶ **Neighborhood:** Allows single-family residential (attached or detached), accessory dwelling units (ADUs), duplexes, triplexes, row homes, townhomes, multi-family dwellings, as well as complementary non-residential uses, such as live-work spaces, home offices, small lodging, small local-serving retail and services, small offices, eating and drinking establishments, medical services and assisted living, parks and open space, public facilities and civic uses; and other similar and complementary uses.
  - Density: 8 to 36 units per gross acre for residential-only projects.
  - Intensity: 0.75 FAR for mixed-use and non-residential projects.
- ▶ **Urban Neighborhood.** Allows multi-family dwellings, townhomes, and other types of housing, including mixed-use buildings, retail and commercial services, eating and drinking establishments, offices, lodging, medical services and assisted living, parks and open space, public gathering venues, public facilities and civic uses; and other similar and complementary uses.
  - Density: 8 to 52 units per gross acre for residential-only projects.
  - Intensity: 1.3 FAR for mixed-use and non-residential projects.
- ▶ **Fabrication and Services.** Allows general retail, shopping centers, and other types of markets; commercial services; eating and drinking establishments; hardware stores and home improvement centers; offices; medical facilities; commercial recreation; fueling and service stations; vehicle sales and repair; general and light industrial; distribution and warehouses; corporation yards; research and development; trade schools and other educational facilities; parks and open space; social services and shelters; public facilities, infrastructure, and other public uses; and other similar and complementary uses.
  - Intensity: 0.2 to 1.0 FAR.
- ▶ **Downtown Specific Plan.** Allows low-, medium-, and higher-density dwelling units; eating and drinking establishments; lodging; cultural and entertainment; offices and commercial services; research, assembly, and fabrication; social services and shelters; parks and open space; public facilities and civic uses; and other similar and complementary uses.
  - Density: 10 to 57 units per gross acre for residential-only projects.
  - Intensity: 0.5 to 3.50 FAR for mixed-use and non-residential projects.

Most of the existing and proposed development under the proposed 2050 General Plan and Specific Plan would be situated within the Marysville Ring Levee, which was constructed to protect the city from floodwaters associated with the Yuba and Feather Rivers. The proposed land use classifications with the Marysville Ring Levee shown in Exhibit 3-4 reflect, to some extent, existing conditions. The northeastern portion of the city would continue to be primarily residential, along with parks (Open Space) and schools (Civic). More compact development would be focused within the Downtown Specific Plan (discussed below in Section 3.4.4) and within the Urban Neighborhood classification to the north, northeast, and northwest of the Downtown Specific Plan Area and Ellis Lake. Civic land uses would be focused north of 18<sup>th</sup> Street/east of SR 70, and northwest of 14<sup>th</sup> Street. The remaining areas within the City limits but outside of the Marysville Ring Levee would continue to be associated with Open Space land uses. The proposed 2050 General Plan assumes continuing operation of the Recology Yuba-Sutter Transfer Station and Materials Recovery Facility, and potentially other fabrication and service businesses in the northeastern portion of the City limits outside of the Marysville Ring Levee. An area, near the Yuba River, would be classified as Open Space (which could include continuing agricultural uses).



### 3.6.3 DEVELOPMENT ASSUMPTIONS UNDER THE PROPOSED 2050 GENERAL PLAN AND SPECIFIC PLAN

The City has prepared a detailed set of development assumptions that have been used in the analysis reported throughout this EIR. These development assumptions are not City policy – they are for analytical purposes only. Full implementation of the proposed 2050 General Plan and Specific Plan may involve more or less development compared to these assumptions, but to the extent that future projects are consistent with the assumptions, future environmental review may be streamlined. Table 3-1 identifies new development under the proposed 2050 General Plan and Specific Plan – new dwelling units, hotel rooms, non-residential square footage, employment, residential population, and total land affected by new development.

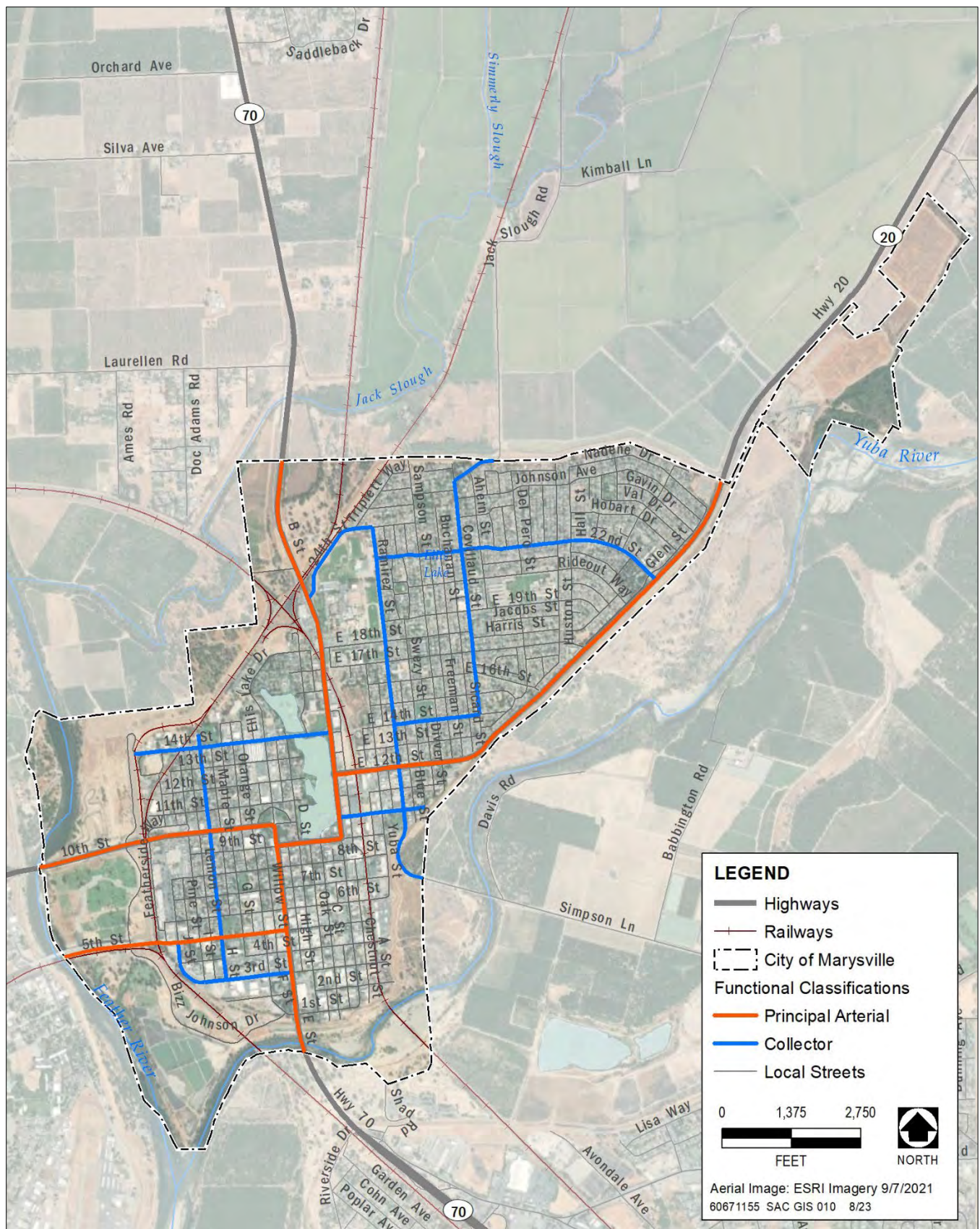
**Table 3-1. Development Assumptions – New Development under 2050 General Plan**

Land Use	Dwelling Units	Rooms	Non-Residential Square Footage	Employment	Population	Acres
Small-Lot Single Family	30 to 40		-	-	80 to 90	2
Fabrication and Services	-		80,000 to 90,000	50 to 60	-	15
Higher-Density Residential	500 to 700		-	-	1,000 to 1,400	20
Lodging		60 to 100	60,000 to 70,000	90 to 110	-	5
Office	-		150,000 to 200,000	250 to 350	-	40
Mixed Use (Residential, Retail, Services)	300 to 500		20,000 to 30,000	80 to 120	800 to 900	10
Retail	-		200,000 to 250,000	400 to 450	-	60
Mixed Use (Retail and Services)	-		20,000 to 25,000	80 to 100	-	1
School	-		15,000 to 25,000	10 to 20	-	10
Commercial Service	-		15,000 to 20,000	30 to 40	-	10
<b>Total</b>	<b>800 to 1,250</b>		<b>560,000 to 710,000</b>	<b>990 to 1,250</b>	<b>1,800 to 2,400</b>	<b>170</b>

### 3.6.4 TRANSPORTATION FACILITIES

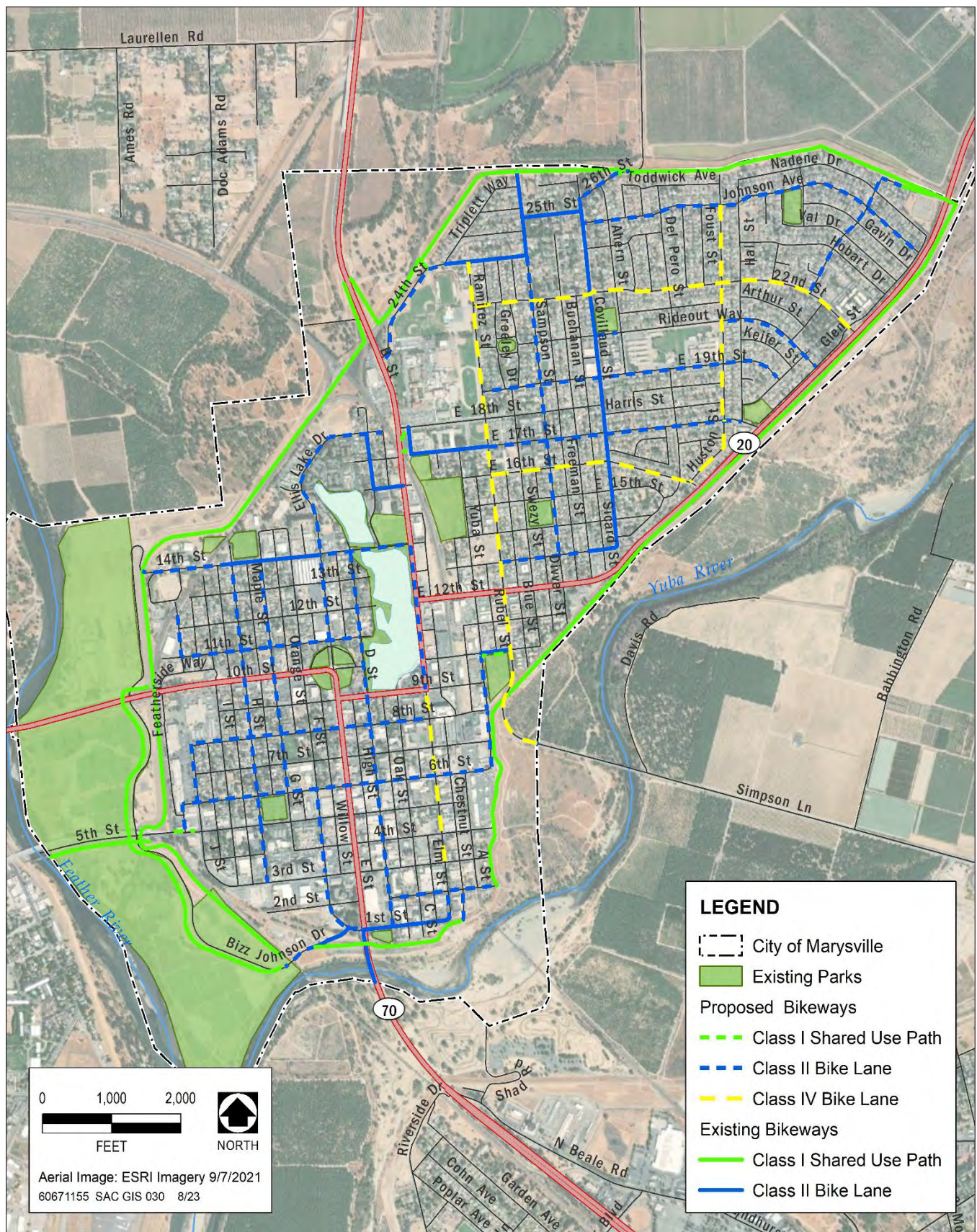
Under the proposed 2050 General Plan and Specific Plan, there will be a variety of improvements to transportation facilities. The City’s streets and rights-of-way – vehicular travel lanes, sidewalks, street trees, bike lanes, transit stops, and other features – will be designed and improved consistent with the standards presented in the Circulation Element (Exhibit 3-5). Sidewalks will be maintained and widened according to City policy and standards and sidewalk gaps will be filled, with a priority on areas around schools and other walking destinations. High-visibility crosswalks will be added in areas with relatively higher traffic speeds or volumes and where there are nearby destinations. Curb extensions will be used to reduce pedestrian crossing distance and enhance pedestrian safety.

The City will maintain and improve a network of bicycle paths, lanes, and separated bike routes, and coordinate with other agencies on new connections to regional facilities. The proposed 2050 General Plan includes a comprehensive bicycle network as shown in Exhibit 3-6, which would include Class I off-street shared-use pedestrian and bicycle routes, Class II bicycle lanes (where a portion of the roadway is striped for one-way bicycle travel), and Class IV bicycle lanes (which can only be used by bicycles, and require either a horizontal or vertical separation from roadways such as posts, on-street parking, grade separation, railings, or planters). The City will implement traffic calming measures such as speed humps, roundabouts, traffic circles, curb extensions, and road diets to reduce speed and improve safety. The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk



**Exhibit 3-5. Proposed 2050 General Plan Circulation Network**





**Exhibit 3-6. Proposed 2050 General Plan Bicycle Network**

events. Under the proposed 2050 General Plan and Specific Plan, the City will manage parking supply, including seeking opportunities to add on-street parking supply that reduce the need for surface parking. The City will collaborate with Caltrans to make changes in routing, traffic management, and design that would slow vehicular speeds, reduce noise and air pollution, improve safety, and make more pleasant spaces along the state highways.

Notwithstanding the above-described changes, Marysville is a built-out community and, overall, the circulation network in Marysville after implementation of the proposed 2050 General Plan and Specific Plan would be mostly similar to existing conditions. As shown in Exhibit 3-5, SR 70, SR 20/10<sup>th</sup> Street, and 5<sup>th</sup> Street would continue to function as principal arterials carrying larger volumes of vehicles. 14<sup>th</sup> Street, Lemon Street, and 3<sup>rd</sup> Street west of Willow, along with Ramirez Street, Covillaud Street, and 22<sup>nd</sup> Street would continue to function as collector streets, low-to-moderate-capacity streets that connect local streets with arterials.

### **3.6.5 WATER, SEWER, AND STORM DRAINAGE**

The City is served by an infrastructure network that generally follows the existing street grid pattern, including stormwater drainage, water supply, and wastewater pipelines. Cal Water provides domestic water in the city. The groundwater used within Marysville is extracted from the North Yuba Sub-basin, which underlies Marysville. There are a total of nine wells that serve Marysville, eight of which are active. Two surface storage structures enable the groundwater wells to pump to storage during non-peak demand periods and provide peak day demand. According to California Water Service's 2020 Urban Water Management Plan, while the total population is projected to increase by 3 percent between 2020 and 2045, total water use is expected to decrease by 6 percent due to improvements in water use efficiency. Implementation of the proposed 2050 General Plan and Specific Plan would involve the construction of new water lines to connect the existing water pipes, primarily in street or alley rights-of-way, to new homes, businesses, and public facilities, as well as some replacement of existing water lines, as required to address deteriorated conditions, increase capacity, or provide for adequate fire flow. The new water line connections to existing Cal Water lines will occur on properties with new development and given the built-out nature of the City, it is not anticipated that new development entitled under the proposed 2050 General Plan and Specific Plan would require new off-site water lines or other new improvements to serve development anticipated between present and the planning horizon.

The sewer system is a collection system consisting of separate piping system for the City's sanitary sewers and storm drains. The sewage collection and conveyance facilities include approximately 65 miles of main sewer lines and 6 pumping stations. Wastewater is collected and conveyed in a series of pipes that, like water, are primarily constructed within street and alley rights-of-way. Wastewater in Marysville is collected and conveyed via a pipe under the Yuba River and pumped 2.5 miles to the entrance of the Linda County Water District Wastewater Treatment Plant. The existing The Linda County Water District Wastewater Treatment Plant that serves Marysville has substantial unused capacity available to serve new development (existing capacity of 5 million gallons per day and current flows of 2.5 million gallons per day). During implementation of the proposed 2050 General Plan and Specific Plan, the City will direct condition and capacity improvements required to serve existing and new development. Condition-related improvements would include those to address infiltration (groundwater seeping into the sanitary sewer system through cracks or leaks in sewer pipes) and inflow (rainwater being misdirected into the sanitary sewer system instead of stormwater drains). There will be newly constructed sewer laterals that connect new homes, businesses, and public facilities to existing sewer lines that are, as noted, primarily constructed within street and alley rights-of-way.



Stormwater and surface water is collected and conveyed into a closed system, which is maintained by the City. As noted above, the City's wastewater collection system is separate from the stormwater collection system. Ellis Lake and East Lake are ponds that are connected to the City's stormwater management system which gravity flows to Jack Slough but is pumped if the outfall does not gravity flow during high water. New development in the City is required to manage stormwater drainage, both quantity and quality. Under the proposed 2050 General Plan and Specific Plan, the City will maintain a stormwater management system and identify condition and capacity improvements required to serve existing and new development. As with water and sewer, given the built-out nature of the city and the scale and amount of development, the City does not anticipate any new significant storm drainage improvements, and new development projects would largely make on-site improvements to provide for storm drainage needs.

### **3.6.6 SOLID WASTE & RECYCLING**

Recology Yuba-Sutter currently provides refuse collection and disposal services within Marysville. New development will be required to place solid waste, recycling, and organic waste collection receptacles for collection and disposal consistent with applicable standards.

### **3.6.7 ELECTRICITY AND NATURAL GAS**

Electrical power is supplied by Pacific Gas & Electric Company (PG&E). Most of the electrical lines are overhead, supported by wood or metal poles. Natural gas in the city is also currently provided by PG&E. The City will require applicants of future projects to coordinate with PG&E regarding electric and natural gas connections and required standards, conditions, and improvements.

### **3.6.8 SPHERE OF INFLUENCE**

The last time the City's SOI was adjusted was in 2012, following the adoption of a new Yuba County General Plan. As a part of the County's General Plan, areas north and northeast of Marysville were designated "Natural Resources." These areas had been within the City's previous SOI, but with the "Natural Resources" land use designation, the County determined that appropriate uses should include natural resources, agriculture, and other open space-oriented uses. In 2012, Yuba Local Agency Formation Commission (LAFCO) adopted a change to the City's SOI to remove areas north and northeast of the city from the City's SOI and add areas of unincorporated Yuba County south and southeast of the city, as shown on Exhibit 3-2. The City's existing SOI encompasses the City limits (north of the Yuba River), as well as lands that are south of the Yuba River in the unincorporated community of Linda, which is northeast of SR 70, east to Griffith Avenue, and south of Simpson Lane. The proposed 2050 General Plan and this EIR do not propose annexation and development of areas outside the City limits, but within the City's SOI, though the proposed 2050 General Plan does include a goal, policies, and an implementation strategy that commits the City to assess potential changes to the SOI and annexation that further General Plan goals, and that have been determined to produce long-term fiscal benefits to the City.

Exhibit 5-1 shows the City's "Area of Referral." This includes all areas within the existing SOI and areas outside of the existing SOI where the City will review development proposals. The Area of Referral represents the possible future maximum extent of an expanded City SOI in the future and frames the analysis presented in this chapter. The General Plan itself does not establish the SOI. SOI changes are adopted through a separate process that would often follow a general plan update. SOI changes can be recommended by the City and must be approved by a separate agency known as the Yuba Local Agency Formation Commission (LAFCO). However,

following adoption of the 2050 General Plan, the City will study the fiscal, economic, administrative, and service level benefits and costs associated with annexation of areas within the existing Sphere of Influence, and potential changes to the existing Sphere of Influence. It is the City's intent that such a study will produce recommendations for changes boundaries, strategies for public services, improvements to infrastructure and public facilities, costs associated with serving areas outside the existing City limits, financing strategies, and potential public service efficiencies that could be available through annexation and changes to the SOI.

Yuba LAFCo is the entity empowered by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Assembly Bill 2838) to review and approve proposed boundary changes and annexations by incorporated municipalities, including changes to spheres of influence. LAFCo's do not have authority for land use entitlements. The Act created LAFCo's to ensure that changes in local governmental organization occur in a manner that provides efficient and good-quality services balanced with the need to preserve open space land resources.

The City must file a petition with Yuba LAFCo for any proposed SOI expansion, including a plan for the provision of services (including roads, sewer, and water facilities) within the expansion area and information as to how the provision of services will be financed. As part of Yuba LAFCo's consideration of any requested SOI expansion, it will rely, in part, on the CEQA analysis contained in this EIR. At Yuba LAFCo's discretion, it may also prepare a separate CEQA document. When making a decision whether to approve or disapprove the requested SOI expansion, Yuba LAFCo must consider the following factors, among others (California Government Code Section 56668):

- ▶ Population and population density; land area and land use; assessed valuation; topography, natural boundaries, and drainage basins; proximity to other populated areas; and the likelihood of significant growth in the area, and in adjacent incorporated and unincorporated areas, during the next 10 years.
- ▶ The need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; and probable effect of the proposed expansion on the cost and adequacy of services and controls in the area and adjacent areas.
- ▶ The conformity of the proposal and its anticipated effects with the adopted commission policies on providing planned, orderly, efficient patterns of urban development.
- ▶ Consistency with regional transportation plan(s) and the City's 2050 General Plan.
- ▶ Timely availability of water supplies adequate for projected needs.
- ▶ Achievement of regional housing needs.
- ▶ Land use designations.
- ▶ The effect of the proposal on maintaining the physical and economic integrity of "agricultural lands," as defined by California Government Code Section 56016.<sup>4</sup>
- ▶ Promotion of environmental justice.

---

<sup>4</sup> "Agricultural lands" as defined by California Government Code Section 56016 means "land currently used for the purpose of producing an agricultural commodity for commercial purposes, land left fallow under a crop rotational program, or land enrolled in an agricultural subsidy or set-aside program."

## **3.7 DOWNTOWN SPECIFIC PLAN**

### **3.7.1 DOWNTOWN SPECIFIC PLAN STRUCTURE AND CONTENTS**

California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457 provides the authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy driven plan). This allows the City to prepare Specific Plans as may be required for the systematic implementation of the General Plan. The Downtown Marysville Specific Plan serves as both a policy and regulatory document designed to implement the community's vision for Downtown Marysville.

State law establishes a minimum set of requirements for Specific Plans, which include text and diagrams that specify all of the following in detail:

- ▶ The distribution, location, and extent of the uses of land, including open space, within the Specific Plan area.
- ▶ The proposed distribution, location and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the Specific Plan area and which are needed to support the land uses described in the plan.
- ▶ Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- ▶ A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the project.

The Downtown Marysville Specific Plan is organized into eight chapters as summarized below.

- ▶ Chapter 1 – Introduction. This chapter provides background information, including the Specific Plan Area location, existing conditions, and relationship to other plans.
- ▶ Chapter 2 – Vision. This chapter describes the Downtown Marysville Specific Plan's overall Vision. and Big Ideas.
- ▶ Chapter 3 – Context. This chapter offers a summary of existing conditions within the Specific Plan Area that have informed the contents of the Specific Plan.
- ▶ Chapter 4 –Land Use Zones. This section provides standards for development of properties within the Specific Plan Area.
- ▶ Chapter 5 – Transportation and Circulation. This chapter includes an overview of the transportation and circulation system, along with proposed vehicular, bicycle, and pedestrian improvements.
- ▶ Chapter 6 – Open Space and Public Facilities. This chapter identifies the primary public facilities, infrastructure, and services within the Specific Plan and backbone level improvements in public facilities and infrastructure needed to serve anticipated land use change.

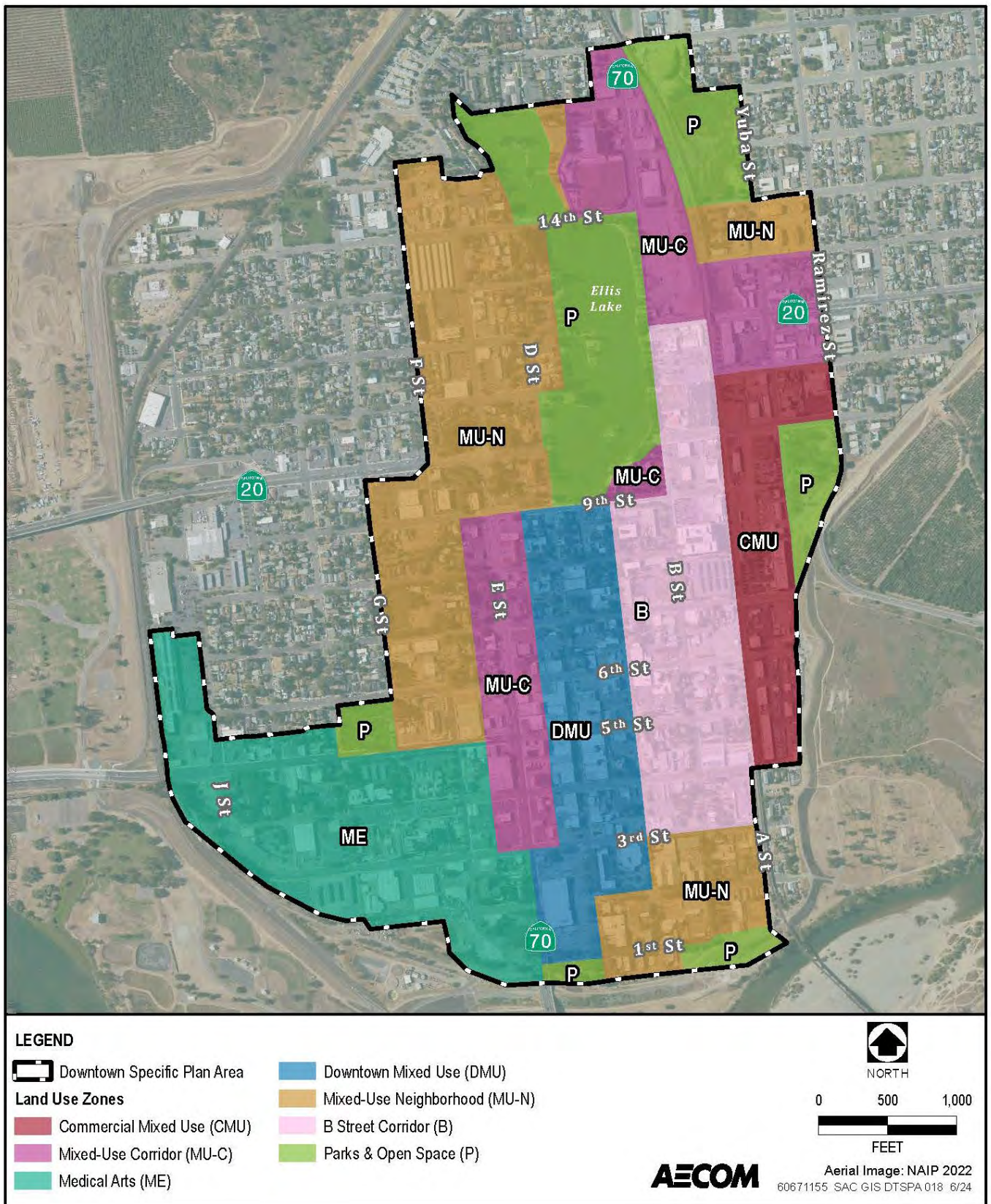
## DOWNTOWN SPECIFIC PLAN LAND USE ZONES

The Specific Plan proposes Land Use Zones, which are shown in Exhibit 3-7, and which apply to each parcel of land within the Specific Plan Area. The Land Use Zones are accompanied by guidance on allowable land use and development standards.

The Land Use Zones reflect, to some extent, existing land use and development patterns in the Specific Plan Area. The Medical Arts Zone, for example, is focused on Adventist-Rideout Medical Center and comprises the medical campus, supportive services, and related facilities in the vicinity of the hospital. The Land Use Zones and associated guidance are designed to allow and facilitate reinvestment. For example, the Mixed-Use Corridor, B Street Corridor, and Downtown Mixed Use Land Use Zones were identified through research and extensive public and stakeholder engagement to be especially well-suited for land use change and infill development. The proposed Land Use Zones allow a complementary mix of land uses in each zone.

- ▶ **Downtown Mixed Use.** The Downtown Mixed-Use Zoning Zone intent is to accommodate a broad mix of commercial, civic, professional office, and residential uses. The zone is focused around the historic D Street and is envisioned as a vibrant, popular, and thriving retail, eating and drinking, cultural, and entertainment “main street”; as a recognized destination known for its history and culture, with attractive tree-lined streets, well-defined sidewalks, and calmed traffic that make the area a pleasant place to walk, bike, and attend special and regular events; and as a growing residential neighborhood offering opportunities for households seeking a walkable environment and unique sense of place.
- ▶ **B Street Corridor.** The intent of the B Street Corridor Zone is to accelerate investment and mixed-use development along this improved, pedestrian-friendly boulevard. Streetscape enhancements, including wider sidewalks, street lighting, trees and other landscaping, and other improvements are designed to incentivize infill development with building placement close to the public right-of-way and street-facing building entrances with outdoor seating and gathering areas. A broad range of uses is encouraged, including retail, eating and drinking establishments, commercial services, lodging, offices, and a variety of housing types, including in mixed-use formats.
- ▶ **Commercial Mixed Use.** The intent of the Commercial Mixed-Use Zone is to accommodate economic development through a broad range of primarily non-residential uses along the railroad line including commercial services, storage, repair, assembly, and related uses that are not necessarily compatible when directly adjacent to residential uses and other more sensitive land uses. This zone is designed to facilitate change in uses within existing buildings, as well as new construction and the introduction of new commercial buildings and facilities.
- ▶ **Medical Arts.** The intent of the Medical Arts Zone is to support investment in a constellation of medical-related uses, specifically the Rideout Medical Center, and other complementary uses such as medical offices, labs, and research facilities, but also facilitate housing, retail and commercial services, lodging, and a managed transition away from lower-scale assembly and vehicle-oriented uses in the southern portion of the zone. The Medical Arts Zone will have improved, safe, convenient, and pleasant bicycle and pedestrian connections to Downtown, residential neighborhoods to the north, and adjacent recreational areas, namely the river levees and associated trails.





**Exhibit 3-7. Proposed Downtown Specific Plan Land Use Zones**

- ▶ **Mixed-Use Corridor.** The intent of the Mixed-Use Corridor Zone is to accommodate a concentration of commercial and mixed-use development and feature an enhanced streetscape that offers attractive gateways into Marysville, specifically E Street, a pleasant public realm, and a safe area for pedestrians and cyclists. Vehicle traffic along the state highways will be slowed and local businesses will benefit from the calmed traffic, transformed state highway design, and traveling commercial patrons. Pedestrian and cycling improvements are encouraged within this zone to foster safe and inviting boulevards for visitors and shop patrons. Located between the historic Downtown and Medical Arts Zone, the E Street and 12th Street corridors can be attractive to adaptive re-use, as well as new infill construction of primarily retail, commercial services, and lodging, but also residential development above ground-floor, non-residential development.
- ▶ **Mixed-Use Neighborhood.** The Mixed-Use Neighborhood Zone is intended to maintain the existing positive qualities of the zone and promote compatible retail, office, and services, along with single- and multi-family housing. This zone allows projects that are entirely commercial, entirely residential, or a mix of the two. This pedestrian-friendly zone is designed to accommodate new development that is compatible with the existing mostly smaller-scale buildings. The Mixed-Use Neighborhood Zone promotes residential and non-residential development oriented to Ellis Lake and designed to take advantage of this amenity as the City collaborates with other organizations to improve the area for passive recreation and hosting regular and special events. Pedestrian and bicycle connections providing access to the Ellis Lake area are prioritized and the state highways adjacent to the Lake are redesigned to enhance the area as a public gathering place. The zone supports adaptative reuse of historic structures throughout the area, including in Chinatown, where the intent is also to facilitate context-sensitive infill developments that are oriented to, and can benefit from the unique sense of place and amenities offered in this historically and culturally important place.

## **DEVELOPMENT ASSUMPTIONS UNDER THE PROPOSED DOWNTOWN MARYSVILLE SPECIFIC PLAN**

The City has prepared development assumptions for the Specific Plan – these assumptions are not official growth projections and do not represent the City’s policy, but are important for informing a variety of analysis, and will be used to monitor the Specific Plan’s implementation progress and to identify any required revisions to the Specific Plan to ensure that the City and community goals are being met.

Table 3-2 is a summary of the estimated total number of new residential dwelling units, nonresidential square footage, local employment (jobs), and new population that could be accommodated within the Downtown Marysville Specific Plan. The estimates are categorized by quadrant, shown in Exhibit 3-7. Buildout may vary overall or within individual quadrants due to several factors, including but not limited to:

- ▶ Physical site constraints
- ▶ Infrastructure availability, including transportation facilities, public services, and facilities
- ▶ Community input
- ▶ Financial feasibility

The Specific Plan provides the opportunity for between 820 and 1,060 new dwelling units, 400,000 to 549,000 square feet of new non-residential square footage, up to 1,020 new jobs, and 1,000 to 2,000 new residents at buildout.

**Table 3-2. Development Assumptions – New Development under Downtown Marysville Specific Plan**

Specific Plan Area Quadrant	New Dwelling Units	New Non-Residential Square Footage	New Employment	New Population
Northeast (NE)	300 to 350	40,000 to 55,800	0 to 80	0 to 520
Northwest (NW)	20 to 60	30,000 to 47,000	0 to 85	0 to 110
Southeast (SE)	400 to 500	250,000 to 324,000	0 to 610	800 to 1,000
Southwest (SW)	100 to 150	75,000 to 123,000	0 to 245	200 to 300
<b>Total</b>	<b>820 to 1060</b>	<b>400,000 to 549,000</b>	<b>0 to 1,020</b>	<b>1,000 to 2,000</b>

### 3.8 INTENDED USES OF THE EIR

This EIR was prepared in compliance with the CEQA of 1970 (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations Section 15000 et seq.). This EIR evaluates the environmental impacts that could result from implementation of the 2050 General Plan and Downtown Specific Plan.

The purpose of an EIR is not to recommend approval or denial of a project. An EIR is an informational document used in the planning and decision-making process by the lead agency and responsible and trustee agencies. An EIR describes the significant environmental impacts of a project, potentially feasible measures to mitigate potentially significant impacts, and potentially feasible alternatives to the project that can reduce or avoid significant environmental effects. CEQA requires decision-makers to balance the benefits of a project against its unavoidable environmental effects in deciding whether to carry out a project.

This EIR supports both current and future decisions by the City of Marysville. Immediately, this EIR is designed to support the City’s consideration of adoption of the 2050 General Plan and the Downtown Specific Plan, as well as a Zoning Code Update to implement the 2050 General Plan.

The 2050 General Plan and the Downtown Specific Plan will also be implemented through a series of public and private actions and approvals, including, but not necessarily limited to subdivision maps, site plans, use permits and conditional use permits, design review, building permits, grading permits, infrastructure master plans, capital improvement plans and public investments, and other actions. This EIR provides a detailed analysis of impacts attributable to implementing the 2050 General Plan and the Downtown Specific Plan so that the findings and mitigation may be applied to future entitlements and City actions, avoiding or reducing the need for additional environmental review.

#### 3.8.1 USE OF THE EIR FOR TIERING AND STREAMLINING OF FUTURE ENVIRONMENTAL REVIEW

The analysis in this EIR is the first tier of environmental review and creates the foundation upon which future CEQA review can build. Tiering refers to the concept of a multi-level approach to preparing environmental documents. Project-level environmental analysis can be streamlined to limit the scope of project approvals following the preparation of an EIR for a general plan (or other “up tier” document).

Section 15152 of the CEQA Guidelines provides that where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and/or third-tier documents. According to Section 15152(f)(3), significant effects identified in a first-tier EIR have been adequately addressed,

for purposes of later approvals, if the lead agency determines that such effects have been either: (A) “mitigated or avoided as a result of the prior [EIR] and findings adopted in connection with that prior [EIR]”; or (B) “examined at a sufficient level of detail in the prior [EIR] to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.”

- ▶ This EIR will help determine the need for subsequent environmental documentation, as well as dictate the scope of project level CEQA review. According to Section 15168(d) of the CEQA Guidelines, a program EIR This section of the Public Resources Code also refers to consistency with community plans and zoning, but the above discussion is tailored to simplify the task of preparing future environmental documents on later activities in the program. A program EIR can: (1) “[p]rovide the basis in an Initial Study for determining whether the later activity may have any significant effects; (2) [b]e incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole; and (3) [f]ocus an EIR on a later activity to permit discussion solely of new effects which had not been considered before.”
- ▶ CEQA Guidelines Section 15182 provides an exemption for residential projects implementing a Specific Plan for which an EIR was prepared.

CEQA Guidelines 15179.5 limits environmental review for infill multi-family residential projects and mixed-use projects of 100,000 square feet or less, when such projects are consistent with a general plan, specific plan, or zoning code that had an EIR.

As discussed further below, the City will also use this EIR to streamline future environmental review and approval of private and public projects, as well as implementation actions. The City will make use of existing streamlining provided by CEQA, and will make use of emerging streamlining techniques, as appropriate.

## **INTENT TO USE CEQA GUIDELINES SECTION 15183 EXEMPTIONS**

The City intends to make full use of the streamlining allowed under Public Resources Code 21083.3 and CEQA Guidelines 15183. Under this provision, CEQA only applies to issues “peculiar to the site.” Lead agencies can use EIRs for a general plan to analyze the impacts of projects that are consistent with the plan, and limit later project-level analysis to project-specific or site-specific issues. CEQA Guidelines Section 15183(f) provides that impacts are not peculiar to the project if uniformly applied development policies or standards substantially mitigate that environmental effect. Public agencies can use uniformly applied policies or standards to mitigate effects of future projects, precluding the need to analyze these effects, unless new information arises that changes the impact analysis (Public Resources Code Section 21083.3[d]).

The 2050 General Plan and Downtown Specific Plan process was used to identify policies and implementation measures that can constitute uniformly applied standards and substantially limit the scope of analysis for proposed projects that are consistent with the 2050 General Plan and Downtown Specific Plan. This EIR includes references to General Plan policies and implementation strategies, where appropriate, to address environmental impacts.

As discussed throughout this EIR, the uniformly applied development policies (in the form of General Plan policies and implementation strategies), would substantially mitigate each environmental effect, when applied to future projects. Future CEQA documents may reference the same General Plan policies and implementation strategies, where appropriate, to demonstrate less-than-significant impacts and that later project-level issues are

not “peculiar to the parcel” if they have been substantially mitigated by General Plan policies and implementation strategies (uniformly applied development policies).

Please refer to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for a more detailed description of impacts that are peculiar to the parcel and the use of uniformly applied development standards and policies.

### **3.8.2 OTHER PERMITS AND APPROVALS**

A number of other jurisdictional and permit-granting agencies have authority or jurisdiction over specific environmental concerns in the city. These agencies may use this EIR to ensure that their plans and activities conform to the goals, objectives, policies, and implementation strategies and/or mitigation measures presented in this EIR. The proposed 2050 General Plan, Specific Plan, and this EIR make reference to laws, plans, and regulations administered by other public agencies. In many instances, the City’s policies are specifically designed to achieve consistency with regulations of another public agency. In other cases, the City commits to seeking input from other agencies on issues that may arise over the course of implementing the proposed 2050 General Plan and Specific Plan.

Unless otherwise specified, any reference to “consulting with” or “coordinating with” other agencies in no way delegates to other agencies the City’s responsibilities for land use permitting and entitlement or lead agency responsibilities for managing land use change. Some of the key areas of interaction with other agencies are described below.

#### **FEDERAL GOVERNMENT**

Although no federal plans directly control local land use policies, a number of federal laws have an important bearing on land use decisions at the municipal levels. Examples of such regulations include the Endangered Species Act and Section 404 of the Clean Water Act. Multiple agencies have jurisdiction over biological or other resources in the City’s Planning Area, and through the permitting process may exert influence on local land use processes. Individual topic areas of this EIR include a thorough discussion of relevant federal plans, policies, and regulations.

- ▶ U.S. Army Corps of Engineers (Section 404 of the Clean Water Act permit), and
- ▶ U.S. Fish and Wildlife Service (incidental take permits pursuant to the federal Endangered Species Act).

#### **STATE GOVERNMENT**

The State of California influences local policy decisions through a variety of State laws, regulations, and procedures. For example, the California Department of Housing and Community Development develops housing policy and building codes (e.g., the California Building Standards Code) and administers housing finance, economic development, and community development programs. California Department of Transportation (Caltrans) plans and oversees the State highway system and works with other governmental agencies and local jurisdictions to plan, develop, manage, and maintain California’s transportation system. Caltrans has permitting authority for all access to and from State highways. The California Department of Fish and Wildlife administers compliance with the California Endangered Species Act and Fish and Game Code. Individual topic areas of this EIR include a thorough discussion of relevant State plans, policies, and regulations.



- ▶ California Department of Conservation, California Geological Survey (expertise in evaluating geologic and seismic hazards, as well as mineral resource issues);
- ▶ California Department of Fish and Wildlife (streambed alteration agreement pursuant to Section 1600 of the California Fish and Game Code);
- ▶ California Department of Transportation (encroachment permits and changes in the routing of, management of, and improvements along state highways through Marysville);
- ▶ California Department of Housing and Community Development (reviews the adequacy of housing elements and funding for affordable housing programs);
- ▶ California Department of Toxic Substances Control (approvals involving cleanup of properties affected by hazardous materials or wastes); and
- ▶ California Public Utilities Commission (certificate of public convenience and necessity).

## **REGIONAL GOVERNMENT**

Regional governmental agencies, such as Yuba LAFCo, Sacramento Area Council of Governments, Feather River Air Quality Management District, and the Central Valley Regional Water Quality Control Board, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as air and water quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The policies adopted by the City will be affected by these plans, and will in turn have effects on these other plans. Individual topic areas of this EIR include a thorough discussion of relevant regional plans, policies, and regulations.

- ▶ Central Valley Regional Water Quality Control Board (water quality certification pursuant to Section 401 of the Clean Water Act, National Pollutant Discharge Elimination System permit);
- ▶ Yuba LAFCo (SOI Expansion, annexations, or other service boundary changes);
- ▶ Sacramento Area Council of Governments (transportation planning and the Airport Land Use Commission);
- ▶ Feather River Air Quality Management District (monitors air quality and has permit authority over certain types of facilities); and
- ▶ Central Valley Flood Protection Board (strategic flood protection plan).

This page intentionally left blank

# 4 ENVIRONMENTAL IMPACT ANALYSIS FOR THE PROPOSED 2050 GENERAL PLAN, DOWNTOWN SPECIFIC PLAN, AND ZONING CODE UPDATE

## 4.0 APPROACH TO THE ANALYSIS

### 4.0.1 INTRODUCTION

Consistent with the CEQA Guidelines Section 15126.2, Chapter 4 of this EIR is focused on a detailed evaluation of topic areas where significant impacts on the physical environment associated with the proposed Marysville 2050 General Plan, Downtown Specific Plan, and Zoning Code Update may occur, and identifies feasible mitigation for those impacts where necessary. Each section of Chapter 4 follows the topic areas specified in the CEQA Guidelines Appendix G Checklist. The geographic area that is evaluated in Chapter 4 of this EIR encompasses the existing City limits, which are coterminous with the City's existing SOI boundary north of the Yuba River; and the Downtown Specific Plan Area (see Exhibits 3-2 and 3-3).

As discussed in detail in Chapter 2, "Introduction," of this EIR, the impact analyses provided in Chapter 4 of this EIR is designed to include sufficient detail such that the City will be able to make full use of the streamlining allowed under Public Resources Code 21083.3 and CEQA Guidelines 15183 as related to future projects within the City limits and the Downtown Specific Plan Area.

The following discussion addresses the affected environment, regulatory background, environmental consequences, and mitigation measures for each of the environmental issue areas in Chapter 4; and explains the terminology used in the analysis in Chapter 4. The reader is referred to the individual topic area sections regarding specific assumptions, methodology, and significance criteria (thresholds of significance) used in the analysis and determination of significance of impacts.

### 4.0.2 FORMAT AND CONTENT

Topic area analyses in Sections 4.1 through 4.16 are organized in the following format:

1. The **Environmental Setting** subsection provides an overview of the current (2023) baseline physical environmental conditions (i.e., the environmental baseline), in accordance with CEQA Guidelines Section 15125(a)(1).
2. The **Regulatory Framework** subsection identifies the plans, policies, laws, regulations, and ordinances that are relevant to each topical section based on current conditions.
3. The **Environmental Impacts and Mitigation Measures** subsection identifies the impacts of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update on the existing natural environment, in accordance with the CEQA Guidelines (Sections 15125 and 15143). This subsection is organized as follows:
  - The **Thresholds of Significance** provide criteria established by the City of Marysville to define at what level an impact would be considered significant in accordance with CEQA. Thresholds may be



quantitative or qualitative; they may be based on examples found in CEQA regulations or the CEQA Guidelines; scientific and factual data relative to the City’s jurisdiction; legislative or regulatory performance standards of federal, state, regional, or local agencies relevant to the impact analysis; or other factors. Generally, however, the thresholds of significance used are derived from Appendix G of the CEQA Guidelines, as amended; factual or scientific information and data; and regulatory standards of federal, state, regional, and local agencies.

- The **Impact Analysis** describes potential adverse physical environmental effects associated with implementation of the proposed project. The Impact Analysis specifies why impacts are found to be significant and unavoidable, significant, potentially significant, or less than significant, or why there is no environmental impact, based on the identified thresholds of significance. The impacts are listed numerically and sequentially throughout each section. Wherever the impacts of the proposed 2050 General Plan are discussed, this is inclusive of the impacts of the Downtown Specific Plan and Zoning Code Update, as well.
- **Mitigation Measures** to avoid, minimize, rectify, reduce, or compensate for significant and potentially significant impacts of the proposed project, in accordance with the CEQA Guidelines (Sections 15370, 15002[a][3], 15021[a][2], and 15091[a][1]), where feasible, are recommended for each significant and potentially significant impact. If implementation of feasible mitigation measures is not sufficient to reduce an impact to a “less-than-significant” level, or no feasible mitigation measures are available, the impacts are described as “significant and unavoidable.”

### 4.0.3 TERMINOLOGY USED TO DESCRIBE IMPACTS

#### IMPACT LEVELS

This EIR uses the following terminology to denote the significance of each identified environmental impact in Chapter 4.

- **No impact** indicates that the construction, operation, and maintenance of the proposed project would not have any direct or indirect effects on the environment. It means no change from existing conditions. This impact level does not need mitigation.
- A **less-than-significant impact** is one that would not result in a substantial or potentially substantial adverse change in the physical environment. This impact level does not require mitigation, even if feasible, under CEQA.
- A **significant impact** is defined by Public Resources Code Section 21068 as one that would cause “a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project.” Levels of significance can vary by project, based on the change in the existing physical condition. Under CEQA, mitigation measures or alternatives to a proposed project must be provided, where feasible, to reduce the magnitude of significant impacts.
- A **potentially significant impact** is one that, if it were to occur, would be considered a significant impact as described above; however, the occurrence of the impact cannot be immediately determined with certainty. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

- A **significant and unavoidable impact** is one that would result in a substantial or potentially substantial adverse effect on the environment, and that could not be reduced to a less-than-significant level even with any feasible mitigation. Under CEQA, a project with significant and unavoidable impacts may proceed, but the lead agency is required to prepare a “statement of overriding considerations” in accordance with CEQA Guidelines Section 15093, explaining why specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects.
- A **beneficial impact** is an impact that is considered to cause a positive change or improvement in the environment and for which no mitigation measures are required.
- An impact may have a level of significance that is too uncertain to be reasonably determined, which would be designated **too speculative for meaningful evaluation**, in accordance with CEQA Guidelines Section 15145. Where some degree of evidence points to the reasonable potential for a significant effect, the EIR may explain that a determination of significance is uncertain, but is still assumed to be “potentially significant,” as described above. In other circumstances, after thorough investigation, the determination of significance may still be too speculative to be meaningful. This is an effect for which the degree of significance cannot be determined for specific reasons, such as because aspects of the impact itself are either unpredictable or the severity of consequences cannot be known at this time.

This page intentionally left blank

## **4.1 AESTHETICS**

### **4.1.1 INTRODUCTION**

This section describes potential impacts related to aesthetics, including scenic vistas, scenic highways, visual character, conflicts with applicable zoning and other regulations governing scenic quality, or substantial new sources of light and glare, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

Comments received on the Notice of Preparation were reviewed during preparation of this EIR. There were no comments related to aesthetics.

### **4.1.2 ENVIRONMENTAL SETTING**

#### **OVERVIEW**

The city and the Downtown Specific Plan Area are situated on a nearly flat alluvial plain along the eastern margin of the Sacramento Valley, at the confluence of the mainstem Feather and Yuba Rivers. Because of the city's history of flooding, a levee was constructed in a circle around the city (i.e., the Marysville Ring Levee) in the 1870s. The levee has historically protected the city from flooding, but it also constrained the location of development and prevented the expansive growth that has occurred in other areas. Due to the height of the Marysville Ring Levee, views of the surrounding area are not generally available from within the Downtown Specific Plan Area and adjacent portions of the city.

The city has a rich history originating in the gold rush days: Marysville incorporated in 1851, when the city served as the northern-most port of access for goods and materials headed to the hundreds of gold mining claims in the western Sierra Nevada mountains and foothills. Areas that are within the City limits but outside of the Marysville Ring Levee to the northwest, west, and south are either undeveloped or used as park lands. The City limits also include an approximately 160-acre area northeast of the ring levee, southeast of State Route (SR) 20 and south of Plantz Road.

#### **Within the Marysville Ring Levee**

Streets are laid out in a typical north–south and east–west grid pattern. Land uses in the southern half of the developed portion of the city within the Marysville Ring Levee consist primarily of commercial, industrial, and public-quasi public, along with a mixture of high-, medium-, and low-density residential development. Most buildings range from 1 to 3 stories. The varying appearance of buildings in Marysville reflects the diversity in the time periods of original construction, along with the dates of upgrades and modernizations.

The southern portion of the developed portion of the city has single-family homes from the turn of the century, multi-family housing, and numerous smaller single-family homes built during the 1930s and 1940s with some constructed in the 19<sup>th</sup> Century (see Exhibit 4.1-1). Commercial services and professional offices are located primarily within and around the central business district, along SR 70 and SR 20, and in the vicinity of Rideout Medical Center (see Exhibit 4.1-2 through Exhibit 4.1-6). Industrial uses are situated primarily along the Union Pacific Railroad (UPRR) right-of-way and the edges of the Marysville Ring Levee.



Source: Google Earth 2020

**Exhibit 4.1-1. Residential Development, 12th and H Streets**



Source: Google Earth 2020

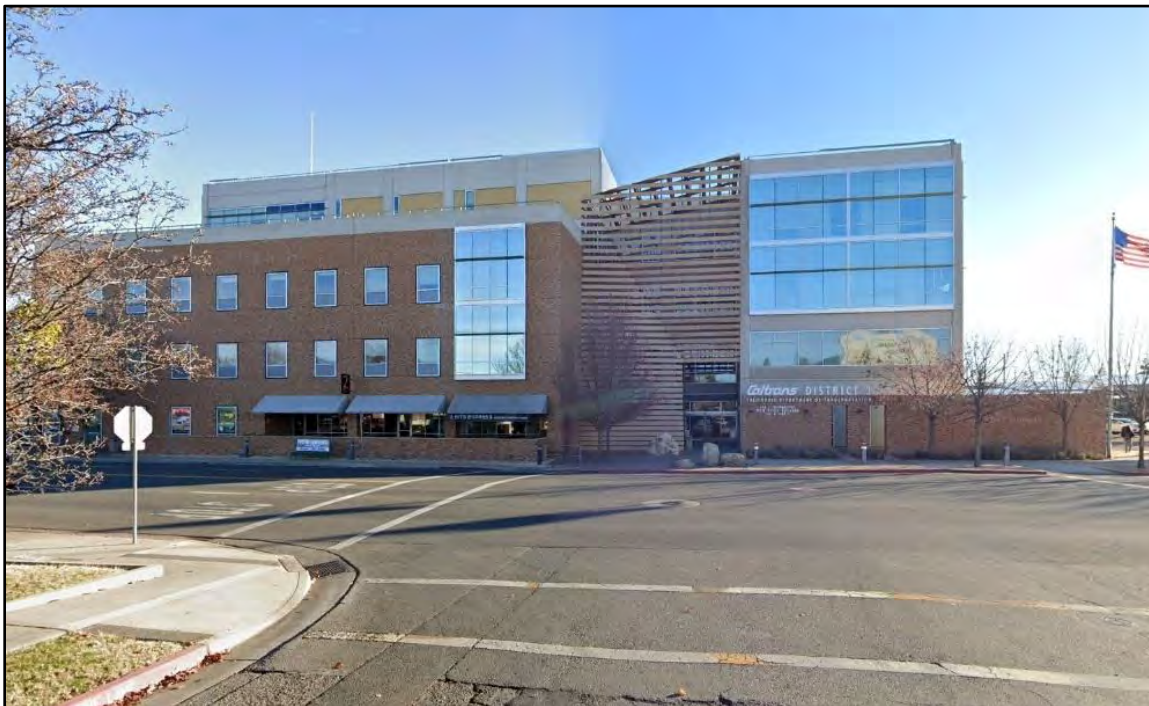
**Exhibit 4.1-2. Adventist Health Rideout Medical Center, 4th and G Streets**





Source: Google Earth 2015

**Exhibit 4.1-3. Yuba County Government Center, 8th and I Streets**



Source: Google Earth 2020

**Exhibit 4.1-4. California Department of Transportation, 8th and B Streets**



Source: Google Earth 2020

**Exhibit 4.1-5. Marysville City Hall, 6th and C Streets**

Photo in Marysville illustrating existing conditions



Source: Google Earth 2023

**Exhibit 4.1-6. Commercial Development and Union Pacific Railroad, 16th and B Streets**

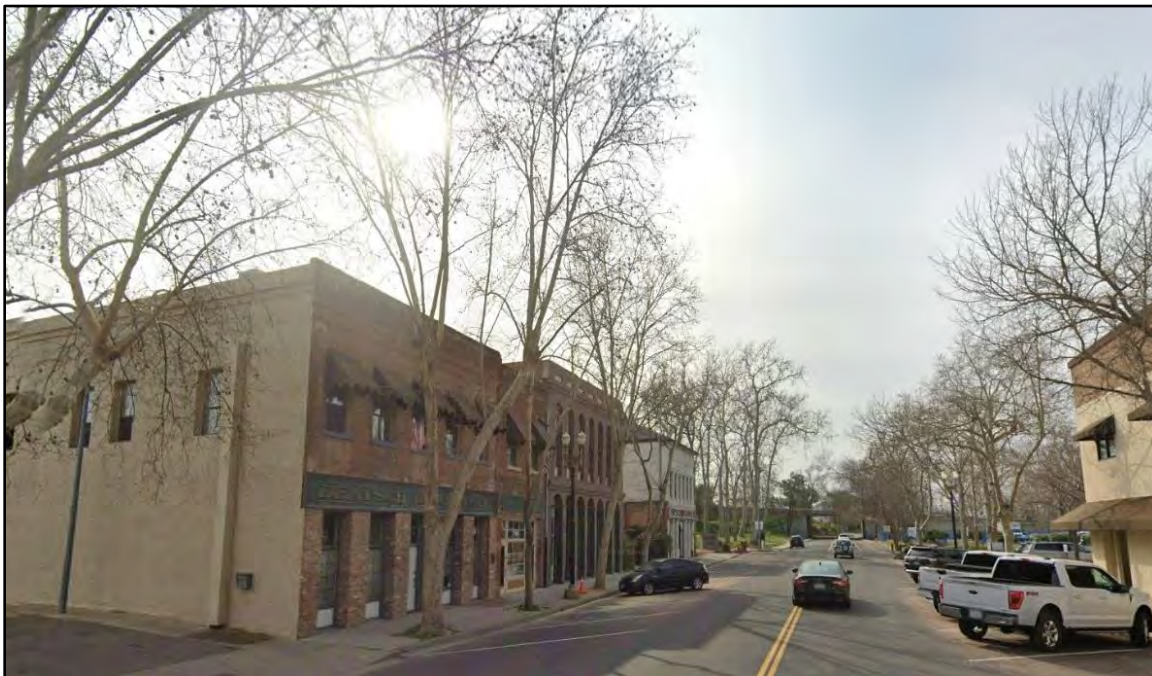


The Marysville Historic Commercial District is listed in the National Register of Historic Places and the California Register of Historical Resources. The discontinuous district spans approximately 14 blocks bound by First, Sixth, C, and E Streets, and the resources are in discreet Northern and Southern sections (see Exhibit 4.1-7 and Exhibit 4.1-8).



Source: Google Earth 2023

**Exhibit 4.1-7. Marysville Historic Commercial District Northern Section, D Street near 3rd Street**



Source: Google Earth 2023

**Exhibit 4.1-8. Marysville Historic District Southern Section, 1st Street at Oak Street**



The central core area of the city includes several parks, chief among them being Ellis Lake. The approximately 39.4-acre manmade lake was created in the 1930s as part of the Depression-era Works Progress Administration (a program created by President Franklin D. Roosevelt), following the sale of the land to the City for a nominal fee by W.T. Ellis, Jr. for the purpose of creating a public park (see Exhibit 4.1-9).



Source: Google Earth 2020

**Exhibit 4.1-9. Ellis Lake Pavilion, 12th Street**

Bryant Stadium is currently the home of the Marysville Drakes, an independent professional baseball team in the Pecos League. The stadium holds 4,000 spectators.



Source: City of Marysville

**Exhibit 4.1-10. Bryant Stadium, 14th and C Streets**

Land uses in East Marysville consist primarily of single-family and multi-family residential development, schools, and parks, though there are neighborhood-scale commercial uses, as well in East Marysville (see Exhibit 4.1-11 and Exhibit 4.1-12).



Source: Google Earth 2015

**Exhibit 4.1-11. Residential Development, Covillaud Street**



Source: Google Earth 2020

**Exhibit 4.1-12. Marysville High School, 18th Street**



## Outside the Marysville Ring Levee

Land uses outside of the Marysville Ring Levee but within the City limits include cemeteries, the Beckwourth Riverfront Park Complex, former settling ponds from the now-closed City wastewater treatment plant, and undeveloped vacant land along Jack Slough, the Yuba River, and the Feather River. Public views for recreationists and motorists in the urban fringe include expansive views of the surrounding agricultural land outside of the City limits to the north and southeast, the Yuba and Feather Rivers, the Sutter Buttes, and the Sierra Nevada.

The northeastern portion of the City limits outside of the Ring Levee (southeast of SR 20 and south of Plantz Road) consists of the former Recology Yuba-Sutter Landfill along with the Recology Yuba-Sutter Materials Transfer Facility, and an area of undeveloped land adjacent to the Yuba River. There is no public access to this area other than the Recology Materials Transfer and recycling facility, and views are limited to the Recology facility buildings and equipment.

## SCENIC HIGHWAYS AND SCENIC VISTAS

There are no designated or eligible State scenic highways in the vicinity of Marysville or in Yuba County (California Department of Transportation 2023). The Yuba County General Plan states that the Feather and Yuba Rivers are “important visual resources”; however, there are no County-designated scenic highways (Yuba County 2011).

The 1985 Marysville General Plan states the segment of SR 70 where it crosses the Yuba River Bridge entering Marysville (within the City limits) is considered a local scenic highway route because it provides a scenic view of the Yuba River along with the Sierras and the Sutter Buttes (see Exhibit 4.1-13 and Exhibit 4.1-14).



Source: Google Earth 2023

**Exhibit 4.1-13. Yuba River and the Sierra Nevada Mountains from SR 70 Northbound**



Source: Google Earth 2023

**Exhibit 4.1-14. Yuba River and the Sutter Buttes from SR 70 Southbound**

Scenic views of the Feather River are also available to motorists traveling eastbound into Marysville on SR 20, a portion of which lies within the Marysville City limits (see Exhibit 4.1-15).



Source: Google Earth 2023

**Exhibit 4.1-15. Feather River from SR 20 Eastbound**

As noted previously, the height of the Marysville Ring Levee (visible in Exhibit 4.1-13 and Exhibit 4.1-14) blocks views of the rivers and mountains from streets and buildings within the developed portion of the city, except from the top of a few tall buildings such as the Rideout Medical Center. However, within the developed portion of the city, the 1985 Marysville General Plan (City of Marysville 1985) designates Ellis Lake as a scenic recreation area

(see Exhibit 4.1-9). Ellis Lake is a public park, and is visible from a variety of adjacent public streets (including 14<sup>th</sup> Street, which bisects the lake in an east–west direction). Beckwourth Riverfront Park, which is outside of the Marysville Ring Levee, provides scenic public views of the Feather River for recreationists. Furthermore, the path on top of the Marysville Ring Levee provide scenic public views of the Feather and Yuba Rivers, as well as the Sutter Buttes and the Sierra Nevada, for both pedestrians and bicyclists (see Exhibit 4.1-16).



Source: Google Earth 2023

**Exhibit 4.1-16. Class I Bicycle/Pedestrian Trail on the Marysville Ring Levee at E 26th Street**

**LIGHT AND GLARE**

The developed portion of Marysville within the Marysville Ring Levee includes a variety of existing sources of daytime glare and nighttime lighting and illumination. Sources of daytime glare include direct beam sunlight and reflections from windows, architectural coatings, glass, and other shiny reflective surfaces. Nighttime light illumination and associated glare can be divided into stationary and mobile sources. Stationary sources of nighttime light include structure illumination, decorative landscape lighting, lighted signs, overhead sports field lighting, overhead parking lot lighting, and streetlights. The source of mobile nighttime light is primarily headlights of motor vehicles.

Indirect nighttime skyglow occurs from lighting that emanates from the developed portion of Marysville, and from the urbanized Yuba City area to the west.

On the western side of the City limits, just outside of the Marysville Ring Levee, overhead high-mast lighting (which creates skyglow) is present at the Riverfront MX Park, the Cotton Rosser Arena, and the Wilton Sports Complex (which are all part of the Beckwourth Riverfront Park Complex) on the north side of SR 20 and the south side of 5<sup>th</sup> Street. There is little direct nighttime lighting and no glare in other areas within the City limits but outside of the Marysville Ring Levee to the north, south, and east, which are generally undeveloped except for the Recology recycling and materials transfer facility.

### 4.1.3 REGULATORY FRAMEWORK

#### FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

There are no federal plans, policies, regulations, or laws related to visual resources that apply to the proposed project.

#### STATE PLANS, POLICIES, REGULATIONS, AND LAWS

##### California Scenic Highways Program, Streets and Highway Code Section 260

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program (Streets and Highway Code Section 260) in 1963. Under this program, a number of State highways have been officially designated as scenic highways. Furthermore, when a city or county officially designates a scenic highway, it must adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist.

There are no State designated or eligible scenic highways in the City or within the viewshed of the proposed 2050 General Plan (California Department of Transportation 2023, Yuba County 2011).

##### California Historical Building Code

The California Historical Building Code, which is defined in California Health and Safety Code Division 13, Part 2.7, Sections 18950–18961, is intended to preserve California’s architectural heritage by recognizing the unique construction issues inherent in maintaining and adaptively reusing historic buildings. The California Historical Building Code provides alternative building regulations for permitting repairs, alterations, and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of a “qualified historical building or structure.”<sup>1</sup>

#### REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

##### Existing City of Marysville General Plan

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goals and policies related to aesthetics.

##### ***Land Use***

##### Existing Residential Land Use

- **Policy 2:** To preserve and enhance the quality of existing residential areas by continuing active programs for high-quality public services, the rehabilitation of useful units, and the removal of seriously substandard units.

---

<sup>1</sup> A qualified historical building or structure is any structure or property, collection of structures, and their related sites deemed of importance to the history, architecture, or culture of an area by an appropriate local or state governmental jurisdiction (California Health and Safety Code Division 13, Part 2.7, Section 18955).



- ▶ **Policy 3:** To continue programs for the prevention and removal of blight using all public and private resources available including enforcement of all codes, neighborhood rehabilitation and redevelopment.
- ▶ **Policy 4:** To encourage active involvement of individual and organized citizens in the maintenance and upgrading of existing residential neighborhoods.
- ▶ **Policy 5:** To encourage preservation and adaptive reuse of significant historic structures.

#### New Residential Land Use

- ▶ **Policy 1:** To insure that new residential development is compatible with existing neighborhoods.

#### Commercial Land Use

- ▶ **Policy 3:** To mitigate or minimize any conflicts with other land uses, especially residential, park, and recreational uses. New commercial establishments shall be carefully integrated into the surrounding area.

### ***Circulation and Scenic Highways***

#### Scenic Routes

Highway 70 crossing the Yuba River Bridge entering Marysville is a scenic route.

**Goal:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

- ▶ **Policy 5:** To require landscaping and tree planting along major streets and highways.
- ▶ **Policy 6:** To encourage a variety of building types along major streets and highways.

### ***Open Space, Conservation, and Recreation***

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens needs.

#### Outdoor Recreation

- ▶ **Policy 1:** To preserve the lakes as major open space areas within the city and continue to improve the recreational uses surrounding the lakes and the aesthetics of the shorelines.

#### Conservation and Preservation of Resources

- ▶ **Policy 4:** To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.

### ***Redevelopment***

**Goal:** To improve the social, economic and aesthetic characteristics of the city through the revitalization of deteriorating areas.

- ▶ **Policy 1:** To ensure that all future redevelopment activity within Marysville is consistent with the Marysville Plaza Redevelopment Plan, the Marysville Plaza Urban Design and Development Plan, and individual target area plans.
- ▶ **Policy 2:** To preserve and restore, where feasible, sites having historic significance.
- ▶ **Policy 6:** To use and design public buildings and open space in such a manner as to provide a positive incentive for adjacent private development.

### **City of Marysville Design Review Process, Municipal Code Chapter 18.87**

Municipal Code Chapter 18.87 requires design review for any project that is south of the UPRR, in the area around Yuba Park, the area around East Lake Park and Marysville High School, and on both sides of SR 70 north of the Marysville Ring Levee.

The design review process set forth by Municipal Code Chapter 18.87 examines a project's layout and its relationship to the neighborhood, landscaping, parking, driveways, signs, and other features. The City encourages creative design, new ideas in the use of building materials, and innovative construction methods. The goal of the design review process is to achieve development that is well designed, and also complements the existing architectural styles and overall visual character in the city.

Minor projects such as repainting and fencing, which comply with the City's color palette and with height and materials requirements set forth in the Zoning Code (Marysville Municipal Code Title 18), are reviewed by the Planning Department but are generally exempt from the full Architectural Review Board process.

In reviewing designs for new construction, and renovation or repairs of existing buildings and signs, the City uses the following criteria for design review (Municipal Code Section 18.87.070):

- 1) Whether the proposed construction, sign, renovation or repair complies with all pertinent laws and regulations...
- 2) The compatibility of the proposed design with other buildings in the vicinity.
- 3) In reviewing the design of the proposed project, architectural consideration shall be based upon the following:
  - a. The height, bulk, and area of the subject building and other buildings in the same vicinity.
  - b. The color and materials to be used and their compatibility with adjacent buildings and with any other regulations applicable thereto.
  - c. The site, layout, orientation and location of the building and its relationship with open areas.
  - d. The appropriateness of sign designs, exterior lighting and graphics.
- 4) Whether the site improvements, landscaping and other features of the proposed project are compatible with those on other parcels in the vicinity.



The City's *Design Review Manual* (City of Marysville 1996) serves as an implementation tool for development envisioned under the General Plan, Zoning Ordinance, and Historic Preservation Ordinance. The Design Manual includes design policies, as well as design requirements and recommendations that set forth the City's expectations related to the aesthetics and functionality of proposed development. Appendices to the Design Manual provide descriptions and black-and-white photographs of the types of architecture found in Marysville as an aid in preservation.

### **City of Marysville Sign Ordinance, Municipal Code Chapter 18.64**

Marysville Municipal Code Chapter 18.64 establishes standards for signs to promote commerce and further the economic development of the city, while ensuring the protection of the public's safety, welfare, and property by ensuring that signs will be safe, well designed, and visually attractive. The following types of signs are prohibited (among others) (Municipal Code Section 18.64.060):

- ▶ animated, moving, revolving, or other similar signs;
- ▶ flashing signs that blink, flash, scintillate, or other non-constant illumination except for "Open" signs in windows, and Christmas lights;
- ▶ electronic message boards with fixed or moving letters and video displays;
- ▶ electronic message board signs with moving letters or symbols; and
- ▶ all signs on fences, roofs, poles, or vehicles.

Signs must comply with the size, height, number of signs and other criteria provided Municipal Code Sections 18.64.080 through 18.64.095 unless otherwise provided. In addition, a zoning clearance is required for signs, as provided in Section 18.64.030, to ensure compliance with adopted standards.

### **City of Marysville Landscape Standards, Municipal Code Chapter 18.86**

The City's Landscape Standards (Municipal Code Chapter 18.86) establish standards for the placement, amounts, and types of landscape material and other buffers installed in order to:

- ▶ enhance the aesthetics of the community;
- ▶ conserve water resources;
- ▶ provide environmental enhancements such as reduction of noise, dust and erosion;
- ▶ reduce visual pollution that might otherwise occur within an urbanized area; and
- ▶ establish a greater sense of privacy from visual and physical intrusion.

A landscape plan is required for all new and redevelopment (except single-family homes). Landscape plans must include a variety of information including a plant list and an irrigation plan. Plants must be selected appropriately based upon their adaptability to the conditions of the site. Protection and preservation of native species and natural areas is encouraged. All irrigation systems must be designed to avoid runoff, low head drainage, overspray, or other similar conditions where water blows onto adjacent property, non-irrigated areas, walks, roadways, or structures. One tree must be provided for every 300 square feet of required landscaped area. Within parking areas, one tree must be planted for every 10 parking spaces; trees must be spaced to provide a minimum of 50

percent shade of the parking area at tree maturity. Where existing mature, healthy trees (as determined by the Public Works Director) are removed as a result of any construction, they must be replaced on a 1:1 basis with deciduous trees of a minimum diameter of 2.5 inches and evergreen trees with a minimum height of 10 feet. An efficient water-conserving irrigation system including drip, low arching, and/or low gallonage heads must be used, and non-turf areas must emphasize low water consumptive plants. All landscape areas must be maintained, including checking of sprinkler pattern and drip systems; weeding; fertilization; pest control; replacement of mulches, weed barriers, and dead material; proper pruning; and use of proper turf mowing heights.

### **City of Marysville Zoning Code, Municipal Code Title 18**

The existing Marysville Zoning Code (Municipal Code Title 18) protects the established character and social and economic stability of land uses within the city, and assists in accomplishing a definite comprehensive plan for sound and orderly development. The Zoning Code sets forth the specific types and nature of allowable uses for each type of land use. The Zoning Code also addresses regulations related to parking, solid waste and recycling, sidewalk dining, signs, and commercial cannabis, among others.

## **4.1.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

Aesthetics and visual resources are subjective by nature, and therefore the extent of visual impact associated with adoption and implementation of the land uses and zoning associated with buildout of the proposed 2050 General Plan and the Downtown Specific Plan are difficult to quantify. With implementation of proper architectural and landscape design principles, individual development projects can enhance the aesthetic quality of an area. This analysis was conducted qualitatively, assessing the potential implications of implementation of the proposed 2050 General Plan and Downtown Specific Plan on visual character and quality, and the benefits of draft General Plan policies and implementation measures and proposed Downtown Specific Plan development standards.

The developed portion of the city within the Marysville Ring Levee is essentially built out. However, the City anticipates infill development and reinvestment under the proposed 2050 General Plan, particularly within the Downtown Specific Plan, as well as public facility improvements and public infrastructure improvements required to serve development under the proposed Plans. Anticipated development in the city under the proposed 2050 General Plan and the Downtown Specific Plan is compared against existing conditions (i.e., environmental baseline) to determine potential impacts. The proposed 2050 General Plan policies and implementation measures and the Downtown Specific Plan development standards are intended to facilitate development and infrastructure/public facility projects that avoid or minimize impacts related to aesthetics and visual resources.

### **THRESHOLDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, an impact related to aesthetics is considered significant if the proposed project would:

- ▶ have a substantial adverse effect on a scenic vista;
- ▶ substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway;

- ▶ in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or
- ▶ create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## IMPACT ANALYSIS

IMPACT 4.1-1 Substantial Adverse Effects on a Scenic Vista. *Future development under the proposed 2050 General Plan and Downtown Specific Plan and associated public facility and infrastructure improvements would result in changes to the visual character of the existing setting, which could degrade scenic vistas. Implementation of 2050 General Plan policies, in combination with local City ordinances, would result in a less-than-significant impact.*

A scenic vista is a public viewpoint that provides expansive views of highly valued scenery or landscapes. Scenic vistas may consist of outstanding examples of the natural environment, or the built environment considering the surrounding context and setting. The western and southern portions of the City limits outside the Marysville Ring Levee afford scenic vistas of the mainstem Feather and Yuba Rivers. These river segments in the Marysville area are not Federal or State designated Wild and Scenic Rivers (the South Yuba River above Englebright Reservoir is a designated Wild and Scenic River, as is the Middle Fork of the Feather River above Lake Oroville).

Nevertheless, both rivers are major tributaries to the Sacramento River, both are large bodies of water that flow year-round, both are surrounded by floodplains with vegetation that provide attractive views, and the viewshed of both rivers includes either the Sierra Nevada to the east or the Sierra Buttes to the northwest in the background. Scenic vistas of the rivers are available to recreationists within open space adjacent to the rivers, and to motorists traveling on SR 70 in the southern City limits and SR 20 in the western City limits (Exhibit 4.1-13 through 4.1-15). In addition, Ellis Lake is also a City-designated scenic recreation area (Exhibit 4.1-9). Finally, portions of the Class I bicycle/pedestrian trail on the top of the Marysville Ring Levee provide scenic views from various locations (Exhibit 4.1-16).

Future development anticipated under the proposed 2050 General Plan and Downtown Specific Plan would result in changes to the visual character of the existing setting, which could degrade these existing scenic vistas.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

Development applications in the southwestern half of the city are subject to City's Design Review Process (Municipal Code Chapter 18.87), as applicable. The design review process examines a project's layout and its relationship to the neighborhood, landscaping, parking, driveways, signs, and other features. The City encourages creative design, new ideas in the use of building materials, and innovative construction methods. The goal of the design review process is to achieve development that is well designed, and also complements the existing architectural styles and overall visual character in the City.

The City's *Design Review Manual* (City of Marysville 1996) serves as an implementation tool for development envisioned under the General Plan, Zoning Ordinance, and Historic Preservation Ordinance. The Design Manual

includes design policies, as well as design requirements and recommendations that set forth the City's expectations related to the aesthetics and functionality of proposed development.

Marysville Municipal Code Chapter 18.64 establishes standards for signs to ensure they are well designed and visually attractive.

The City's Landscape Standards (Marysville Municipal Code Chapter 18.86) establish standards for the placement, amounts, and types of landscape material and other buffers to enhance the aesthetics of the community. A landscape plan is required for all new and redevelopment (except single-family homes). The standards include requirements for tree planting.

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address impacts on scenic vistas throughout the city and visual character in new development.

### ***Land Use and Community Development Element***

**Goal LU+CD-1:** Enhanced quality of life, unique identity, and sense of community.

- ▶ **Policy LU+CD-1.2:** Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.
- ▶ **Policy LU+CD-1.5:** Maintain and improve open space and recreational opportunities, including parks within walking distance of most residents and an active riverfront area that hosts regular and special events and offers recreational spaces.
- ▶ **Policy LU+CD-3.6:** Promote infill development around Lake Ellis that is oriented to the lake, including uses with outdoor seating that offers views of the lake.
- ▶ **Policy LU+CD-4.2:** Locate new buildings close to the sidewalk and oriented to the primary street frontage or to the side where direct pedestrian access is provided.
- ▶ **Policy LU+CD-4.3:** Limit new surface parking, but where it is provided, locate parking areas behind or to the side of buildings, and break any larger parking areas into multiple smaller lots, with trees planted to shade parking areas.
- ▶ **Policy LU+CD-4.4:** Design new developments so that parking areas and garages are not the dominant visual element of site frontage.
- ▶ **Policy LU+CD-4.5:** Use porches, stoops, balconies, windows, and other elements that provide "eyes on the street" onto yards, entrances, streets, and other public and semi-public places.
- ▶ **Policy LU+CD-4.6:** Prohibit fences and walls along public streets where they would present barriers to casual surveillance.

- ▶ **Policy LU+CD-4.7:** Maintain and expand the street tree canopy with trees selected and located to provide a shade canopy at maturity with a focus on sidewalks, bikeways, and places where people gather.
- **LU+CD Implementation Strategy 4.1.** The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.
- **LU+CD Implementation Strategy 4.2.** The City will develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, have windows and entries oriented to the public realm, and a variety of building heights and roof lines.

**Goal LU+CD-7:** A positive aesthetic environment which inspires pride, encourages investment, and promotes a sense of security.

- ▶ **Policy LU+CD-7.1:** Improve the appearance of publicly accessible areas in Marysville, including public rights-of-way, streetscapes, parks, parking lots, and in particular, the area around Ellis Lake.
- ▶ **Policy LU+CD-7.2:** Provide a visual environment at important gateways to the City that gives visitors an immediate positive impression of Marysville.
- ▶ **Policy LU+CD-7.4:** Require visually attractive streetscapes with street trees, planting strips, attractive benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.
- ▶ **Policy LU+CD-7.5:** Support construction of attractive civic landmarks and public artwork, with a focus on highly visible locations and public gathering areas.
- ▶ **Policy LU+CD-7.6:** New private developments shall provide attractive building façades and a pedestrian-oriented site and building design.
- ▶ **Policy LU+CD-7.7:** Pursue the installation of attractive signage and lighting that directs visitors Downtown, and to parks, schools, and other important civic areas.
- ▶ **Policy LU+CD-7.11:** Install new utilities underground and underground existing aboveground utilities along public rights-of-way as funding is available.
- ▶ **Policy LU+CD-7.12:** Protect views of the Sutter Buttes, the Sierra Nevada, Yuba River and riparian area, and Contributing Resources to the Marysville Historic Commercial District from the City-designated Scenic Highway 70/E Street Bridge.

- **Implementation Strategy LU+CD 7.1-1.** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage. Seek opportunities to improve the pedestrian experience on the Highway 70/E Street Bridge while preserving scenic views from this location and making these scenic views more available and safely accessible.

### ***Open Space, Conservation, and Recreation Element***

**Goal OS-1:** Diverse opportunities for recreation activities for residents and visitors.

- ▶ **Policy OS-1.1:** Provide high-quality, inviting parks that fulfill the diverse recreation interests of all age groups and abilities among Marysville residents.
- ▶ **Policy OS-1.4:** Encourage compatible recreational uses in floodplains of the Feather and Yuba Rivers and Jack Slough that will enhance access to scenic vistas.
- ▶ **Policy OS-1.5:** Improve the recreational spaces and facilities surrounding Ellis Lake.
- **Implementation Strategy OS 1.1-5:** Implement plans to improve water quality, increase regular and special event programming, enhance aesthetics, add public facilities and public art, and construct pedestrian and bicycle improvements in and around Ellis Lake, including improvements that change the overall size of the Lake while preserving adequate capacity for stormwater management.

**Goal OS-3:** Protected wildlife and plant habitat and movement corridors.

- ▶ **Policy OS-3.1:** Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.
- ▶ **Policy OS-3.2:** Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.
- ▶ **Policy OS-3.3:** Design development adjacent to the Feather River, Yuba River, and Jack Slough to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
- ▶ **Policy OS-3.4:** Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat. In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.

### **Conclusion**

Implementation of proposed 2050 General Plan Policies LU+CD-1.2, LU+CD-1.5, LU+CD-3.6, LU+CD-4.2, LU+CD-4.3, LU+CD-4.4, LU+CD-4.5, LU+CD-4.6, LU+CD-4.7, LU+CD-7.1, LU+CD-7.2, LU+CD-7.4, LU+CD-7.5, LU+CD-7.6, LU+CD-7.7, LU+CD-7.11, LU+CD-7.12, OS-1.1, OS-1.4, OS-1.5, OS-3.1, OS-3.2,

OS-3.3 and Implementation Strategies LU+CD-4.1, LU+CD-4.2, and LU+CD-7.1-1 would reduce the potential for adverse effects on scenic vistas because the land that provide scenic vistas would continue to be managed as open space and parks, the City would seek to manage portions of SR 70 and SR 20 to improve aesthetics, the City would preserve Ellis Lake and continue to improve the aesthetics of the shorelines, the City would continue to maintain and improve existing park facilities, and floodplains and habitat—which also provide scenic values—would be preserved. Furthermore, future site-specific projects would be subject to the standards in Municipal Code Chapter 18.87 (Design Review), Chapter 18.64 (Signage), and 18.86 (Landscaping) to ensure that new development complements existing development and does not adversely affect existing scenic views. Therefore, this impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.1-2 Substantial Adverse Effects on a Scenic Highway. *Future development under the proposed 2050 General Plan and Downtown Specific Plan would result in changes to the visual character of the existing setting, which could degrade the visual character or quality of views from SR 70 over the Yuba River. Implementation of 2050 General Plan policies, in combination with local City ordinances, would result in a less-than-significant impact.*

There is no designated or eligible State or local scenic highway within or in close proximity to the city, and the City is not visible from any officially designated or eligible State-designated scenic highway. Yuba County does not have any locally designated scenic highways. However, the City’s 1985 General Plan identifies SR 70 where it crosses over the Yuba River, within the City limits, as a scenic highway because of the scenic river views.

As described above in Impact 4.1-1, the Yuba River is a major tributary to the Sacramento River, is a large body of water that flows year-round, is surrounded by floodplains with vegetation that provide attractive views, and the viewshed from the SR 70 Yuba River bridge overcrossing also includes the Sierra Nevada to the east and the Sierra Buttes to the northwest in the background (Exhibit 4.1-13 and 4.1-14).

Future development under the proposed 2050 General Plan and Downtown Specific Plan, as well as any future upgrades to the SR 70 overcrossing, would result in changes to the visual character of the existing setting, which could degrade these existing scenic highway views.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The southern half of the City (west of SR 70) and the area outside and north of the Marysville Ring Levee on both sides of SR 70 is subject to City’s Design Review Process (Municipal Code Chapter 18.87). The design review process examines a project’s layout and its relationship to the neighborhood, landscaping, parking, driveways, signs, and other features. The City encourages creative design, new ideas in the use of building materials, and innovative construction methods. The goal of the design review process is to achieve development that is well designed, and also complements the existing architectural styles and overall visual character in the City.

The City’s *Design Review Manual* (City of Marysville 1996) serves as an implementation tool for development envisioned under the General Plan, Zoning Ordinance, and Historic Preservation Ordinance. The Design Manual

includes design policies, as well as design requirements and recommendations that set forth the City's expectations related to the aesthetics and functionality of proposed development.

Marysville Municipal Code Chapter 18.64 establishes standards for signs to ensure they are well designed and visually attractive.

The City's Landscape Standards (Marysville Municipal Code Chapter 18.86) establish standards for the placement, amounts, and types of landscape material and other buffers to enhance the aesthetics of the community. A landscape plan is required for all new and redevelopment (except single family homes). The standards include requirements for tree planting.

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals and policies would address impacts on views from SR 70 where it crosses over the Yuba River.

### ***Land Use and Community Development Element***

- ▶ **Policy LU+CD-7.2:** Provide a visual environment at important gateways to the City that gives visitors an immediate positive impression of Marysville.
- ▶ **Policy LU+CD-7.12:** Protect views of the Sutter Buttes, the Sierra Nevada, Yuba River and riparian area, and Contributing Resources to the Marysville Historic Commercial District from the City-designated Scenic Highway 70/E Street Bridge.
  - **Implementation Strategy LU+CD 7.1-1:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage. Seek opportunities to improve the pedestrian experience on the Highway 70/E Street Bridge while preserving scenic views from this location and making these scenic views more available and safely accessible.

## **Conclusion**

Implementation of proposed 2050 General Plan Policies LU+CD-7.2, LU+CD-7.12, and Implementation Strategy LU+CD 7.1-1 would reduce the potential for adverse impacts to views from the SR 70 Yuba River overcrossing because the City would condition projects under the City's jurisdiction to avoid adverse effects to the views of the Sutter Buttes, the Sierra Nevada, Yuba River and riparian area, and Contributing Resources to the Marysville Historic Commercial District from the City-designated Scenic Highway 70/E Street Bridge.

The City has also committed to active collaboration with Caltrans to find funding and strategies that could improve the pedestrian experience on the Highway 70/E Street Bridge while preserving scenic views from this location and making these scenic views more available and safely accessible. In addition, infill and redevelopment in the city in the areas adjacent to and visible from the SR 70 overcrossing would be subject to the design requirements and recommendations in the City's Design Review Manual and would be subject to the City's Design Review Process (Municipal Code Chapter 18.87), as well as the City's Landscape Standards and the



City's Signage Standards. Compliance with the proposed 2050 General Plan policies along with applicable City standards and the City's Design Review Process would provide for preservation of scenic views from the SR 70 bridge overcrossing within the City limits. Therefore, this impact is considered **less than significant**.

### Mitigation Measure

No mitigation is required.

IMPACT 4.1-3 In Nonurbanized Areas, Substantially Degrade the Existing Visual Character or Quality of Public Views; and in Urbanized Areas, Conflict with Applicable Zoning and other Regulations Governing Scenic Quality. *Future development under the proposed 2050 General Plan and Downtown Specific Plan and associated infrastructure would result in changes to the existing visual character, which could change the quality of public views. In addition, development could conflict with applicable zoning and other regulations governing scenic quality. Implementation of 2050 General Plan policies and Downtown Specific Plan development standards, in combination with local City ordinances, would result in a less-than-significant impact.*

All areas within the Marysville Ring Levee and portions of the city just outside the levee are urbanized areas, as determined by the U.S. Census Bureau.<sup>2</sup> Therefore, all future development and public infrastructure improvements within the developed portion of Marysville within the Marysville Ring Levee will be assessed relative to the City's applicable policies, zoning, and design standards, and not as to whether such development would substantially degrade the existing visual character.

The height of the Marysville Ring Levee generally blocks most views outside of the city except where tall buildings are present (e.g., the Rideout Medical Center). However, scenic views outside the city that encompass the Feather River and Sierra Buttes to the west and northwest, and the Yuba River and the Sierra Nevada to the southeast and east, are available on roadways outside of the levee, or where roadways are elevated across the levee (see Exhibit 4.1-13, Exhibit 4.1-14, and Exhibit 4.1-15). These views are also available to recreationists in areas along the rivers, at the Beckwourth Riverfront Park, and on the Class I bicycle/pedestrian trail on the top of the Marysville Ring Levee (see Exhibit 4.1-16).

Views within the Marysville Ring Levee consist of the existing development. Examples of residential, commercial, office, and public facilities development in the developed portion of Marysville within the Marysville Ring Levee are shown in Exhibit 4.1-1 through Exhibit 4.1-6 and Exhibit 4.1-11 and Exhibit 4.1-12. The developed portion of Marysville within the Marysville Ring Levee also includes the Marysville Historic Commercial District, examples of which are shown in Exhibit 4.1-7 and Exhibit 4.1-8. Ellis Lake, which is a City-designated scenic recreation area, is also situated within the developed portion of Marysville within the Marysville Ring Levee (Exhibit 4.1-9), along with a variety of other City recreational facilities.

As described in the proposed 2050 General Plan, Marysville incorporated as a City in 1851. The City is laid out in a grid pattern with a network of east–west and north–south streets surrounded by the Marysville Ring Levee. Most of the City is already built out. Most development anticipated under the proposed 2050 General Plan is

---

<sup>2</sup> For more information, please see the U.S. Census Bureau website and specifically the Urbanized Area Reference Map for the Yuba City area:  
[https://www2.census.gov/geo/maps/dc10map/UAUC\\_RefMap/ua/ua97939\\_yuba\\_city\\_ca/DC10UA97939.pdf](https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua97939_yuba_city_ca/DC10UA97939.pdf).

anticipated to occur within the Downtown Specific Plan Area, though the City does anticipate some development north, northwest, and west of the Downtown Specific Plan Area and a small amount of development within the city east and northeast of the Specific Plan Area. In general, the City does not anticipate major changes or development in East Marysville.

The developed portion of Marysville within the Marysville Ring Levee, including the Downtown Specific Plan Area, would be designated and zoned for urban development that is similar in type, scale, and character to existing development, as shown in the proposed 2050 General Plan Land Use Diagram (Exhibit 3-4 in Chapter 3, “Project Description”). Areas outside of the Marysville Ring Levee would continue to be designated for open space uses similar to the 1985 General Plan, and in order to maintain existing open space uses in these areas. Most of the northeastern corner of the City limits (outside the Marysville Ring Levee and south of Plantz Road) would continue to be zoned and designated for commercial services, general and light industrial, corporation yards, and similar uses, similar to the 1985 General Plan, with a change to Open Space uses for the undeveloped area that is closest to the Yuba River. Although the proposed 2050 General Plan does call for improvements to recreational spaces and facilities in areas outside the Marysville Ring Levee, almost all physical change anticipated under the proposed Plans would occur within the Marysville Ring Levee, with most of that being within Downtown Specific Plan Area.

Surface mining activities could also occur in the future within the City limits along the Yuba River in the State-designated areas that are classified as MRZ-2 (see the Open Space, Conservation, and Recreation Element of the proposed 2050 General Plan for additional details, along with Section 4.6, “Geology, Soils, Minerals, and Paleontological Resources,” of this EIR).

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The southern/southwestern half of the city (west of SR 70) where most of the future new and redevelopment associated with the 2050 General Plan is anticipated to occur, as well as the small area outside and north of the Marysville Ring Levee on both sides of SR 70, is subject to City’s Design Review Process (Municipal Code Chapter 18.87). The design review process examines a project’s layout and its relationship to the neighborhood, landscaping, parking, driveways, signs, and other features. The City encourages creative design, new ideas in the use of building materials, and innovative construction methods. The goal of the design review process is to achieve development that is well designed, and also complements the existing architectural styles and overall visual character in the City.

The City’s *Design Review Manual* (City of Marysville 1996) serves as an implementation tool for development envisioned under the General Plan, Zoning Ordinance, and Historic Preservation Ordinance. The Design Manual includes design policies, as well as design requirements and recommendations that set forth the City’s expectations related to the aesthetics and functionality of proposed development.

The City’s Zoning Code (Marysville Municipal Code Title 18) establishes allowable uses and development standards for residential, commercial, industrial, and open space districts. The development standards regulate lot sizes, setbacks, building heights, fences, walls, parking, landscaping, and signs.

Marysville Municipal Code Chapter 18.64 establishes standards for signs to ensure they are well designed and visually attractive.

The City's Landscape Standards (Marysville Municipal Code Chapter 18.86) establish standards for the placement, amounts, and types of landscape material and other buffers to enhance the aesthetics of the community. A landscape plan is required for all new and redevelopment (except single family homes). The standards include requirements for tree planting.

The California Historical Building Code, which is defined in California Health and Safety Code Division 13, Part 2.7, Sections 18950–18961, is intended to preserve California's architectural heritage by recognizing the unique construction issues inherent in maintaining and adaptively reusing historic buildings. The California Historical Building Code provides alternative building regulations for permitting repairs, alterations, and additions necessary for the preservation, rehabilitation, relocation, related construction, change of use, or continued use of "qualified historical building or structure<sup>3</sup>."

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address the impact from substantial degradation of visual character and potential conflicts with regulations governing scenic quality throughout the city.

### ***Land Use and Community Development Element***

**Goal LU+CD-1:** Enhanced quality of life, unique identity, and sense of community.

- ▶ **Policy LU+CD-1.2:** Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.
- ▶ **Policy LU+CD-1.4:** Enhance connections to East Marysville, and facilitate new neighborhood commercial services, bicycle and pedestrian enhancements, landscape improvements, and compatible public and private investments.
- ▶ **Policy LU+CD-1.5:** Maintain and improve open space and recreational opportunities, including parks within walking distance of most residents and an active riverfront area that hosts regular and special events and offers recreational spaces.

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.6:** Promote infill development around Lake Ellis that is oriented to the lake, including uses with outdoor seating that offers views of the lake.
- ▶ **Policy LU+CD-3.9:** Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.

---

<sup>3</sup> A qualified historical building or structure is any structure or property, collection of structures, and their related sites deemed of importance to the history, architecture, or culture of an area by an appropriate local or state governmental jurisdiction (California Health and Safety Code Division 13, Part 2.7, Section 18955).

**Goal LU+CD-4:** Community design and development patterns that promote walking and bicycling.

- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
- ▶ **Policy LU+CD-4.2:** Locate new buildings close to the sidewalk and oriented to the primary street frontage or to the side where direct pedestrian access is provided.
- ▶ **Policy LU+CD-4.3:** Limit new surface parking, but where it is provided, locate parking areas behind or to the side of buildings, and break any larger parking areas into multiple smaller lots, with trees planted to shade parking areas.
- ▶ **Policy LU+CD-4.4:** Design new developments so that parking areas and garages are not the dominant visual element of site frontage.
- ▶ **Policy LU+CD-4.5:** Use porches, stoops, balconies, windows, and other elements that provide "eyes on the street" onto yards, entrances, streets, and other public and semi-public places.
- ▶ **Policy LU+CD-4.6:** Prohibit fences and walls along public streets where they would present barriers to casual surveillance.
- ▶ **Policy LU+CD-4.7:** Maintain and expand the street tree canopy with trees selected and located to provide a shade canopy at maturity with a focus on sidewalks, bikeways, and places where people gather.
- ▶ **Policy LU+CD-4.8:** Support projects to improve existing developed properties by adding pedestrian connections, public art, shade trees and other landscaping, by converting parking areas to outdoor eating or other useful purposes, and by making other improvements to the public realm that improve the quality of design in existing neighborhoods and business districts.
- **LU+CD Implementation Strategy 4.1.** The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.
- **LU+CD Implementation Strategy 4.2.** The City will develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, have windows and entries oriented to the public realm, and a variety of building heights and roof lines.

**Goal LU+CD-5:** A preserved historic built environment with significant reinvestment.

- ▶ **Policy LU+CD-5.1:** Renovate and reuse historic buildings that have architectural value.

- ▶ **Policy LU+CD-5.3:** Design and locate new development adjacent to historical resources so that building placement and massing do not adversely affect the setting of adjacent historic buildings.
- ▶ **Policy LU+CD-5.5:** Retain as many character-defining features as possible in the renovation of historic buildings.
  - **LU+CD Implementation Strategy 5.4:** The City will update and maintain standards for historical resources and development adjacent to historical resources that preserve important aspects of the historic character, while also promoting reinvestment.

**Goal LU+CD-6:** Preserved and enhanced residential neighborhoods.

- ▶ **Policy LU+CD-6.1:** Promote walkability and pedestrian safety in residential neighborhoods by improving street lighting, installing crosswalks and sidewalks, and reducing vehicular speeds.

**Goal LU+CD-7:** A positive aesthetic environment which inspires pride, encourages investment, and promotes a sense of security.

- ▶ **Policy LU+CD-7.2:** Provide a visual environment at important gateways to the City that gives visitors an immediate positive impression of Marysville.
- ▶ **Policy LU+CD-7.4:** Require visually attractive streetscapes with street trees, planting strips, attractive benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.
- ▶ **Policy LU+CD-7.6:** New private developments shall provide attractive building façades and a pedestrian-oriented site and building design.
- ▶ **Policy LU+CD-7.10:** Require new developments to locate and design lighting to avoid light spillage, avoid flashing lights, and avoid reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists.
- ▶ **Policy LU+CD-7.11:** Install new utilities underground and underground existing aboveground utilities along public rights-of-way as funding is available.
- ▶ **Policy LU+CD-7.12:** Protect views of the Sutter Buttes, the Sierra Nevada, Yuba River and riparian area, and Contributing Resources to the Marysville Historic Commercial District from the City-designated Scenic Highway 70/E Street Bridge.
- ▶ **Implementation Strategy LU+CD 7.1-1:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage. Seek opportunities to improve the pedestrian experience on the Highway 70/E Street Bridge while preserving scenic views from this location and making these scenic views more available and safely accessible.

## ***Open Space, Conservation, and Recreation Element***

**Goal OS-1:** Diverse opportunities for recreation for residents and visitors.

- ▶ **Policy OS-1.1:** Provide high-quality, inviting parks that fulfill the diverse recreation interests of all age groups and abilities among Marysville residents.
- ▶ **Policy OS-1.4:** Encourage compatible recreational uses in floodplains of the Feather and Yuba Rivers and Jack Slough that will enhance access to scenic vistas.
- ▶ **Policy OS-1.5:** Improve the recreational spaces and facilities surrounding Ellis Lake.
  - **Implementation Strategy OS 1.1-4:** Seek funding and partnerships to improve the surface of the Marysville Ring Levee, add amenities such as landscaping and bench seating, construct safe access points from different locations in the community, and develop connections to other existing and planned trails and bicycle/pedestrian facilities.
  - **Implementation Strategy OS 1.1-5:** Implement plans to improve water quality, increase regular and special event programming, enhance aesthetics, add public facilities and public art, and construct pedestrian and bicycle improvements in and around Ellis Lake, including improvements that change the overall size of the Lake while preserving adequate capacity for stormwater management.

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.

**Goal OS-3:** Protected wildlife and plant habitat and movement corridors.

- ▶ **Policy OS-3.1:** Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.
- ▶ **Policy OS-3.2:** Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.
- ▶ **Policy OS-3.4:** Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat. In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.

## ***Circulation Element***

- ▶ **Policy C-2.6:** Improve and expand the City’s off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.
- ▶ **Policy C-2.7:** Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.
- ▶ **Policy C-2.9:** Expand the City’s tree canopy, particularly in the Downtown Specific Plan Area, with a focus on adding and maintaining street trees that shade sidewalks and bike paths.

## **Relevant Development Standards of the Downtown Specific Plan**

The following development standards in the Downtown Specific Plan would address the impact from substantial degradation of visual character and potential conflicts with regulations governing scenic quality in the Downtown Specific Plan Area.

The Downtown Specific Plan includes design standards apply to new development projects which establish site and building design expectations. The design standards address the following topics:

- ▶ **Form and Scale:** These standards address geometry, massing, architectural expression, and overall shape of buildings, which contribute to the visual character of buildings.
- ▶ **Frontage:** These standards address ground-level design, which is important for creating an inviting, pedestrian-oriented environment. Frontages and façade designs play crucial roles in creating buildings that contribute to the public realm, leading to memorable and beautiful places. A well-designed ground floor with windows, doors, and interesting details can make the sidewalk feel more inhabited and active, as well as visually appealing.
- ▶ **Landscaping:** In addition to aesthetic appeal, landscaping standards influence the overall urban environment, enhancing functionality, sustainability, and the quality of public spaces. The standards detail the importance of vegetation, tree selection, water conservation, permeable surfaces, outdoor lighting, and yard design, illustrating how thoughtful landscaping fosters a vibrant and harmonious downtown landscape.
- ▶ **Open Space:** The Specific Plan encourages improved building design and site planning through the integration of usable open space. Usable open space plays a role in providing an amenity for developments, bolster adjacent retail businesses, and provide areas of relief in the Downtown area. Common open spaces create opportunities for gatherings and recreational activities between building occupants, while private open spaces provide space for residents to enjoy in solitude.
- ▶ **Live/Work Lofts:** The Specific Plan provides standards for the types of land uses where live/work lofts are allowed as well as density and floor area ratio requirements.
- ▶ **Outdoor Dining:** Outdoor dining contributes to the City’s aesthetic appeal and plays a role in ensuring inclusivity, safety, and adaptability. Prioritizing accessibility, thoughtful lighting, adjacency to parks or



plazas, seasonal adaptability, and adequate shading creates a framework that enhances the overall outdoor dining experience. Outdoor dining standards in the Specific Plan are designed to strike a balance between the dynamic and evolving nature of urban spaces and the need to provide a welcoming and accessible atmosphere for all members of the community.

- ▶ **Ellis Lake Adjacency:** The Specific Plan anticipates public and private investment and a higher level of activity in the area surrounding Ellis Lake. Public investments will improve water quality and passive recreational spaces surrounding the lake to make the area more attractive to visitors. It is the City's intent that private development in the area around Ellis Lake feature the lake as an amenity, promote outdoor activity around the lake, orient seating areas, and windows toward the lake, and provide pedestrian connections to and from the lake area.
- ▶ **Proposed Marysville-Yuba City Station Adjacency:** The Specific Plan includes design standards for development within 0.5 mile of two potential new passenger rail stations.

The Downtown Specific Plan promotes preservation and adaptive reuse of historic buildings in order to enhance aesthetic character and distinctiveness, provide educational opportunities, and improve visitor interest and economic opportunities. The Specific Plan contains standards for new development within the City's Historic Commercial District related to side setbacks; building materials; architectural façades; massing, scale, and form; height; and compliance with the California State Historic Building Code.

## Conclusion

Implementation of proposed 2050 General Plan Policies LU+CD-1.2, LU+CD-1.4, LU+CD-1.5, LU+CD-3.6, LU+CD-3.9, and LU+CD-4.1 through LU+CD-4.8 would promote quality community design and appropriate development patterns and the unique identity of Marysville by supporting enhancements to SR 70 and SR 20, facilitating landscape improvements at public projects, maintaining and improving open space and recreational opportunities, and employing performance-based standards (including aesthetics) to address important aspects of land use compatibility. These policies would also locate new buildings oriented to the primary street frontage; place parking to the side or back of buildings to improve the visual appearance at building frontages; require the use of architectural elements such as porches, stoops, balconies, and windows; prohibit fences and walls along public streets; maintain and expand the street tree canopy; and improve existing developed properties by adding public art, shade trees and other landscaping, or by converting parking areas to outdoor eating areas.

Implementation Strategy LU+CD 4.2 requires the City to develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, have windows and entries oriented to the public realm, and a variety of building heights and roof lines.

Implementation of proposed 2050 General Plan Policies LU+CD-5.1, LU+CD-5.3, LU+CD-5.4, LU+CD-5.5, LU+CD-6.1 and Implementation Strategy LU+CD-5.4 would promote preservation and enhancement of Marysville's visual character by regulating the design and location of new development adjacent to historical resources, encouraging private property owners to maintain historic buildings and renovate historical resources, retaining character-defining features during the renovation of historic buildings, improving street lighting in residential neighborhoods, and encouraging renovation, remodeling, additions, and redevelopment of homes and accessory units.

Implementation of proposed 2050 General Plan Policies LU+CD-7.2, and LU+CD-7.4 through OS-7.12 along with Implementation Strategy LU+CD 7.1-1 would provide high-quality urban design by improving the appearance of publicly accessible areas in Marysville, requiring visually attractive streetscapes, providing for attractive building façades and a pedestrian-oriented site and building design in new development, installation of attractive signage and lighting, and installing new utilities underground.

Implementation of proposed 2050 General Plan Policies OS-1.1, OS-1.4, OS-1.5, OS-2.4, OS-2.12 would require the preservation of scenic vistas along the Feather River and Yuba River floodplains and Ellis Lake.

Implementation of proposed 2050 General Plan Policies OS-3.1, OS-3.2, and OS-3.4 would preserve existing visual resources in open space areas by encouraging the preservation of vegetation communities that provide habitat for sensitive plant and wildlife species; protecting and preserving natural watercourses, drainage channels, floodplains, and lakes as Open Space to provide wildlife movement corridors; preserving fish and wildlife habitats along the Feather River, Yuba River, and Jack Slough to the maximum extent feasible; and setting back the perimeter of all surface mining activities by 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) where sensitive habitat is present.

Implementation of proposed 2050 General Plan Policies C-2.6, C-2.7, and C-2.9 enhance the City's visual character and quality by improving and expanding the City's off-street pedestrian and bicycle system; retrofitting existing streets with Class I or IV bikeways where feasible, and adding enhanced sidewalks, on-street parking, and street trees; and expanding the City's tree canopy to provide shade and visual interest.

The proposed Downtown Specific Plan would promote quality visual design and aesthetic appeal for new and redevelopment within the Specific Plan area through required implementation of development standards related to building form and scale, frontage, landscaping, open space, live/work lofts, outdoor dining, Ellis Lake adjacency, Marysville-Yuba City train station adjacency, and the Marysville Historic Commercial District

The City's Zoning Ordinance (Marysville Municipal Code Title 18) implements the General Plan. It consists of a zoning map defining the location of districts and code sections detailing requirements for each district. The Zoning Ordinance establishes specific, enforceable standards with which development must comply such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses. Zoning applies lot-by-lot, whereas the General Plan has a community-wide perspective. State law requires the City's Zoning Code to be consistent with the proposed 2050 General Plan.

The proposed 2050 General Plan would maintain the historical arrangement of land uses, recognizing the importance of the land use pattern in determining community and visual character. Higher-intensity uses are intended to be concentrated in the Downtown Specific Plan area and along high-volume transit corridors, with the land uses in surrounding areas becoming progressively less intense and more residential to the northeast. Open Space would continue to be preserved within the City limits outside of the Marysville Ring Levee, and around Ellis Lake. The proposed 2050 General Plan would promote continuing reinvestment and revitalization of Marysville, particularly within the Downtown Specific Plan Area.

With implementation of proposed 2050 General Plan goals, policies, and implementation strategies; implementation of proposed Downtown Specific Plan design standards; implementation of the City's design review process; and required compliance with the Marysville Municipal Code related to zoning, property development standards, landscaping standards, signage standards, and the City's Design Review Manual, future

new development and redevelopment would not substantially degrade the existing visual character or quality of public views of the site and its surroundings and in urbanized areas, and would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, this impact is considered **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.1-4 Substantial New Sources of Light or Glare that would Adversely Affect Day or Nighttime Views. *Most of the City is already built out. However, redevelopment and new development associated with the proposed 2050 General Plan and the Downtown Specific Plan would result in minor amounts of additional nighttime lighting and could result in new buildings that cause daytime glare. Implementation of 2050 General Plan policies and Downtown Specific Plan development standards, in combination with the standards in the Marysville Municipal Code, would result in a less-than-significant impact.*

Most of Marysville is urbanized, and therefore already generates substantial amounts of nighttime lighting from overhead sports field lighting, streetlights, building and parking lot security lighting, and signage associated with commercial, industrial, office, and residential development. More nighttime lighting is present in the Downtown Specific Plan Area because certain land uses, such as parking lots, commercial buildings, and signs, emit light 24 hours per day. In contrast, most residential buildings produce limited light during the night. Development under the proposed 2050 General Plan and the Downtown Specific Plan would increase the amount of nighttime lighting, and could result in new buildings with reflective surfaces, such as office buildings with glazed windows or metal roofs, that could add new sources of daytime glare.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Outdoor lighting related to commercial buildings, signage, and outdoor dining areas is regulated through Marysville Municipal Code Chapters 18.63, 18.64, and 18.96, which contain standards related to the heights at which lighting may be installed; requiring that nighttime lighting not spillover onto other properties; and restricting signs that blink, flash, or scintillate (except Holiday lights). Lighting must complement and be compatible with the architectural design of the restaurant building facade, or as determined by the City; must be of a design complementary to and compatible with the Marysville downtown district; and must add visual interest to the streetscape. Lighted signs may require a use permit, as defined in Municipal Code Table 18.64.080. Lighted monument signs shall not use unshielded incandescent, fluorescent, or other unshielded lighting. Billboards that are lighted at night must be illuminated using white light.

The City's *Design Review Manual* (City of Marysville 1996) serves as an implementation tool for development envisioned under the General Plan, Zoning Ordinance, and Historic Preservation Ordinance. The Design Manual includes design policies, as well as design requirements and recommendations that set forth the City's expectations related to the aesthetics and functionality of proposed development. The Design Manual includes a requirement for consideration of the appropriateness of any proposed exterior lighting, and whether the site-specific proposal as a whole (including the lighting) would be compatible with other parcels in the vicinity. The Design Manual notes that traditional lighting equipment is useful in creating warm spaces and friendly neighborhoods, and suggests that pedestrian-level lighting be implemented at maximum heights ranging from 11 to 15 feet above the ground.

The southern/southwestern half of the City (west of SR 70) where most development under the proposed 2050 General Plan and the Downtown Specific Plan Area is anticipated to occur, as well as the small area outside and north of the Marysville Ring Levee on both sides of SR 70, is subject to City's Design Review Process (Municipal Code Chapter 18.87). The design review process examines a proposed project's layout and its relationship to the neighborhood, landscaping, parking, driveways, signs, and other features. The City encourages creative design, new ideas in the use of building materials, and innovative construction methods. The goal of the design review process is to achieve development that is well designed, and also complements the existing architectural styles and overall visual character in the city.

### **Relevant Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies would address the impact from substantial new sources of light and glare throughout the city.

#### ***Land Use and Community Development Element***

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.9:** Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.

#### ***Open Space, Conservation, and Recreation Element***

- ▶ **Policy OS-1.7:** Locate and design active portions of parks that may generate light and noise to ensure promote compatibility with the surrounding neighborhood.
- ▶ **Policy OS-2.4:** Require visually attractive streetscapes with street trees, planting strips, attractive benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.
- ▶ **Policy OS-2.7:** Pursue the installation of attractive signage and lighting that directs visitors Downtown, and to parks, schools, and other important civic areas.
- ▶ **Policy OS-2.10:** Require new developments to locate and design lighting to avoid light spillage, avoid flashing lights, and avoid reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists.

### **Relevant Development Standards of the Downtown Specific Plan**

The following development standards in the Downtown Specific Plan would address the impact from substantial new sources of light and glare in the Downtown Specific Plan area.

Outdoor lighting on private lots must be designed and directed away from common boundaries and neighboring uses.

Outdoor lighting associated with outdoor dining opportunities must be provided to ensure a safe and welcoming atmosphere during evening hours, with an emphasis on using fixtures that enhance visibility without causing light pollution. Lighting must be pointed downwards and not cause direct glare or other visual obstruction to pedestrians, cyclists, or drivers.

Site lighting in public open space areas must create safe, welcoming, well-lit areas, including building entries, pedestrian pathways and vehicle maneuvering areas, while minimizing excessive illumination on adjoining properties. The Specific Plan contains the following specific standards related to lighting in public areas:

- ▶ **Nuisance Prevention.** All lights shall be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties. The light level at property lines shall not exceed 0.3 foot-candles.
- ▶ **Maximum Height.** Freestanding outdoor light fixtures shall not exceed 16 feet in height.
- ▶ **Minimum Lighting Requirements:**
  - **Parking Areas.** Lighting in parking, garage, and carport areas shall be maintained with a minimum of one foot-candle of illumination at the ground level during hours of darkness, with a maximum of four foot-candles. All lighting shall be on a time clock or photo-sensor system. Lighting used to illuminate parking areas shall be designed and located to prevent light trespass or glare. Illumination shall not include low-pressure sodium or similar lighting technologies.
  - **Multi-Unit Residential Developments.** Aisles, passageways, and entryways/recesses related to and within the building complex shall be illuminated with an intensity of at least one-quarter foot-candles at the ground level during the hours of darkness.
  - **Non-Residential Developments (or portions of a development).** All exterior doors, during the hours of darkness, shall be illuminated with a minimum of one-quarter foot-candles of light.

## Conclusion

Implementation of proposed 2050 General Plan Policies LU+CD-3.9, OS-1.7, OS-2.4, OS-2.7, and OS-2.10 would reduce adverse light and glare effects in Marysville because land use compatibility would be evaluated by the City before issuance of building permits (including the potential for substantial new sources of light or glare), parks with nighttime lighting would be sited to avoid lighting conflicts with surrounding development, new pedestrian-scale streetlights would be required, attractive signage and lighting for visitors would be implemented, and new developments would be required to locate and design lighting to avoid light spillage, avoid flashing lights, and avoid reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists.

Implementation of proposed Downtown Specific Plan development standards related to private and public outdoor lighting would ensure that all light fixtures are designed in appropriate manner to compliment the venue; would be directed, oriented, and shielded to prevent light trespass or glare onto adjacent properties; and set forth specific foot-candle amounts of light that could be used in different applications to ensure that lights are of an appropriate brightness level. All outdoor lighting on private lots must be designed and directed away from common boundaries and neighboring uses.

Future site-specific projects in the areas where development is anticipated to occur under the proposed 2050 General Plan and the Downtown Specific Plan would be subject to the City's design review process to ensure that nighttime lighting associated with new development is appropriately shielded, does not result in light spillover, and does not create substantial new sources of glare.

With implementation of proposed 2050 General Plan policies and Downtown Specific Plan development standards; implementation of the City's design review process; and required compliance with the City's Design Review Manual and Marysville Municipal Code related to outdoor lighting and signage, future development would not result in substantial light or glare that would adversely affect day or nighttime views. Therefore, this impact is considered **less than significant**.

### **Mitigation Measures**

No mitigation is required.

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

### 4.2.1 INTRODUCTION

This section describes potential impacts related to agriculture and forestry resources associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

There were no NOP comments regarding the topics addressed in this section of the EIR.

### 4.2.2 ENVIRONMENTAL SETTING

While Marysville itself is an essentially built out community with no commercial scale agricultural production, agriculture is the most prevalent land use in Yuba County and the most significant single component of the county's economy. Cropland and pasture accounts for approximately 272,480 acres in Yuba County (66 percent of the total County land area) (Yuba County 2023). Agriculture not only contributes to the local economy, but also helps define the county's visual and social character, maintains land in open space, supports wildlife habitats and migration corridors, separates urban land uses from surrounding developed areas, and provides access to a local food source.

Croplands are found in the areas of prime agricultural soil and soils with unique suitability to certain crops in the western Valley floor area of the county along the historic floodplain of the Yuba and Feather rivers due to the relatively flat topography, water supply, and soil conditions.

#### FARMLAND CLASSIFICATION

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) uses the Important Farmlands Inventory to classify farmland into five different categories based on soil type and current land use: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. Two additional categories, Urban and Built-up Land and Other Land, are used for mapping purposes.

- ▶ *Prime Farmland* is land that has the best combination of physical and chemical characteristics for long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when managed (including water management) according to current farming methods. Prime Farmland must have been in active for irrigated agricultural production at some time during the four years prior to the mapping date.
- ▶ *Farmland of Statewide Importance* is land other than Prime Farmland that has a good combination of physical and chemical characteristics, but with shortcomings such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been in active for irrigated agricultural production at some time during the four years prior to the mapping date.
- ▶ *Unique Farmland* is of lesser quality soils for the production of the state's leading agricultural crops (as defined by the Department of Conservation). Unique Farmland must have been cropped at some time during the four years prior to the mapping date.



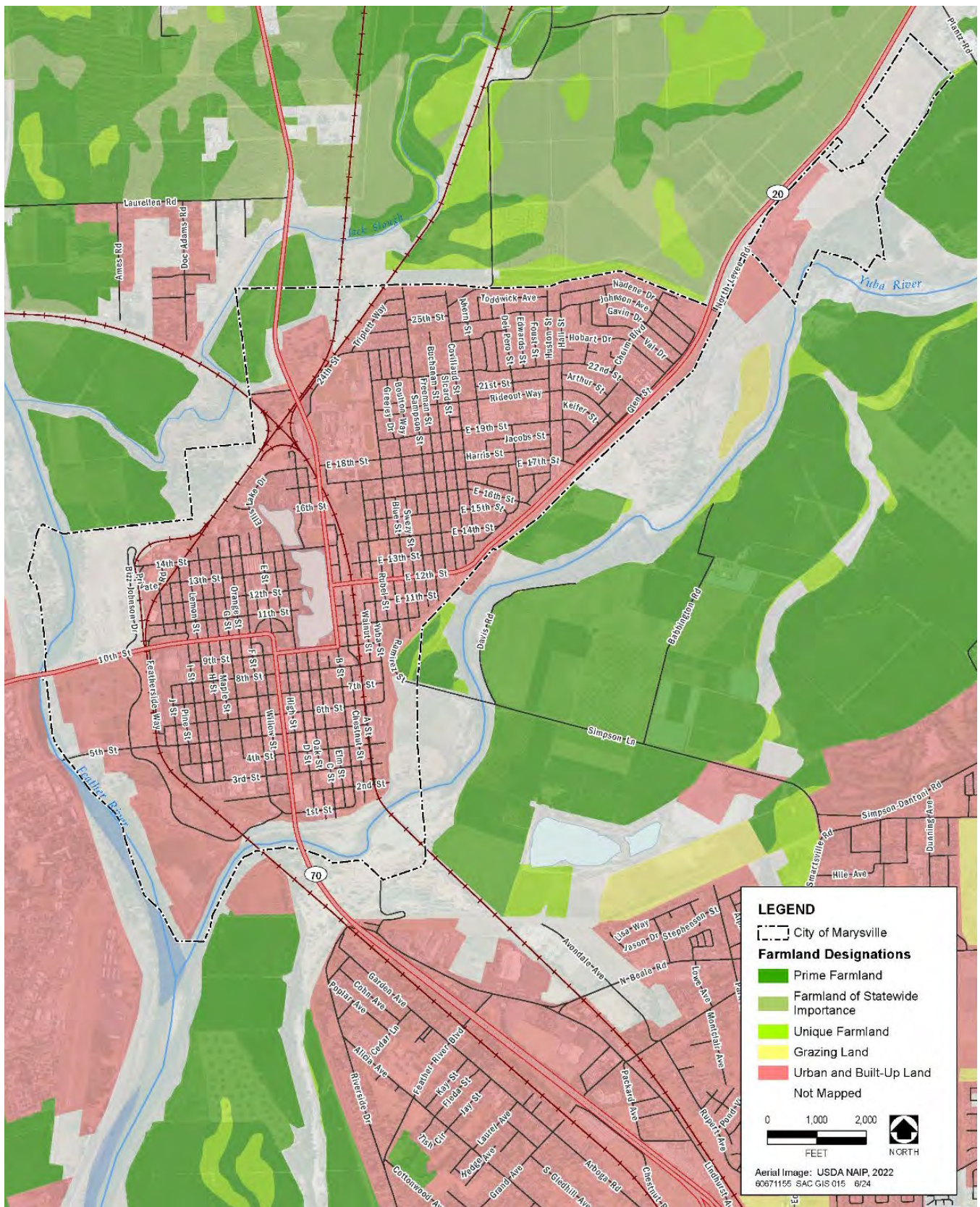
- ▶ *Farmland of Local Importance* is important to the local economy due to its productivity and is defined by each county's board of supervisors and a local advisory committee.
- ▶ *Grazing Land* is that on which the existing vegetation, whether grown naturally or through management, is suitable for livestock grazing. 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.
- ▶ *Urban and Built-up Land* is occupied by structures with a building density of at least 1 unit to 1.5 acres, which is equal to approximately 6 structures on a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- ▶ *Other Land* includes land not included in any other mapping category. It includes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, 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.

## **EXISTING FARMLAND**

Based on the State's FMMP data, State mapped Prime Farmland and Unique Farmland comprises about 1.6 percent of the land (36.5 acres) within the City limits. Approximately 29 acres of State mapped Prime Farmland located inside the City limits is situated north and west of the Marysville Cemetery. The remaining 7.5 acres of State mapped Prime and Unique Farmland is located within an orchard area between Simpson Lane and the Levee Road on the south side of the city. Roughly 98.4 percent of the remaining land within Marysville City limits is categorized as "Urban and Built-Up Land (CDOC 2018). Yuba County does not participate in the Williamson Act program. As such, no parcels within Marysville are under a Williamson Act contract.

## **EXISTING FOREST LAND AND TIMBERLAND**

There are no areas of designated forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]) within Marysville City limits.



**Exhibit 4.2-1. FMMP Farmland in Marysville**

## **4.2.3 REGULATORY FRAMEWORK**

### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

#### **Federal Farmland Protection Act**

The Natural Resources Conservation Service (NRCS), an agency of the U.S. Department of Agriculture (USDA), is the agency primarily responsible for implementing the federal Farmland Protection Policy Act. The purpose of the Farmland Protection Policy Act is to minimize federal contributions to the conversion of farmland to nonagricultural land uses by ensuring that federal programs are administered in a manner compatible with state government, local government, and private programs designed to protect farmland. The Farmland Protection Policy Act established the Farmland Protection Program.

The Farmland Protection Program is a voluntary program that provides funds to help purchase development rights to keep productive farmland in agricultural use. This program provides matching funds to state, local, and tribal government entities and nongovernmental organizations with existing farmland protection programs to purchase conservation easements. Participating landowners agree not to convert the land to nonagricultural land uses and retain all rights to the property for future agriculture production.

### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

#### **Farmland Mapping and Monitoring Program**

The California Department of Conservation administers the FMMP, under which it maintains an automated map and database system to record changes in the use of agricultural lands. Farmland under the FMMP is listed by category—Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The farmland categories listed under the FMMP are described above in the *Environmental Setting* section.

#### **Williamson Act**

The California Land Conservation Act of 1965, commonly known as the Williamson Act, provides a tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners. The contract restricts the land to agricultural and open space uses and compatible uses defined in State law and local ordinances. An agricultural preserve, which is established by a local agency, defines the boundary of an area within which a city or county will enter into contracts with landowners. Local agencies calculate the property tax assessment for lands under contract based on the actual use of the land rather than the potential land value assuming full development. In return for a reduced tax rate, the owner guarantees that the property remains under agricultural production for a 10-year period. The contract is automatically renewed on an annual basis until the property owner indicates a desire to terminate the contract. Enrollment in the program is voluntary. Yuba County does not participate in the Williamson Act program. As such, no parcels within Marysville are under a Williamson Act contract.

## REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

### Existing City of Marysville General Plan

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goal and policy related to agriculture and forestry resources.

#### ***Open Space, Conservation, and Recreation***

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens' needs.

- ▶ **Policy 6:** To promote continued agricultural use of prime soils in the planning area.

### Existing Yuba County General Plan

The existing Yuba County General Plan (Yuba County 2011) includes the following policies related to agriculture and forestry resources.

- ▶ **Policy NR3.2:** New developments adjacent to ongoing agricultural operations shall provide written notice to landowners and residents regarding potential noise, dust, odors, and other effects of adjacent agriculture.
- ▶ **Policy NR3.3:** The County will not consider agricultural operations to be a nuisance in cases where new development occurs in areas near ongoing agricultural operations.
- ▶ **Policy NR3.4:** New developments adjacent to ongoing agriculture shall incorporate design, construction, and maintenance techniques to minimize conflicts with adjacent agricultural uses, including, but not limited to the use of agricultural buffers.
- ▶ **Policy NR3.10:** Cropland and grazing land may be used for habitat conservation and mitigation purposes, consistent with the Yuba-Sutter County Natural Community Conservation Plan/Habitat Conservation Plan, once adopted.
- ▶ **Policy NR3.15:** The County will support efforts to agree on a regional approach in the Yuba-Sutter area among counties and cities to protect local agricultural resources and the local agricultural economic base.

## 4.2.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

The environmental analysis in this section is based, in part, on a review of FMMP Important Farmland maps. As part of the analysis, this EIR examines the Important Farmland classifications that are used by FMMP to determine the agricultural significance of the lands (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance) within Marysville City limits.

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, in determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. An impact related to agriculture and forestry resources is considered significant if the proposed project would:

- ▶ 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;
- ▶ Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- ▶ Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g));
- ▶ Result in the loss of forest land or conversion of forest land to non-forest use; or
- ▶ 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.

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

**Conflict with a Williamson Act Contract** — As discussed previously, Yuba County does not participate in the Williamson Act program, so there are no parcels within Marysville under Williamson Act contract. Implementation of the 2050 General Plan and Downtown Specific Plan would not convert any land under Williamson Act contract to urban use. Thus, there would be no impact and this issue is not addressed further in this EIR.

**Conflict with Existing Zoning or Cause Rezoning of Forest Land or Timberland, Loss or Conversion of Forest Land or Timberland, and Other Changes that Could Result in Conversion of Forest Land to Non-Forest Use** — As discussed previously, there are no parcels within Marysville city limits designated for forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). Implementation of the 2050 General Plan and Downtown Specific Plan would not conflict with existing zoning for, cause rezoning of, or result in any other changes that could result in loss or conversion of designated forestland or timberland. Thus, there would be no impact and this issue is not addressed further in this EIR.



## IMPACT ANALYSIS

IMPACT 4.2-1 Conflict with Existing Zoning for Agricultural Use or Loss or Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use. *Buildout of the 2050 General Plan and Downtown Specific Plan would not result in the conversion of Important Farmland. Implementation of 2050 General Plan policies and Downtown Specific Plan would result in a less-than-significant impact.*

According to the Important Farmland designations identified by the FMMP, the City of Marysville includes approximately 34.4 acres of Prime Farmland and 2.1 acres of Unique Farmland. The proposed 2050 General Plan designates these areas as “Open Space” which is intended to “preserve natural resources and recreational opportunities, accessible spaces that promote exercise, green spaces for social interaction, and public lands for community gatherings, educational use, and cultural purposes as well as to areas prone to flooding and therefore inappropriate for placement of permanently occupied buildings”. These areas are currently zoned for “Primary Open Space” and “Secondary Open Space” and would continue to be zoned for open space uses which is intended to preserve these areas. For purposes of this EIR, it is assumed that implementation of the 2050 General Plan and Downtown Specific Plan would not result in conversion of the 36.5 acres of Important Farmland.

### Relevant Policies of the Proposed 2050 General Plan

As noted previously, almost all of Marysville is developed and there is almost no active farmland in Marysville. Whereas other city general plans and county general plans may have policies intended to protect farmland or to mitigate impacts related to the direct and indirect conversion of farmland, the proposed 2050 General Plan and Downtown Specific Plan does not include such policies as Marysville is essentially built out. The proposed Plans are focused on facilitating reinvestment, economic development, and fiscal sustainability, as well as encouraging additional housing opportunities and other related goals.

The proposed 2050 General Plan does designate areas that are in open space use today outside of the Marysville Ring Levee as Open Space on the City’s proposed Land Use Diagram (see draft Land Use + Community Development Element). The intent of the “Open Space” Land Use Classification is to preserve natural resources. Allowable uses include cultivation, gardens, natural areas, recreational facilities, and other uses that do not require the conversion of existing open space to urban uses, and that do not involve uses that are incompatible with adjacent ongoing agricultural uses.

### Conclusion

The proposed 2050 General Plan includes a Land Use Diagram that designates areas with open space uses outside the Marysville Ring Levee with the “Open Space” Land Use Classification. The intent of this Land Use Classification is to preserve open space areas, including those that are currently active in agricultural uses, and reduce conflicts between these areas and adjacent uses. Further, these areas would continue to be zoned for open space uses that are intended to be preserved and not eligible for urban uses or development. The proposed Plans are focused on promoting infill development and reinvestment in areas that have already been developed and accommodating demand for development without the need to convert agricultural land or other open spaces to urban use. The 2050 General Plan and Downtown Specific Plan provide guidance for development and investment primarily within the Marysville Ring Levee, in areas that are not adjacent to, and would not have compatibility conflicts with ongoing agricultural uses. Buildout of the 2050 General Plan and Downtown Specific

Plan would not conflict with existing zoning for agricultural use or result in the loss of agricultural land uses or convert Prime Farmland or Unique Farmland to non-agricultural uses or urban development. This impact would be **less than significant**.

#### **Mitigation Measure**

No mitigation is required.

## **4.3 AIR QUALITY**

### **4.3.1 INTRODUCTION**

This section describes potential impacts related to air quality associated with implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

This section analyzes the potential short-term and long-term air quality effects associated with new private development anticipated under the proposed in the 2050 General Plan and Downtown Specific Plan, as well as public infrastructure and facility improvements implemented to serve existing and new development. The direct impacts, as well as cumulative effects given the nature of criteria air pollutant emissions impacts, of the General Plan and Specific Plan are evaluated. Finally, this section evaluates impacts related to pollutant concentrations, with a focus on how those pollutants could affect sensitive populations.

In response to the City's NOP, Feather River Air Quality Management District (FRAQMD) suggested that the EIR should evaluate potential air quality impacts and consistency with FRAQMD Air Quality Plans and the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan. This FRAQMD recommended an evaluation of construction and operational air emissions without mitigation and any potential mitigation measures. The City reviewed and considered this information from FRAQMD during preparation of this air quality section.

### **4.3.2 ENVIRONMENTAL SETTING**

Marysville is in Yuba County, which is located in the Sacramento Valley Air Basin (SVAB). The SVAB includes all of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties; the western portion of Placer County; and the eastern portion of Solano County. In general, the SVAB is relatively flat and bounded by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento–San Joaquin Delta from the San Francisco Bay Area. The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right.

The SVAB climate is characterized by hot, dry summers and cool, rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s 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 breezes from the south to dry land flows from the north. Air stagnation in the autumn and early winter occurs when large high-pressure cells lie over the valley. 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 pollutants to become concentrated in the air.

May through October is ozone season in the SVAB and is characterized by poor air movement in the mornings and the arrival of the Delta sea breeze from the southwest in the afternoons. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>), which in turn result in ozone formation. Typically, winds transport air pollutants northward out of the SVAB; however, during approximately half of the time from July to September, the wind pattern shifts southward, blowing air pollutants back into the SVAB and exacerbating the concentration of air



pollutant emissions in the air basin. In addition, between winter storms, high pressure and light winds contribute to low-level temperature inversions and stable atmospheric conditions, resulting in the concentration of air pollutants.

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) as being of concern both on a nationwide and statewide level: ozone; carbon monoxide (CO); nitrogen dioxide (NO<sub>2</sub>); sulfur dioxide (SO<sub>2</sub>); lead; and particulate matter (PM), which is subdivided into two classes based on particle size – PM equal to or less than 10 micrometers in diameter (PM<sub>10</sub>) and PM equal to or less than 2.5 micrometers in diameter (PM<sub>2.5</sub>).

Within the SVAB, the ARB maintains multiple air quality monitoring stations that continually measure the ambient concentrations of major air pollutants throughout the SVAB. Table 4.3-1 summarizes published monitoring data for 2020 through 2022. The nearest monitoring station to Marysville is the Yuba City monitoring station, approximately 0.7 miles west of the City limits and 1 mile west of the Downtown Specific Plan Area. This station monitors ozone, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

**Table 4.3-1. Local Air Quality Monitoring Summary**

Pollutant and Averaging Period	Item	2020	2021	2022
Ozone 1 Hour	Max 1 Hour (ppm)	0.093	0.088	0.083
Ozone 1 Hour	Days > State Standard (0.09 ppm)	0	0	0
Ozone 8 Hour	Max 8 Hour (ppm)	0.082	0.077	0.064
Ozone 8 Hour	Days > State Standard (0.070 ppm)	2	4	0
Ozone 8 Hour	Days > National Standard (0.070 ppm)	2	4	0
NO <sub>2</sub> Annual	Annual Average (ppm)	0.006	0.005	0.006
NO <sub>2</sub> 1 Hour	Max 1 Hour (ppm)	0.046	0.047	0.050
NO <sub>2</sub> 1 Hour	Days > State Standard (0.18 ppm)	0	0	0
PM <sub>10</sub> Annual	Annual Average (µg/m <sup>3</sup> )	28.0	-	22.2
PM <sub>10</sub> 24 hour	Max 24 Hour (µg/m <sup>3</sup> )	269.1	110.1	72.9
PM <sub>10</sub> 24 hour	Days > State Standard (50 µg/m <sup>3</sup> )	39	11	9
PM <sub>10</sub> 24 hour	Days > National Standard (150 µg/m <sup>3</sup> )	4	0	0
PM <sub>2.5</sub> Annual	Annual Average (µg/m <sup>3</sup> )	16.3	14.5	10.6
PM <sub>2.5</sub> 24 hour	Max 24 Hour (µg/m <sup>3</sup> )	252.9	89.9	36.3
PM <sub>2.5</sub> 24 hour	Days > National Standard (35 µg/m <sup>3</sup> )	31	11	2

Source: ARB 2024

Notes:

- = insufficient data; µg/m<sup>3</sup> = micrograms per cubic meter; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = particulate matter with aerodynamic diameter less than 10 microns; PM<sub>2.5</sub> = particulate matter with aerodynamic diameter less than 2.5 microns; ppm = parts per million.

The anomalous values for maximum PM<sub>10</sub> and PM<sub>2.5</sub> 24-concentration in 2020 were likely due to the Willow wildfire that affected Yuba County in September of 2020.

## OZONE

Ozone is the most common component of smog and is toxic and colorless with a pungent odor. In high concentrations, ozone and other photochemical oxidants are directly detrimental to humans by causing respiratory irritation and possible alterations in the functioning of the lungs. Ozone and other oxidants can also enter the leaves of plants and reduce photosynthesis, which is the process that plants use to convert sunlight to energy to live and grow.

Ozone is not emitted directly into the air, but is formed through a series of reactions involving ROG and NO<sub>x</sub> in the presence of sunlight. These chemicals are considered to be precursors of ozone, as their reaction leads to its formation. ROG emissions result primarily from incomplete combustion and the evaporation of chemical solvents and fuels. NO<sub>x</sub> includes various combinations of nitrogen and oxygen, including nitric oxide, NO<sub>2</sub>, and others, typically resulting from the combustion of fuels.

Emissions of both ROG and NO<sub>x</sub> are considered critical to ozone formation; therefore, either ROG or NO<sub>x</sub> can limit the rate of ozone production. When the production rate of NO<sub>x</sub> is lower, indicating that NO<sub>x</sub> is scarce, the rate of ozone production is NO<sub>x</sub>-limited. Under these circumstances, ozone levels could be most effectively reduced by lowering current and future NO<sub>x</sub> emissions (from fuel combustion), rather than by lowering ROG emissions. Rural areas tend to be NO<sub>x</sub>-limited, while areas with dense urban populations tend to be ROG-limited.

Ozone concentrations reflect an interplay of emissions of ozone precursors, transport, meteorology, and atmospheric chemistry. Meteorology and terrain play a major role in ozone formation. Generally, low wind speeds or stagnant air, coupled with warm temperatures and clear skies provide the optimum conditions for formation. As a result, summer is generally the peak ozone season. Because of the reaction time involved, peak ozone concentrations often occur far downwind of the precursor emissions. Therefore, ozone is a regional pollutant that often affects large areas.

Individuals exercising outdoors, children, and people with lung disease, such as asthma and chronic pulmonary lung disease, are the most susceptible subgroups for ozone effects. Short-term ozone exposure (lasting for a few hours) can result in changes in breathing patterns, reductions in breathing capacity, increased susceptibility to infections, inflammation of lung tissue, and some immunological changes. A correlation has also been reported between elevated ambient ozone levels and increases in daily hospital admission rates and mortality (EPA 2023a). An increased risk of asthma has been found in children who participate in multiple sports and live within communities with high ozone levels.

Emissions of the ozone precursors ROG and NO<sub>x</sub> have decreased in the past several years. According to the most recently published edition of ARB *California Almanac of Emissions and Air Quality*, NO<sub>x</sub> and ROG emissions levels in the Sacramento region are projected to continue to decrease through 2035, largely because of more stringent motor vehicle standards and cleaner burning fuels, as well as rules for controlling ROG emissions from industrial coating and solvent operations (ARB 2013).

## CARBON MONOXIDE

CO is a colorless and odorless gas that is primarily produced by the incomplete burning of carbon in fuels such as natural gas, gasoline, and wood, and is emitted by a wide variety of combustion sources, including on-road and non-road mobile sources, wood-burning stoves, incinerators, industrial sources, and wildfires. On-road and non-

road mobile sources account for approximately 53 percent and 29 percent, respectively, of all anthropogenic CO emissions nationwide (EPA 2019). Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Vehicle traffic emissions can cause localized CO impacts, and severe vehicle congestion at major signalized intersections can generate elevated CO levels, called “hot spots,” which can be hazardous to human receptors adjacent to the intersections.

Adverse health effects associated with exposure to high CO concentrations, typically only attainable indoors or within similarly enclosed spaces, include dizziness, headaches, and fatigue. CO exposure is especially harmful to people with anemia or with a history of heart disease (EPA 2023b).

## **NITROGEN DIOXIDE**

NO<sub>2</sub> is one of a group of highly reactive gases known as oxides of nitrogen, or NO<sub>x</sub>. NO<sub>2</sub> is formed when ozone reacts with nitric oxide (i.e., NO) in the atmosphere and is listed as a criteria pollutant because NO<sub>2</sub> is more toxic than nitric oxide. The major human-made sources of NO<sub>2</sub> are combustion devices, such as boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines. The combined emissions of nitric oxide and NO<sub>2</sub> are referred to as NO<sub>x</sub> and reported as equivalent NO<sub>2</sub>. Because NO<sub>2</sub> is formed and depleted by reactions associated with ozone, the NO<sub>2</sub> concentration in a geographical area may not be representative of local NO<sub>x</sub> emission sources. NO<sub>x</sub> also reacts with water, oxygen, and other chemicals to form nitric acids, contributing to the formation of acid rain.

Inhalation is the most common route of exposure to NO<sub>2</sub>. Breathing air with a high concentration of NO<sub>2</sub> can lead to respiratory illness. Short-term exposure can aggravate respiratory diseases, particularly asthma, resulting in respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these subgroups (EPA 2023c).

## **SULFUR DIOXIDE**

SO<sub>2</sub> is one component of the larger group of gaseous oxides of sulfur (SO<sub>x</sub>). SO<sub>2</sub> is used as the indicator for the larger group of SO<sub>x</sub>, as it is the component of greatest concern and found in the atmosphere at much higher concentrations than other gaseous SO<sub>x</sub>. SO<sub>2</sub> is typically produced by such stationary sources as coal and oil combustion facilities, steel mills, refineries, and pulp and paper mills. The major adverse health effects associated with SO<sub>2</sub> exposure pertain to the upper respiratory tract. On contact with the moist mucous membranes, SO<sub>2</sub> produces sulfurous acid, a direct irritant. Concentration rather than duration of exposure is an important determinant of respiratory effects. Children and those who suffer from asthma are particularly sensitive to effects of SO<sub>2</sub> (EPA 2024a).

SO<sub>2</sub> also reacts with water, oxygen, and other chemicals to form sulfuric acids, contributing to the formation of acid rain. SO<sub>2</sub> emissions that lead to high concentrations of SO<sub>2</sub> in the air generally also lead to the formation of other SO<sub>x</sub>, which can react with other compounds in the atmosphere to form small particles, contributing to particulate matter pollution, which can have health effects of its own.

## **PARTICULATE MATTER**

PM refers to a complex mixture of small solid matter and fine droplets (aerosols) made up of several components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The major area-wide sources of PM<sub>2.5</sub> and PM<sub>10</sub> are fugitive dust, especially from roadways, agricultural operations, and construction and demolition. Other sources of PM<sub>10</sub> include crushing or grinding operations. PM sources also include all types of combustion, including motor vehicles, power plants, residential wood burning, forest fires, agricultural burning, and some industrial processes. Exhaust emissions from mobile sources contribute only a very small portion of directly emitted PM<sub>2.5</sub> and PM<sub>10</sub> emissions. However, they are a major source of ROG and NO<sub>x</sub>, which undergo reactions in the atmosphere to form PM, known as secondary particles. These secondary particles make up the majority of PM pollution.

The size of PM is directly linked to its potential for causing health problems. EPA is concerned about particles that are 10 micrometers in diameter or smaller, because these particles generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects, even death. The adverse health effects of PM<sub>10</sub> depend on the specific composition of the particulate matter. For example, health effects may be associated with metals, polycyclic aromatic hydrocarbons, and other toxic substances adsorbed onto fine PM (referred to as the “piggybacking effect”), or with fine dust particles of silica or asbestos. Effects from short- and long-term exposure to elevated concentrations of PM<sub>10</sub> include respiratory symptoms, aggravation of respiratory and cardiovascular diseases, a weakened immune system, and cancer (World Health Organization 2021).

PM<sub>2.5</sub> poses an increased health risk because these very small particles can be inhaled deep in the lungs and may contain substances that are particularly harmful to human health. Direct emissions of PM<sub>2.5</sub> in Yuba County stayed steady between 2000-2010 and are projected to stay consistent between 2010 and 2035. Emissions of diesel particulate matter (DPM) rounded to 0 tons per day between 2000-2010 and are projected to stay at this low level through 2030. (ARB 2013).

## **LEAD**

Lead is a highly toxic metal that may cause a range of human health effects. Lead is found naturally in the environment and is used in manufactured products. Previously, the lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere. Soon after its inception, EPA began working to reduce lead emissions, issuing the first reduction standards in 1973. Lead emissions decreased substantially after the near elimination of leaded gasoline use.<sup>1</sup> Although the ambient lead standards are no longer violated, lead emissions from stationary sources still pose “hot spot” problems in some areas. As a result, ARB has identified lead as a toxic air contaminant (TAC).

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to even low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, hearing problems, and lower intelligence quotients. In adults, increased lead levels are associated with increased reproductive problems, decreased kidney function and cardiovascular issues

---

<sup>1</sup> Metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.

(EPA 2024b). Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears that lead does not directly affect the respiratory system.

## **TOXIC AIR CONTAMINANTS**

TACs are a set of airborne pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute effects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Stationary sources of TACs include gasoline stations, dry cleaners, and diesel backup generators. On-road motor vehicles and off-road sources, such as construction equipment and trains, are also common sources of TACs. According to the California Almanac of Emissions and Air Quality (ARB 2013), most of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being DPM. Other TACs for which data are available that currently pose the greatest ambient risk in California are benzene, formaldehyde, hexavalent chromium, 1,3-butadiene and acetaldehyde.

DPM differs from other TACs because it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, type of lubricating oil, and presence or absence of an emission control system. Unlike the other TACs, no ambient monitoring data are available for DPM because no routine measurement method currently exists. However, emissions of DPM are forecasted to decline; it is estimated that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects (ARB 2013).

## **ODORS**

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The ability to detect odors varies considerably among the population. In addition, people may have different reactions to the same odor – an odor that is offensive to one person may be perfectly acceptable to another. An unfamiliar odor is more easily detected and is more likely to result in complaints than a familiar one. This is due to a phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult.

Examples of common land use types that generate substantial odors include wastewater treatment plants, landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants,

painting/coating operations, rendering plants, and food packaging plants. In addition, agricultural activities in the area can cause odors, such as dairy operations; horse, cattle, or sheep (livestock) grazing; fertilizer use; and aerial crop spraying.

## **SENSITIVE RECEPTORS**

Some land uses are considered more sensitive to air pollution than others, because of the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to the pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

The proximity of sensitive receptors to proposed construction and operational activities with buildout of the 2050 General Plan and Downtown Specific Plan would vary depending on the specific location of future development projects and public facilities and infrastructure developed relative to existing uses. However, there are sensitive receptors throughout the City limits and Downtown Specific Plan Area. Outside City limits, land uses include residential and commercial development to the southeast, as well as across the Feather River to the west. Open space and agricultural uses largely comprise the land adjacent to the City limits to the east and north, with some residential development approximately 0.75 kilometers away from the northwestern portion of the City limits.

### **4.3.3 REGULATORY FRAMEWORK**

The proposed 2050 General Plan and Downtown Specific Plan Areas are in the central portion of the FRAQMD's jurisdictional boundary. The EPA, ARB, and FRAQMD are responsible for regulating air quality. Each agency develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, in general, both state and local regulations may be more stringent. The regulatory frameworks for criteria air pollutants, TACs, and other emissions are described below.

## **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

The primary legislation that governs federal air quality regulations is the federal Clean Air Act (CAA), enacted in 1970 and amended by Congress most recently in 1990. The CAA delegates primary responsibility for clean air to EPA. EPA develops rules and regulations to preserve and improve air quality and delegates specific responsibilities to state and local agencies.

## Criteria Air Pollutants

Under the CAA, EPA has established the national ambient air quality standards (NAAQS) for six criteria air pollutants discussed previously: ozone, CO, NO<sub>2</sub>, SO<sub>2</sub>, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead. The purpose of the NAAQS is two-tiered: primarily to protect public health, and secondarily to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property). The current primary and secondary NAAQS are shown in



Table 4.3-2. These health-based pollutant standards are reviewed with a legally prescribed frequency and are revised as warranted by new data on health and welfare effects. Each standard is based on a specific averaging time over which the concentration is measured. Different averaging times are based on protection from short-term, high-dosage effects or longer term, low-dosage effects.

The CAA requires EPA to determine if areas of the country meet the NAAQS for each criteria air pollutant. Areas are designated according to the following basic designation categories:

- ▶ **Attainment:** This designation signifies that pollutant concentrations in the area do not exceed the established standard. In most cases, a maintenance plan is required for a region after it has attained an air quality standard and is designated as an attainment or maintenance area after previously being designated as nonattainment. Maintenance plans are designed to ensure continued compliance with the standard.
- ▶ **Nonattainment:** This designation indicates that a pollutant concentration has exceeded the established standard. Nonattainment may differ in severity. To identify the severity of the problem and the extent of planning and actions required to meet the standard, nonattainment areas are assigned a classification that is commensurate with the severity of their air quality problem (e.g., moderate, serious, severe, extreme).
- ▶ **Unclassifiable:** This designation indicates that insufficient data exist to determine attainment or nonattainment. For regulatory purposes, an unclassified area is generally treated the same as an attainment area.

As shown in Table 4.3-3, the FRAQMD region, including the Marysville area, is attainment/unclassified for the California ambient air quality standards (CAAQS) for all criteria air pollutants except ozone and PM<sub>10</sub>. For the NAAQS, the Marysville area is classified as attainment, unclassified/attainment, or maintenance for all criteria air pollutants. However, it is noted that the FRAQMD jurisdiction includes both Yuba and Sutter counties, and Sutter County is designated as nonattainment for the 8-hour ozone NAAQS. The CAA requires each state to prepare an air quality control plan, referred to as a state implementation plan (SIP) to demonstrate how attainment standards will be achieved.<sup>2</sup>

---

<sup>2</sup> The SIP is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments, and to determine whether implementing them will achieve ambient air quality standards. If EPA determines a SIP to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

**Table 4.3-2. California and National Ambient Air Quality Standards**

Pollutant	Averaging Time	CAAQS <sup>1</sup>	Primary NAAQS <sup>2,3</sup>	Secondary NAAQS <sup>2,3</sup>
CO	1-hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	NA
CO	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	NA
NO <sub>2</sub>	1-hour	0.18 ppm (339 µg/m <sup>3</sup> )	100 ppb (188 µg/m <sup>3</sup> )	NA
NO <sub>2</sub>	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
Ozone	1-hour	0.09 ppm (180 µg/m <sup>3</sup> )	NA <sup>5</sup>	NA
Ozone	8-hour	0.070 ppm (137 µg/m <sup>3</sup> ) <sup>8</sup>	0.070 ppm (137 µg/m <sup>3</sup> ) <sup>4</sup>	Same as Primary
PM <sub>10</sub>	24-hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
PM <sub>10</sub>	Annual Arithmetic Mean	20 µg/m <sup>3</sup> <sup>6</sup>	NA	NA
PM <sub>2.5</sub>	24-hour	NA	35 µg/m <sup>3</sup>	Same as Primary
PM <sub>2.5</sub>	Annual Arithmetic Mean	12 µg/m <sup>3</sup> <sup>6</sup>	9 µg/m <sup>3</sup> <sup>10</sup>	15.0 µg/m <sup>3</sup>
SO <sub>2</sub>	1-hour	0.25 ppm (655 µg/m <sup>3</sup> )	0.075 ppm (196 µg/m <sup>3</sup> )	NA
SO <sub>2</sub>	24-hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (365 µg/m <sup>3</sup> )	NA
SO <sub>2</sub>	Annual Arithmetic Mean	NA	0.030 ppm (80 µg/m <sup>3</sup> )	NA
Sulfates	24-hour	25 µg/m <sup>3</sup>	NA	NA
H <sub>2</sub> S	1-hour	0.03 ppm (42 µg/m <sup>3</sup> )	NA	NA
Lead	30-day Average	1.5 µg/m <sup>3</sup>	NA	NA
Lead	Calendar quarter	NA	1.5 µg/m <sup>3</sup>	Same as Primary
Lead	Rolling 3-month Average	NA	0.15 µg/m <sup>3</sup> <sup>9</sup>	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m <sup>3</sup> )	NA	NA
Visibility-Reducing Particles	8-hour	See Note 7	NA	NA

Source: ARB 2016

Key: CAAQS = California Ambient Air Quality Standards; NAAQS = National Ambient Air Quality Standards; µg/m<sup>3</sup> = micrograms per cubic meter; mg/m<sup>3</sup> = milligrams per cubic meter; CO = carbon monoxide; EPA = U.S. Environmental Protection Agency; NO<sub>2</sub> = nitrogen dioxide; O<sub>3</sub> = ozone; PM<sub>10</sub> = particulate matter 10 microns in diameter or less; PM<sub>2.5</sub> = particulate matter 2.5 microns in diameter or less; ppm = parts per million; ppb = parts per billion; SO<sub>2</sub> = sulfur dioxide; H<sub>2</sub>S = hydrogen sulfide; NA = not applicable.

- <sup>1</sup> California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter – PM<sub>10</sub>, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM<sub>10</sub> annual standard), then some measurements may be excluded. In particular, measurements are excluded that ARB determines would occur less than once per year on the average. The Lake Tahoe CO standard is 6.0 ppm, a level one-half the national standard and two-thirds the state standard.
- <sup>2</sup> National standards other than for ozone, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4<sup>th</sup> highest daily concentrations is 0.070 ppm (70 ppb) or less. The 24-hour PM<sub>10</sub> standard is attained when the 3-year average of the 99<sup>th</sup> percentile of monitored concentrations is less than 150 µg/m<sup>3</sup>. The 24-hour PM<sub>2.5</sub> standard is attained when the 3-year average of 98<sup>th</sup> percentiles is less than 35 µg/m<sup>3</sup>. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM<sub>10</sub> is met if the 3-year average falls below the standard at every site. The annual PM<sub>2.5</sub> standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.
- <sup>3</sup> National air quality standards are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.
- <sup>4</sup> On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the ozone level in the area.
- <sup>5</sup> The national 1-hour ozone standard was revoked by the EPA on June 15, 2005.
- <sup>6</sup> In June 2002, ARB established new annual standards for PM<sub>2.5</sub> and PM<sub>10</sub>.
- <sup>7</sup> Statewide Visibility Reducing Particles (VRP) Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.
- <sup>8</sup> The 8-hour CA ozone standard was approved by the Air Resources Board on April 28, 2005 and became effective on May 17, 2006.
- <sup>9</sup> National lead standard, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.
- <sup>10</sup> On February 7, 2024, EPA strengthened the annual PM<sub>2.5</sub> National Ambient Air Quality Standards (NAAQS) from 12.0 to 9.0 micrograms per cubic meter (µg/m<sup>3</sup>). The effective date of this standard is May 6, 2024.

**Table 4.3-3. FRAQMD Attainment Status for Federal and State Ambient Air Quality Standards**

Pollutant	Federal Standard	State Standard
Ozone <sup>a</sup>	Nonattainment <sup>a</sup>	Nonattainment
Particulate Matter—10 Micrometers or Less	Unclassified/Attainment	Nonattainment
Particulate Matter—2.5 Micrometers or Less	Maintenance	Attainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Lead	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment
Visibility-Reducing Particles	No Federal Standard	Unclassified

Source: <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>

<sup>a</sup> While Yuba County is in attainment, portions of the FRAQMD jurisdiction within Sutter County are designated as Marginal Nonattainment for the 8-hour Ozone (2015 standard) NAAQS.

## Toxic Air Contaminants

Air quality regulations also focus on hazardous air pollutants (HAPs), referred to at the state level as TACs. HAPs can be separated into carcinogens (cancer-causing) and non-carcinogens, based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Non-carcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. EPA regulates HAPs through statutes and regulations that generally require the use of the maximum or best available control technology for toxics (MACT and BACT) to limit emissions.

The CAA requires EPA to identify and set national emissions standards for HAPs to protect public health and welfare. Emissions standards are set for what are called “major sources” and “area sources”.<sup>3</sup> The CAA also requires EPA to issue vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria are established to limit mobile-source emissions of toxics.

## STATE PLANS, POLICIES, REGULATIONS, AND LAWS

ARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA).

## Criteria Air Pollutants

The CCAA, adopted in 1988, required ARB to establish CAAQS (as shown above in

<sup>3</sup> Major sources have the potential to emit more than 10 tons per year of any HAP or more than 25 tons per year of any combination of HAPs; all other sources are considered area sources.

Table 4.3-2). ARB has also established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particulate matter, in addition to the above-mentioned criteria air pollutants regulated by EPA. The CCAA requires that all air districts in the state endeavor to achieve and maintain the CAAQS by the earliest practicable date. The CCAA specifies that local air districts should focus particular attention on reducing the emissions from transportation and areawide emission sources and provides districts with the authority to regulate indirect sources. ARB also maintains air quality monitoring stations throughout the state in conjunction with air districts. ARB uses the data collected at these stations to classify air basins as being in attainment or nonattainment with respect to each pollutant and to monitor progress in attaining air quality standards.

ARB is the lead agency for developing the SIPs in California. Local air districts and other agencies prepare SIP elements and submit them to ARB for review and approval. SIPs are not single documents. They are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. Many of California's SIPs rely on the same core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. ARB forwards SIP revisions to the EPA for approval and publication in the Federal Register. Most recently, in September 2022, ARB adopted the *2022 State Strategy for the State Implementation Plan* (State SIP Strategy), describing the proposed commitment to achieve the reductions necessary from mobile sources, fuels, and consumer products to meet federal ozone and PM<sub>2.5</sub> standards over the next 15 years (ARB 2022). ARB submitted the State SIP Strategy to EPA on February 22, 2023.

ARB has established emission standards for vehicles sold in California and for various types of equipment. In 2007, ARB approved the In-Use Off-Road Diesel-Fueled Fleets Regulation to reduce PM and NO<sub>x</sub> emissions from existing off-road heavy-duty diesel vehicles. The regulation requires fleets to reduce their emissions by retiring older vehicles and replacing retired vehicles with newer vehicles, repowering older vehicles, or installing verified diesel emission control strategies in older engines; and by restricting the addition of older vehicles to fleets. The regulation was amended in November 2022 to continue the phase-out of older and lower-Tier off-road engines, restrict the addition of vehicles with Tier 3 and Tier 4 Interim engines, require the use of renewable diesel with limited exceptions starting January 1, 2024, and include additional requirements to increase enforceability, provide clarity, and provide additional flexibility for permanent low-use vehicles. Compared to the previous regulation as a baseline, the amended regulation is estimated to reduce statewide emissions from off-road diesel-fueled vehicles by approximately 31,000 tons of NO<sub>x</sub> and 2,700 tons of PM between 2024 and 2038.

In December 2008, ARB adopted the Truck and Bus Regulation, which requires heavy-duty diesel vehicles (i.e., with a gross vehicle weight rating greater than 14,000 pounds) that operate in California to reduce exhaust TAC emissions. Under this regulation, nearly all trucks and buses are required to have 2010 or newer model-year engines, or the equivalent to, to reduce PM and NO<sub>x</sub> emissions. In 2017, Senate Bill (SB) 1 (the Road Repair and Accountability Act of 2017) was passed, which, in addition to funding transportation-related projects, requires the Department of Motor Vehicles to refuse registration or renewal or transfer of registration for certain diesel-fueled vehicles, based on weight and model year, that are subject to specified provisions relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use diesel-fueled vehicles. As of January 1, 2020, compliance with the ARB Truck and Bus regulation is now automatically verified by the California Department of Motor Vehicles (DMV) as part of the vehicle registration process.

In March 2021, ARB approved the Advanced Clean Trucks regulation, requiring truck manufacturers to transition from diesel-powered trucks and vans to electric zero-emission trucks beginning in 2024 with phasing in of

increasingly stringent requirements through 2045. By 2045, under the Advanced Clean Trucks regulation, every new truck sold in California will be zero-emission.

Similarly, in June 2022, in support of Executive Order N-79-20, ARB proposed the Advanced Clean Cars II Regulations requiring manufacturers of light-duty passenger cars, trucks and Sport Utility Vehicles (SUVs) to transition to electric zero-emission vehicles beginning with model year 2026 and phasing in of increasingly stringent requirements through 2035. By 2035, under the proposed Advanced Clean Cars II Regulations, all new passenger vehicles sold within the state would be zero emissions. As of October 2023, ARB is considering amendments to the regulation, including updates to the tailpipe greenhouse gas emission standard and revisions to the low-emission vehicle and zero-emission vehicle regulations.

## **Toxic Air Contaminants**

As described under the federal regulations above, ARB regulates TACs, of which a subset of the identified substances are the federally identified and regulated HAPs, through statutes and regulations that generally require the use of MACT and BACT.

TACs in California are regulated primarily through the Tanner Air Toxics Act (Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act (Assembly Bill 2588; Chapter 1252, Statutes of 1987). The Air Toxics Hot Spots Information and Assessment Act seeks to identify and evaluate risks from air toxics sources, but does not regulate air toxics emissions. TAC emissions from individual facilities are quantified and prioritized. “High-priority” facilities must perform a health risk assessment and, if specific thresholds are violated, must communicate the results to the public in the form of notices and public meetings. TACs are generally regulated through statutes and rules that require the use of MACT or BACT to limit TAC emissions.

According to the *California Almanac of Emissions and Air Quality* (ARB 2013), most of the estimated health risk from TACs is attributed to relatively few compounds, the most dominant being DPM. In 2000, ARB approved a comprehensive diesel risk reduction plan to reduce emissions from both new and existing diesel-fueled vehicles and engines. Subsequent ARB regulations on diesel emissions include the On-Road Heavy Duty Diesel Vehicle (In Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-road Diesel Vehicle Regulation, and the New Off-road Compression Ignition Diesel Engines and Equipment Program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment.

The State of California has also implemented regulations to reduce DPM emissions. Two such regulations applicable to development within Marysville include Title 13, Sections 2485 and 2449 of the California Code of Regulations, which limit idling time to a maximum of 5 minutes for heavy-duty commercial diesel vehicles (defined as diesel vehicles heavier than 10,000 pounds gross vehicle rated weight) and off-road diesel-fueled construction vehicles, respectively. These regulatory measures are driven by the ARB Airborne Toxic Control Measure and subsequent amendments.

## REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

### Feather River Air Quality Management District

FRAQMD is responsible for monitoring air pollution within the Marysville area and for developing and administering programs to reduce air pollution levels below the health-based standards established by the state and federal governments.

#### ***Rules and Regulations***

All projects within FRAQMD's jurisdictional area are subject to applicable FRAQMD rules and regulations in effect at the time of construction. Specific FRAQMD rules that could be applicable include but are not limited to the following:

- ▶ **Rule 3.0—Visible Emissions.** A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than 3 minutes in any 1 hour which is as dark or darker in shade as that designated as No. 2 on the Ringelmann Chart, as published by the United States Bureau of Mines.
- ▶ **Rule 3.2—Particulate Matter Concentration.** A person shall not discharge into the atmosphere from any source particulate matter in excess of 0.3 grains per cubic foot of gas at standard conditions.
- ▶ **Rule 3.15—Architectural Coatings.** No person shall: (i) manufacture, blend, or repackage for sale within the District [FRAQMD]; (ii) supply, sell, or offer for sale within FRAQMD; or (iii) solicit for application or apply within FRAQMD, any architectural coating with VOC [volatile organic compound] content in excess of the limits set within this Rule.
- ▶ **Rule 3.16—Fugitive Dust Emissions.** A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line, from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation.
- ▶ **Rule 3.17—Wood Heating Devices.** All new and used wood heating devices used for the first time in existing buildings and those used in all new building projects must meet new EPA wood heating device standards.
- ▶ **Rule 3.22—Stationary Internal Combustion Engines.** This rule applies to all stationary internal combustion engines with rated brake horsepower greater than or equal to fifty (>50 **brake horsepower** [bhp]) used in industrial, institutional, and commercial operations that operate within the boundaries of the FRAQMD, unless it is an exempt unit. Each engine must not operate above emission limitations listed within the Rule. Upon successful demonstration of initial compliance with emission limitations, on-going compliance is demonstrated based on periodic testing and use of emissions analyzers.
- ▶ **Rule 3.23 - Natural Gas-Fired Water Heaters, Small Boilers, and Process Heaters.** This rule limits NO<sub>x</sub> emissions from natural gas-fired water heaters, small boilers and process heaters with a rated heat input

capacity of greater than or equal to 75,000 British Thermal Units per hour (Btu/hr) up to 1 million Btu/hr and natural gas-fired pool/spa heaters greater than 400,000 Btu/hr and less than 1 million Btu/hr.

- ▶ **Rule 4.1—Permit Requirements.** Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer (APCO). Stationary sources subject to the requirements of Rule 10.3, New Source Review Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

### ***Indirect Source Review Guidelines***

FRAQMD has also published the *Indirect Source Review Guidelines, A Technical Guide to Assess the Air Quality Impact of Land Use Projects Under the California Environmental Quality Act (CEQA)*, which were last updated in 2010 (FRAQMD 2010). This guidance document was developed to assist with identification of projects which have the potential for significant adverse air quality impacts and to suggest measures that will mitigate potential significant impacts. Because stationary sources like industrial facilities are largely regulated, the guidelines focus on transportation and land use control measures to reduce emissions to achieve and maintain federal and state health-based air quality standards. Many projects, particularly those proposing new stationary sources, are subject to FRAQMD rules and regulations in effect at the time of construction.

### ***Toxic Air Contaminants***

At the local level, air pollution control or management districts may adopt and enforce ARB control measures. Under FRAQMD Rule 4.0 (Stationary Emission Sources Permit System and Registration) and Rule 10 (New Source Review), stationary sources that could emit TACs must obtain permits from FRAQMD in compliance with the specifications of the FRAQMD Rules & Regulations.

### ***Regional Air Quality Plans***

The Yuba City-Marysville PM<sub>2.5</sub> nonattainment area was redesignated as attainment for the 2006 24-hour PM<sub>2.5</sub> NAAQS, effective January 8, 2015. As part of this redesignation, the CAA requires attainment of the standard for 20 years, demonstrated in two consecutive 10-year periods. Maintenance plans are prepared, outlining methodology for maintaining attainment and the second maintenance plan is due 8 years after redesignation to attainment. The Yuba City-Marysville PM<sub>2.5</sub> Second Maintenance Plan demonstrating continued attainment and maintenance for the 2025 through 2035 period was adopted during a public hearing on April 3, 2023 (FRAQMD 2023a).

In addition, due to the ozone nonattainment designations, FRAQMD has aligned with other air districts in the in the Sacramento Valley Air Basin as part of the Sacramento Federal Nonattainment Area (SFNA). The Northern Sacramento Valley Planning Area has jointly prepared an air quality plan and subsequent triennial updates to demonstrating progress towards achieving ozone CAAQS attainment status. The 2021 Northern Sacramento Valley Planning Area Triennial Air Quality Attainment Plan is the most recent report. Elements of this 2021 plan include proposed feasible emission reduction measures for stationary sources, incentive programs for emissions from vehicles and agricultural sources, and public education programs. This plan also acknowledges that wildfires continue to be a major contributor to measured ozone exceedances (NSVPA 2021).

As part of the SFNA, additional air quality plans in effect for the SVAB and applicable to the FRAQMD include the Sacramento Regional 2015 NAAQS 8-Hour Ozone Attainment & Reasonable Further Progress Plan and 2013 Revision to the Sacramento Regional 8-hour Ozone Attainment and Reasonable Further Progress Plan (FRAQMD 2023b).

FRAQMD is currently designated as nonattainment for the CAAQS for PM<sub>10</sub>. To address this, in accordance with SB 656, FRAQMD has reviewed control measures recommended by ARB, and has adopted Rules and implementation schedules to reduce emissions of PM<sub>10</sub>.

## **City of Marysville**

### ***Existing City of Marysville General Plan***

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goals and policies related to air quality:

#### **Industrial Land Use**

**Goal:** To provide sufficient land designated for industrial uses that are compatible with the existing community.

- ▶ **Policy 1:** To require that industrial land uses be buffered from and protected from encroachment by residential or other incompatible land uses.
- ▶ **Policy 2:** Encourage industrial land uses to not harm the environment or pose danger to city residents.

#### **Conservation and Preservation of Resources**

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizen needs.

- ▶ **Policy 5:** Encourage energy conservation in new developments.
- ▶ **Policy 11:** Maintain the air in the community as free from un-necessary air pollutants as is feasible.

#### **Circulation and Scenic Highways**

**Goal:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

- ▶ **Policy 3:** Promote and support coordinated public transit service that meets residents' needs.
- ▶ **Policy 4:** Promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.
- ▶ **Policy 5:** Require landscaping and tree planting along major streets and highways.
- ▶ **Policy 7:** Support a new river crossing alternative which will lessen downtown traffic congestion caused by intra-urban traffic.



- **Policy 8:** Provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.
- **Policy 9:** Encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic.

### Housing Quality

**Goal:** Promote the construction of a variety of housing types that meet the safe standards with a minimum of environmental impact and that provide a choice of location, preserve existing neighborhoods, and have adequate public services.

- **Policy 1:** Ensure that new housing efficiently uses land, is energy efficient, and causes a minimal environmental impact.

### Energy Conservation

**Goal:** Encourage energy conservation in new and existing housing.

- **Policy 1:** Participate with other local, state and federal agencies, public utilities and community organizations to implement energy conservation programs.

## Sacramento Area Council of Governments

SACOG serves as the Metropolitan Planning Organization for the Sacramento region, maintaining the regional Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in coordination with each of the local 28 member cities and counties, including the City of Marysville. SACOG plays a central role in transportation infrastructure planning for the region, while also serving as a forum for the study, planning, and resolution of other planning issues facing the local member governments.

The MTP/SCS for the SACOG region is the 2020 MTP/SCS, which lays out a plan for the region through 2040 that links land use planning, air quality, greenhouse gas emissions, and transportation needs and addresses State climate goals. The Plan emphasizes land-efficient development (compact growth), local job opportunities, reduced traffic congestion, and investment in public transportation infrastructure. An updated 2023 MTP/SCS was adopted in November 2023, and largely carried forward the projects, programs, and policies included in the 2020 MTP/SCS but with projections out through 2044. SACOG is currently updating the MTP/SCS in a process known as Blueprint 2025.

## 4.3.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

The discussion below presents the methods used for the air quality analysis and how the significance of air quality impacts was determined. Potential air quality impacts associated with short-term construction and long-term operations were evaluated in accordance with FRAQMD-recommended and ARB-approved methodologies. Please see Appendix B of this EIR for model details, assumptions, inputs, and outputs.

Construction and operational emissions of criteria air pollutants were compared with the applicable thresholds of significance (described below) to determine potential impacts. FRAQMD's significance thresholds serve as a proxy for determining whether the proposed 2050 General Plan or Downtown Specific Plan could violate air quality standards, cause a substantial contribution to an existing or projected air quality violation, and/or conflict with any applicable air quality plan.

Construction-related emissions were modeled using the California Emissions Estimator Model (CalEEMod) Versions 2022.1.1.24, which is the most current version of the FRAQMD-recommended model for estimating construction and operational emissions from development projects. Where plan-specific information was not available or was not known at the time of the analysis, CalEEMod default parameters were used. Future development is assumed to occur through the planning horizon of 2050, with the specific timing of construction activities each year subject to market conditions and unknown at the time of preparing this analysis. For the purposes of estimating a maximum daily and annual construction scenario, a maximum construction year scenario was developed by assuming development of 25 percent of all land uses occurs within a single year. To estimate maximum daily construction emissions, all individual construction activity phases (e.g. grading, site preparation, paving, etc.) are assumed to overlap, as different construction activities may be happening concurrently at different locations. The construction year modeled was 2024, as this year represents the first possible year of construction at the time of this analysis. Not only is this level of construction in a single year a conservative assumption, but modeling all emissions for the year 2024 also results in a conservative estimate of construction-related emissions over the construction period. Any construction in future years would more realistically result in reduced emissions for the same level of activity due to fleet turnover over time, in which older equipment and vehicles are replaced by those with new engines meeting more recent and more stringent emission standards. Modeled construction-related emissions for both the proposed 2050 General Plan and Downtown Specific Plan are separately compared to the applicable FRAQMD thresholds for construction to determine significance.

Future operational emissions would be generated by area-, energy-, and mobile-sources, as well as potential stationary sources. Operational area- and energy-source (i.e., natural gas combustion, landscape maintenance, periodic architectural coatings, and consumer products) air pollutant emissions were modeled in CalEEMod based on the anticipated type and scale of development, including acreage affected by construction and the amount of building square footage constructed. Mobile-source emissions were estimated using projected 2050 General Plan and Downtown Specific Plan Area vehicle miles traveled (VMT) and trip generation rates modeled by SACOG in support of this EIR, and the CalEEMod default fleet mix.

All operational emissions were modeled based on the 2050 planning horizon year for both the 2050 General Plan and the Downtown Specific Plan. To determine the net increase in operational emissions associated with new development that would occur under the 2050 General Plan and the Downtown Specific Plan, two operational scenarios were modeled: one representing existing conditions and assuming no new development, and one representing future conditions with implementation of new development accommodated under the 2050 General Plan and the Downtown Specific Plan. To ensure conservative results, the existing conditions model used an operational year of 2050 so that factors that would reduce criteria air pollutant mobile emissions, but that are independent of the proposed project, are not reflected in the net emissions estimate. Such factors include, but are not limited to, increased fuel efficiency, fleet turnover, and the rise in use of zero-emissions vehicles. The existing conditions scenario utilized VMT estimates that represent development in within the City limits without implementation of the planned new development under the 2050 General Plan and Downtown Specific Plan. The future conditions scenario similarly used an operational year of 2050. VMT estimates used for the 2050 scenario

represent existing land uses within the City limits and planned new development under the 2050 General Plan and Downtown Specific Plan. Therefore, to determine the net increase in operational mobile emissions, mobile emissions under the existing conditions scenario are subtracted from mobile emissions under the future conditions scenario. The resulting net change in mobile emissions reflects anticipated development and public facility improvements under the proposed 2050 General Plan and Downtown Specific Plan, while also accounting for VMT efficiencies achieved through compact, mixed-use, infill development. These long-term operational emissions for the 2050 General Plan and Downtown Specific Plan are separately compared to the applicable FRAQMD thresholds of significance for operations to determine significance.

TAC emissions associated with construction and operation under the proposed 2050 General Plan and Downtown Specific Plan that could affect surrounding areas are evaluated qualitatively. The potential for the development of the 2050 General Plan and Downtown Specific Plan to result in other emissions, such as those leading to odors, is also evaluated qualitatively.

## **THRESHOLDS OF SIGNIFICANCE**

An air quality impact would be considered significant if it would exceed any of the thresholds of significance listed below, which are based on Appendix G of the CEQA Guidelines and on FRAQMD's CEQA Guide (FRAQMD 2010). Based on Appendix G of the CEQA Guidelines, the proposed 2050 General Plan or Downtown Specific Plan would result in a significant impact on air quality if it would:

- ▶ conflict with or obstruct implementation of the applicable air quality plan;
- ▶ result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard;
- ▶ expose sensitive receptors to substantial pollutant concentrations; or
- ▶ result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to support determinations of significance. Marysville is within an area regulated by the FRAQMD. Thus, pursuant to the FRAQMD-recommended thresholds (FRAQMD 2010) for evaluating project-related air quality impacts, impacts would be considered significant if the project would:

- ▶ generate construction-related criteria air pollutant or precursor emissions that exceed the FRAQMD-recommended daily thresholds of 25 pounds per day (lb/day) multiplied by project length (not to exceed 4.5 tons per year [tpy]) for NO<sub>x</sub>, 25 lb/day multiplied by project length (not to exceed 4.5 tpy) for ROG, and 80 lb/day of PM<sub>10</sub>; and
- ▶ generate long-term operational criteria air pollutant or precursor emissions that exceed the FRAQMD-recommended daily thresholds of 25 lb/day of NO<sub>x</sub>, 25 lb/day of ROG, or 80 lb/day of PM<sub>10</sub>.

As described above, FRAQMD's recommended threshold for construction-related emissions of ROG and NO<sub>x</sub> is 25 pounds per day multiplied by the project length. For the purposes of this analysis, scenarios designed to represent the maximum annual construction activities for the proposed buildout of the 2050 General Plan and

Downtown Specific Plan were evaluated in CalEEMod. Therefore, the maximum annual construction scenario is anticipated to occur over 260 days (i.e., 5 days per week over 52 weeks). Thus, the maximum allowable total construction-related emissions of ROG and NO<sub>x</sub> pursuant to the FRAQMD thresholds of significance would be 6,500 pounds over the modeled maximum year of construction. The maximum allowable total construction emissions of 6,500 pounds would equate to 3.25 tons, which would be less than the annual threshold of 4.5 tons per year. Therefore, this analysis applies 6,500 pounds total over the modeled maximum annual construction scenario as the threshold of significance for construction-related ROG and NO<sub>x</sub> emissions.

To aid in evaluating odor impacts, FRAQMD has identified types of facilities that have been known to produce odors and developed screening distances for each type of facility. The actual distance from which odors would be detected would depend on the specific characteristics of the facility, the wind direction, and the sensitivity of the person detecting the odor. However, general guidelines for odor sources are provided in Table 7-1 of the FRAQMD CEQA Guidelines (FRAQMD 2010) and are listed below.

**Table 4.3-4. FRAQMD Recommended Odor Screening Distances**

Land Use / Type of Operation	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting / Coating Operations	1 mile
Rendering Plant	5 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Feed lot / Dairy	1 mile
Green Waste and Recycling Operations	2 miles
Metal Smelting Plants	1 mile

Source: FRAQMD 2010

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

All issues related to air quality are discussed below.

## IMPACT ANALYSIS

- IMPACT 4.3-1 Conflict with or obstruct implementation of the applicable air quality plan or 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. *Emissions of criteria air pollutants and precursors associated with implementation of the proposed 2050 General Plan and Downtown Specific Plan would not exceed FRAQMD quantitative thresholds for short-term construction, but long-term operational emissions of new development could exceed applicable thresholds and, therefore, result in a cumulatively considerable net increase in criteria air pollutants for which the project region is nonattainment. The level of*

*operational emissions could conflict with or obstruct implementation of the applicable air quality plan. Therefore, this impact is considered significant.*

Air quality plans describe air pollution control strategies to be implemented to bring an area that does not attain the NAAQS or CAAQS into compliance with those standards, or to maintain existing compliance with those standards, pursuant to the requirements of the CAA and CCAA.

FRAQMD has adopted air quality plans pursuant to regulatory requirements under EPA and ARB for the attainment and maintenance of federal and state ambient air quality standards (i.e., NAAQS and CAAQS, respectively) for ozone and PM<sub>10</sub>, as detailed above in “Regulatory Framework.” The goal of the air quality plans is to reduce criteria air pollutant emissions for which the FRAQMD jurisdiction or SVAB are designated as nonattainment in order to achieve NAAQS and CAAQS by the earliest practicable date. The FRAQMD established thresholds of significance for CEQA purposes to achieve and maintain the NAAQS and CAAQS, and collaborates with regional air districts to develop and update air quality plans with consideration for anticipated growth and resultant air pollutant emissions sources.

Implementation of the proposed 2050 General Plan and Downtown Specific Plan would involve new development, including buildings, structures, paved areas, and improvements to utilities and transportation infrastructure. Development anticipated under the Downtown Specific Plan would include reinvestment and infill development in and around the Downtown and essential public facilities and infrastructure improvements required to support such development.

Daily activities associated with the operation of new and revised land uses proposed by the 2050 General Plan and Downtown Specific Plan, such as vehicle travel, space cooling and heating, and other typical activities, would generate criteria air pollutant and precursor emissions from area, energy, mobile, and stationary sources. Mobile sources are primarily vehicle trips. Area sources include, but are not limited to, natural gas combustion for water and space heating, landscape maintenance equipment, hearth (fireplace) operation, and periodic application of architectural coatings. While construction emissions are considered temporary, operational emissions are considered long-term and occur beyond the duration of the 2050 General Plan and Downtown Specific Plan planning horizon. Therefore, operational emissions have greater potential to affect the attainment status of an air basin, particularly as a result of increased transportation and energy demands from new development and related population and employment growth.

In addition to mobile, energy, and area sources, implementation of the 2050 General Plan and Downtown Specific Plan could involve new stationary sources that generate additional long-term operational emissions. These stationary sources would be subject to the permitting requirements for stationary sources and the FRAQMD Rules and Regulations to limit related criteria air pollutant emissions. These sources could include, but are not limited to, diesel engine or gas turbine generators for emergency power generation; central heating boilers for commercial or large residential buildings; process equipment for light industrial uses; kitchen equipment at restaurants and schools; service station equipment; and dry-cleaning equipment. Emissions from these sources would be in addition to the estimated operational emissions described above, and would be subject to the permitting requirements for stationary sources and the FRAQMD Rules and Regulations to limit related criteria air pollutant emissions.

Because the NAAQS and CAAQS are based on maximum pollutant levels in outdoor air that would not harm the public's health with a margin of error, and air district thresholds pertain to attainment of the NAAQS and CAAQS, projects whose construction and operational emissions would be less than the recommended thresholds of significance for criteria air pollutants would not conflict with or obstruct implementation of applicable air quality plans related to the attainment of ozone and PM<sub>10</sub> and maintenance of PM<sub>2.5</sub>.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Existing laws and regulations would reduce temporary construction-related and long-term operational impacts. In particular, future projects would be subject to FRAQMD rules and regulations established, in part, to ensure implementation of and consistency with strategies and actions of the applicable air quality plans. FRAQMD Rules 3.0, 3.2, and 3.16 would minimize fugitive dust emissions of PM. FRAQMD Rule 3.15 would reduce ROG emissions associated with paving and architectural coating activities. FRAQMD Rules 3.16, 3.17, 3.22, and 3.23 would reduce long-term operational emissions from various commercial and industrial emission sources such as wood heating devices, stationary engines, natural gas-fired water heaters, and boilers and process heaters. In addition, vehicle emission standards established by ARB, such as the Low Emissions Vehicle Program and On-Road Heavy-Duty Program would help reduce long-term, mobile-source emissions. ARB has also adopted an idling restriction Airborne Toxic Control Measure (ATCM) for large commercial diesel-powered vehicles, which limits idling time to no longer than 5 minutes for affected vehicles.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following 2050 General Plan policies and implementation strategies would affect actions to reduce emissions associated with land use development, primarily through reduced vehicle miles traveled and reduced energy use associated with building operations. Implementation strategies would serve as uniformly applied development standards that reduce criteria air pollutant and ozone precursor emissions associated with implementation of the proposed 2050 General Plan and the Downtown Specific Plan:

- ▶ **Policy LU+CD-3.3:** Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ **Policy LU+CD-3.9:** Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.
- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.

- **Implementation Strategy C1.1:** The City may require traffic studies for proposed projects that would generate or attract more than 550 vehicular trips per day. Where a proposed development would cause an exceedance of the City's level of service policy, applicants shall consider feasible revisions to the proposed development that would increase connectivity, enhance bicycle/pedestrian/transit access, manage travel demand, and/or provide other revisions that would reduce vehicular travel demand. Adding capacity will only be considered if this would not adversely affect pedestrian or bicycle access, convenience, or safety and where such a capacity increase is demonstrated to avoid inducing substantial additional vehicular travel.
  - **Implementation Strategy C1.2:** The City may require new developments to contribute on a fair-share basis to the multi-modal City transportation system. The transportation impact fee shall be determined by the relative vehicular transportation demand (VMT) of proposed projects per capita or per employee, as determined by the by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destinations, and other relevant factors. City transportation impact fees shall not be based on trip generation alone but shall be based on VMT per resident and/or employee.
  - **Implementation Strategy C1.4:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to reduce impacts of state highway traffic on businesses and residents within Marysville. Measures should include improving connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes, reducing cut-through traffic, and increasing safety enforcement. Recommendations could include design changes, changes in routing, changes in management of passenger vehicle and truck traffic, landscaping and streetscape improvements, on-street parking, and other recommendations. Additionally, as described in the Caltrans 2022 State Highway 70 and 99 Comprehensive Multimodal Corridor Plan, recommendations could include an adaptive signal system throughout Marysville on SR 70 and installation of bicycle lanes through the city.
- ▶ **Policy C-3.4:** Manage travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates.
  - ▶ **Policy C-4.6:** Increase the electric vehicle charging infrastructure through new development and proactive measures taken by the City.
- **Implementation Strategy C4.2:** The City will amend the Zoning Code provisions for minimum parking requirements based on the direction provided in this General Plan. This will include eliminating requirements to provide new off-street parking for projects that would generate 110 or fewer trips per day and residential, office, and local serving retail and commercial service projects located in areas where vehicular travel demand is 85 percent or less of the regional average on a per capita or per employee basis.
- ▶ **Policy OS-6.4:** Collaborate with other agencies on local expansion of electric vehicle charging infrastructure.
  - ▶ **Policy OS-7.1:** Require new development to implement applicable standard emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition.

- ▶ **Policy OS-7.2:** Review projects that involve substantial stationary sources of emissions and condition such projects to avoid significant impacts to nearby sensitive receptor land uses, such as residences schools, and the hospital.
- ▶ **Policy OS-7.3:** Use the lowest commercially available volatile organic compound emitting architectural coatings (e.g., paints, stains, industrial maintenance coatings, traffic coatings, and many other products) for City buildings and structures.
- ▶ **Policy OS-7.5:** Install odor controls on new and existing sources, as feasible, to reduce exposure for existing and future residents.
- ▶ **Policy OS-7.6:** Coordinate during the application process with the Feather River Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments for proposed development.
  - **Implementation Strategy OS 7.1-1:** During the development review process for projects subject to the California Environmental Quality Act, and that could result in a potentially significant impact, the City will require the implementation of applicable and feasible mitigation measures, including those recommended by Feather River Air Quality Management District or otherwise demonstrated to achieve reductions, in order to avoid, reduce, or offset construction and operational emissions.
  - **Implementation Strategy OS 7.1-2:** Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 or cleaner engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable Feather River Air Quality Management District-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by the Feather River Air Quality Management District.

## Impact Summary

### **Construction**

Construction-related activities would result in temporary emissions of criteria air pollutants (e.g., PM<sub>10</sub>, PM<sub>2.5</sub>, CO, SO<sub>2</sub>) and ozone precursors (e.g., ROG and NO<sub>x</sub>) from ground-disturbing activities (e.g., excavation, grading, and clearing); exhaust emissions from use of off-road equipment, material delivery, and construction worker commutes; building demolition and construction; asphalt paving; and application of architectural coatings.

Table 4.3-5 summarizes the daily emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> associated with a scenario designed to represent the maximum annual construction activities for proposed buildout of the 2050 General Plan. Refer to Appendix B for detailed model inputs, assumptions, and calculations.



**Table 4.3-5. Unmitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors — Buildout of the 2050 General Plan in the Worst-Case Year**

Emissions Source	Average Daily ROG	Average Daily NO <sub>x</sub>	Maximum Daily <sup>1</sup> PM <sub>10</sub>	Maximum Daily <sup>1</sup> PM <sub>2.5</sub>
Daily Emissions (lbs/day)	21.9	17.2	20.2	10.9
Modeled Project Length (days) <sup>2</sup>	260	260	N/A	N/A
<b>Total Unmitigated Construction Emissions in Single Worst-Case Year (pounds)</b>	<b>5,698</b>	<b>4,476</b>	<b>N/A</b>	<b>N/A</b>
<b>Significance Evaluation</b>	Total Pounds <sup>3</sup>	Total Pounds <sup>3</sup>	Pounds per Day	N/A
FRAQMD Significance Threshold	6,500	6,500	80	-
Exceeds Threshold?	No	No	No	N/A

Notes: FRAQMD = Feather River Air Quality Management District; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases.

<sup>1</sup> Maximum daily PM<sub>10</sub> and PM<sub>2.5</sub> emissions are conservatively assumed for comparison to FRAQMD PM<sub>10</sub> threshold of significance.

<sup>2</sup> The modeled project length is based on the modeled maximum construction year, assuming construction activities occur 5 days per week for 52 weeks in the maximum construction year.

<sup>3</sup> The total construction emission threshold for ROG and NO<sub>x</sub> is calculated as 25 pounds per day multiplied by the project length (not to exceed 4.5 tons per year), which results in the threshold of significance for ROG and NO<sub>x</sub> being 6,500 pounds, or 3.25 tons, which does not exceed 4.5 tons per year.

Refer to Appendix B for detailed input parameters and modeling results.

Source: Modeling performed by AECOM in 2024

Table 4.3-6 summarizes the maximum daily emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> associated with a scenario designed to represent the maximum annual construction activities for proposed buildout of the Downtown Specific Plan. Refer to Appendix B for detailed model inputs, assumptions, and calculations.

**Table 4.3-6. Unmitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors — Buildout of the Downtown Specific Plan in the Worst-Case Year**

Emissions Source	Average Daily ROG	Average Daily NO <sub>x</sub>	Maximum Daily <sup>1</sup> PM <sub>10</sub>	Maximum Daily <sup>1</sup> PM <sub>2.5</sub>
Daily Emissions (lbs/day) <sup>2</sup>	20.2	16.5	20.0	10.9
Modeled Project Length (days) <sup>3</sup>	260	260	N/A	N/A
<b>Total Unmitigated Construction Emissions (pounds)</b>	<b>5,263</b>	<b>4,283</b>	<b>N/A</b>	<b>N/A</b>
<b>Significance Evaluation</b>	Total Pounds <sup>4</sup>	Total Pounds <sup>4</sup>	Pounds per Day	N/A
FRAQMD Significance Threshold	6,500	6,500	80	-
Exceeds Threshold?	No	No	No	N/A

Notes: lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases; FRAQMD = Feather River Air Quality Management District.

<sup>1</sup> Maximum daily PM<sub>10</sub> and PM<sub>2.5</sub> emissions are conservatively assumed for comparison to FRAQMD PM<sub>10</sub> threshold of significance.

<sup>2</sup> These emissions represent a subset of the 2050 General Plan buildout.

<sup>3</sup> The modeled project length is based on the modeled maximum construction year, assuming construction activities occur 5 days per week for 52 weeks in the maximum construction year.

<sup>4</sup> The total construction emission threshold for ROG and NO<sub>x</sub> is calculated as 25 pounds per day multiplied by the project length (not to exceed 4.5 tons per year), which results in the threshold of significance for ROG and NO<sub>x</sub> being 6,500 pounds, or 3.25 tons, which does not exceed 4.5 tons per year.

Refer to Appendix B for detailed input parameters and modeling results.

Source: Modeling performed by AECOM in 2024

As shown in Table 4.3-5 and Table 4.3-6, the construction activities anticipated for buildout of the proposed 2050 General Plan and Downtown Specific Plan would generate ROG and NO<sub>x</sub> emissions that would not exceed FRAQMD-recommended significance thresholds under a scenario representing the maximum year of

construction. Due to the nonattainment status of the SVAB and FRAQMD jurisdiction with respect to ozone and PM<sub>10</sub>, and maintenance status of PM<sub>2.5</sub>, FRAQMD recommends that all construction projects implement the Standard Mitigation Measures for Construction Phase for those projects that do not exceed the FRAQMD thresholds of significance.

Existing laws and regulations, including FRAQMD rules and regulations, combined with the proposed 2050 General Plan policies and implementation strategies, would reduce the level of emissions associated with construction activities. Proposed General Plan Policy OS-7.1 would reduce construction-related emissions by requiring new development to implement applicable standard emission control measures recommended by FRAQMD for construction, grading excavation, and demolition. Proposed General Plan Implementation Strategy OS 7-1.1 would help to reduce potentially significant impacts of new development projects subject to CEQA by requiring the implementation of applicable and feasible mitigation measures in order to avoid, reduce, or offset construction and operational emissions. Finally, proposed General Plan Implementation Strategy OS 7.1-2 would reduce construction-related emissions from heavy-duty offroad equipment by requiring the use of Tier 4 or cleaner construction equipment over 50 bhp within 300 feet of existing sensitive receptors. Fugitive dust emissions of PM<sub>10</sub> are considered to be significant without implementation of FRAQMD's construction phase Standard Mitigation Measures. While the intent of proposed General Plan Policy OS-7.1 is to implement applicable standard emission control measures recommended by FRAQMD for construction, mitigation is necessary to ensure the construction contractor adheres to the FRAQMD Standard Mitigation Measures. Therefore, impacts associated with construction-related fugitive dust are considered *potentially significant*.

### ***Operational Impacts***

Operational activities would result in long-term emissions of criteria air pollutants and ozone precursors from area, energy, mobile, and stationary sources. Any new stationary sources would be subject to FRAQMD permitting requirements and FRAQMD Rules and Regulations, as applicable to the source, to limit criteria air pollutant emissions.

Table 4.3-7 summarizes the maximum daily emissions associated with buildout of the proposed 2050 General Plan. As shown in Table 4.3-7, new development anticipated under the proposed 2050 General Plan would generate long-term operational emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> that would exceed FRAQMD-recommended thresholds of significance.

As shown in Table 4.3-7 and Table 4.3-8, area source emissions comprise a majority of the emissions. Area source emissions include emissions associated with periodic application of architectural coatings (such as paints), consumer products, hearths (e.g., fireplaces and stoves) and landscaping equipment.

**Table 4.3-7. Net Increase of Operational Emissions of Criteria Air Pollutants and Precursors—New Development under 2050 General Plan Full Buildout**

Emissions Source	ROG (lb/day)	NO <sub>x</sub> (lb/day)	PM <sub>10</sub> (lb/day)	PM <sub>2.5</sub> (lb/day)
Mobile <sup>1</sup>	14	7	17	4
Area	1,564	30	257	256
Energy	1	10	1	1
<b>Maximum General Plan Daily Emissions</b>	<b>1,578</b>	<b>47</b>	<b>275</b>	<b>261</b>
FRAQMD Significance Threshold	25	25	80	-
Exceeds Threshold?	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	N/A

Notes: FRAQMD = Feather River Air Quality Management District; GP = General Plan; GPU = General Plan Update; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases. The area source emissions are calculated using CalEEMod defaults and includes 1,511 lb/day from wood-burning hearths. This likely overestimates the actual emissions, but the City does not have specific data on the actual number of wood-burning hearths at this time.

<sup>1</sup> Trip generation rates were obtained from modeling provided by SACOG.

Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by AECOM in 2024

**Table 4.3-8. Net Increase of Operational Emissions of Criteria Air Pollutants and Precursors—New Development under Downtown Specific Plan Full Buildout**

Emissions Source	ROG (lb/day)	NO <sub>x</sub> (lb/day)	PM <sub>10</sub> (lb/day)	PM <sub>2.5</sub> (lb/day)
<b>Mobile <sup>1</sup></b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>3</b>
<b>Area</b>	<b>1,487</b>	<b>29</b>	<b>245</b>	<b>244</b>
<b>Energy</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>1</b>
<b>Maximum Specific Plan Daily Emissions<sup>2</sup></b>	<b>1,491</b>	<b>40</b>	<b>258</b>	<b>248</b>
<b>FRAQMD Significance Threshold</b>	<b>25</b>	<b>25</b>	<b>80</b>	<b>-</b>
<b>Exceeds Threshold?</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	N/A

Notes: FRAQMD = Feather River Air Quality Management District; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases; SACOG = Sacramento Area Council of Governments.

<sup>1</sup> Trip generation rates were obtained from modeling provided by SACOG.

<sup>2</sup> These emissions represent a subset of the 2050 General Plan buildout.

Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by AECOM in 2024

Emissions from architectural coatings and consumer products are anticipated to decline in the future due to increasingly strict regulations around the volatile organic compound (VOC) content of architectural coatings and consumer products. These include regulations such as ARB's Consumer Products Regulatory Program, which sets VOC content standards for various consumer products. Additionally, the State SIP requires ARB to develop measures to reduce VOC emissions from consumer products by 20 tons per day statewide by 2037. Architectural coatings are generally the responsibility of regional air districts. In June 2024, FRAQMD proposed to update its Rule 3.15, Architectural Coatings, to adopt ARB's 2019 Suggested Control Measure for architectural coatings, which would implement more stringent controls since Rule 3.15 was last updated in 2014. Based on these anticipated increasingly stringent regulations, the emissions presented for 2050 are likely an overestimate. However, it is not possible at this time to determine the actual reductions that will occur as a result of regulatory actions at the regional, state, and federal levels.

While VMT in itself is not an environmental impact, increases in VMT could result in associated adverse physical environmental impacts, such as those related to air quality. Marysville is relatively VMT efficient. SACOG has

prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average. Similarly, in support of the analysis for this EIR, SACOG examined relative VMT efficiency for 2050, including growth and development in the region. As shown in Section 4.14, “Transportation”, for 2050, all of Marysville is anticipated to have per-capita VMT and per-employee VMT that are 74 percent and 69 percent of the regional average, respectively. Since mobile source emissions can be a substantial source of emissions in a region, land use and transportation planning to maintain a low, or to continue to reduce, vehicular travel demand (measured in terms of VMT) is critical for a community’s environmental goals.

Existing laws and FRAQMD rules and regulations, combined with the proposed General Plan policies and implementation strategies, such as Policy LU+CD-3.3, Policy LU+CD-3.9, Policy LU+CD-4.1, Policy C-1.7, Implementation Strategy C1.1, Implementation Strategy C1.2 Implementation Strategy C1.4, and Policy C-3.4, that prioritize compact, mixed-use, infill development will reduce VMT by encouraging locating residents, jobs, and retail amenities in proximity to each other to reduce the need for motor vehicle travel. These policies encourage modes of transportation that can reduce or eliminate air pollutant emissions, despite population and employment growth. Implementation of the Downtown Specific Plan would provide compact, infill, mixed-use development that would locate residents near jobs and retail amenities with direct and convenient pedestrian and bicycle access, thereby reducing the need for motor vehicle travel. The mobile source emissions presented in Table 4.3-7 and Table 4.3-8 are based upon transportation planning data and modeling for Marysville provided by SACOG<sup>4</sup>, but do not necessarily account for the entirety of the emissions reductions that may be achieved through the improvement of pedestrian and bicycle facilities and implementation of land use and transportation planning strategies to reduce VMT. In addition, stationary sources within the Planning Areas would be subject to permitting requirements and FRAQMD Rules and Regulations to limit related criteria air pollutant emissions. These permitting requirements and Rules and Regulations are a key component of the applicable air quality attainment plans.

The effectiveness of the City’s proposed policies and implementation strategies to reduce operational emissions would depend on the number and extent of strategies feasible to incorporate as a part of any given project. Even with adherence to proposed 2050 General Plan policies and implementation strategies and existing FRAQMD rules and regulations, long-term operational emissions associated with implementation of the 2050 General Plan and Downtown Specific Plan would exceed FRAQMD-recommended significance thresholds. Thus, the 2050 General Plan and Downtown Specific Plan could result in a cumulatively considerable net increase of criteria air pollutants for which the project region is designated as a nonattainment area under an applicable federal or state ambient air quality standard, or conflict with or obstruct implementation of the applicable air quality plan. Therefore, this impact would be *significant*.

## Health Effects of Criteria Air Pollutants

Criteria air pollutants can have human health effects at various concentrations, dependent upon the duration of exposure and type of pollutant. CAAQS and NAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Similarly, air districts develop region-

---

<sup>4</sup> The SACOG modeling conducted in support of the analysis in this EIR is based on draft projections for the in-progress update to the SACOG MTP/SCS, subject to review and approval. While this data is in draft format, it is considered reasonably foreseeable and appropriate for the purposes of this analysis.

specific CEQA thresholds of significance in consideration of existing air quality concentrations and attainment designations under the NAAQS and CAAQS. With respect to regional air quality, the Marysville area is currently designated as maintenance for the NAAQS for PM<sub>2.5</sub>, and nonattainment for the CAAQS for ozone and PM<sub>10</sub>. As noted above, projects that emit criteria air pollutants that exceed the FRAQMD thresholds of significance are considered to be “cumulatively considerable” and may contribute to the regional cumulative degradation of air quality that could result in impacts to human health.

Health effects associated with ozone include respiratory symptoms, worsening of lung disease, and damage to lung tissue. ROG and NO<sub>x</sub> are precursors to ozone, for which the SVAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of ROG and NO<sub>x</sub> to regional ambient ozone concentrations is the result of complex photochemistry. The increases in ozone concentrations in the SVAB due to ozone precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project’s emissions of ozone precursors is speculative. Health effects associated with short- and long-term exposure to elevated concentrations of PM<sub>10</sub> include respiratory symptoms, aggravation of respiratory and cardiovascular diseases, a weakened immune system, and cancer (WHO 2021). PM<sub>2.5</sub> poses an increased health risk because these very small particles can be inhaled deep in the lungs and may contain substances that are particularly harmful to human health.

The proposed 2050 General Plan and Downtown Specific Plan would generate criteria air pollutant emissions during the construction and operational phases, and the primary pollutants of concern would be ozone precursors (ROG and NO<sub>x</sub>) and PM. Adverse health effects induced by regional criteria pollutant emissions generated by the proposed 2050 General Plan and Downtown Specific Plan (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NO<sub>x</sub>) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NO<sub>x</sub> generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollution may be transported over long distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region, as opposed to a single individual project or plan area.

Although modeling techniques exist to simulate the complex regional photochemical reactions which form ozone and secondary PM<sub>10</sub> and PM<sub>2.5</sub>, and techniques exist to quantify the resultant health effects from regional distributions of criteria pollutants, the modeling has a high degree of uncertainty. Existing models have limited sensitivity to small changes in regional criteria pollutant concentrations, and as such, translating project-generated regional criteria pollutants to specific health effects would not produce meaningful results. In other words, minor increases in regional air pollution from project-generated ROG and NO<sub>x</sub> would have nominal or negligible impacts on human health. Currently, ARB and EPA have not approved a quantitative method to meaningfully and consistently translate the mass emissions of criteria air pollutants from a project to quantified health effects. As explained in the amicus brief filed by the South Coast Air Quality Management District (SCAQMD) in the *Sierra Club v. County of Fresno* (2014) 26 Cal.App.4th 704, it “takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels” (SCAQMD 2015).

In 2020, the SMAQMD published *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sacramento Air District* (SMAQMD 2020), which provides a screening level analysis estimating the health effects of criteria air pollutants and their precursors, as well as provides guidance for conducting a health effects analysis of a project that satisfies the requirements of the *Sierra Club v. County of Fresno*, 2018, 6 Cal. 5th 502 court ruling regarding the proposed Friant Ranch Project. The Guidance was prepared by conducting regional photochemical modeling and relies on the EPA's Benefits Mapping and Analysis Program to assess health impacts from ozone and PM<sub>2.5</sub>. An analysis was conducted to estimate the level of health effects for a proposed project that has emissions at the maximum SMAQMD-recommended thresholds of significance using 41 hypothetical project locations, as well as a screening model conducted to estimate potential health effects for strategic areas where development is anticipated to cause exceedance of thresholds of significance. The results were used to develop two screening tools intended to support individual projects in analyzing health risks from criteria pollutants: the Minor Project Health Screening Tool for projects with criteria pollutant emissions below SMAQMD's adopted thresholds of significance, and the Strategic Area Project Health Screening Tool for projects with emissions between two and eight times the SMAQMD threshold levels.

The modeling results support a conclusion that any one proposed project in the region with emissions between two and eight times the SMAQMD thresholds of significance levels for criteria air pollutants does not on its own lead to sizeable health effects. The findings of the SMAQMD screening modeling indicate that the mean health incidence for a project emitting at the threshold of significance levels at all six representative locations was less than 6 per year for mortality and less than 6 per year for other health outcomes evaluated. The maximum reported mortality rate is 22 incidences per year and all other health outcomes evaluated are under 9 per year from a project emitting 656 pounds/day of each NO<sub>x</sub>, ROG, and PM<sub>2.5</sub> at the downtown Sacramento strategic location.<sup>5</sup>

As shown in Table 4.3-9 through Table 4.3-12, emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub> associated with implementation of the 2050 General Plan and Downtown Specific Plan after incorporation of the mitigation measures as proposed below, and proposed 2050 General Plan policies and implementation strategies, would be below the 656 pounds/day emission rate used as the basis for the SMAQMD screening modeling.

In addition, the tool's outputs are based on the simulation of a full year of exposure at the maximum daily exposure, which is not a realistic scenario. As discussed above, the nature of criteria pollutants is such that the emissions from an individual project cannot be directly identified as responsible for health impacts within any specific geographic location. As a result, attributing health risks at any specific geographic location to a single proposed project is not feasible, and this information and consideration is presented for informational purposes only.

## Mitigation Measures

Mitigation Measure 4.3-1a: Implement Current Standard Construction Mitigation.

All projects within the city of Marysville subject to the California Environmental Quality Act (CEQA) will be required to implement applicable, current FRAQMD Standard Mitigation Measures for Construction for reducing air pollutant emissions as a standard condition of approval. Proposed projects shall incorporate the construction mitigation strategies listed below or those included in an updated set of

---

<sup>5</sup> The downtown Sacramento strategic location is a datapoint used in the Air District's analysis as a "proxy" for the worst-case conditions.

standard mitigation recommendations prepared by the FRAQMD, which may include, but are not limited to:

- Implement a 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 a maximum of 5 minutes.
- Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators to the extent feasible.
- 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.

Mitigation Measure 4.3-1b: Implement Operational Criteria Air Pollutant Reduction Strategies.

New residential development projects and mixed-use projects with a residential component subject to review under CEQA shall incorporate the following design features:

- Wood burning or pellet stoves/fireplaces shall not be permitted.
- Electrical outlets should be installed on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.

Projects that could have a potentially significant operational effect, as demonstrated by exceedance of the FRAQMD-recommended thresholds of significance, shall incorporate additional operational mitigation measures such as the FRAQMD-recommended listed below or as they may be updated in the future, or those design features determined by the City to be as effective:

- Install EPA Energy Star approved roofing materials or install “Green Roof” Technology
- Install roof photovoltaic energy systems.
- Implement energy-efficient technologies or measures which exceed Title 24 energy efficiency standards by 10 percent or more.

## Summary of Impact with Mitigation

### **Construction**

As shown in Table 4.3-5 and Table 4.3-6, construction-related activities associated with the proposed 2050 General Plan and Downtown Specific Plan would not exceed the FRAQMD-recommended thresholds of significance. Implementation of Mitigation Measure 4.3-1a would ensure implementation of FRAQMD's recommended construction Standard Mitigation Measures. Therefore, construction of the proposed 2050 General Plan and Downtown Specific Plan would comply with FRAQMD requirements for all construction projects to reduce temporary fugitive dust emissions. Additionally, construction associated with development under the 2050 General Plan and the Downtown Specific Plan would be required to comply with proposed General Plan policies and implementation strategies, including Policy OS-7.3, Implementation Strategy OS 7.1-1 and Implementation Strategy OS 7.1-2. Therefore, implementation of the proposed 2050 General Plan and Downtown Specific Plan would not generate substantial construction-related criteria air pollutant emissions that could result in a cumulatively considerable net increase of criteria air pollutants for which the project region is designated a nonattainment area under an applicable federal or state ambient air quality standard, and conflict with or obstruct implementation of the applicable air quality plan. This impact would be **less than significant with mitigation**.

Emission reductions resulting from implementation of Mitigation Measures 4.3-1a, which primarily targets the reduction of fugitive dust emissions during construction, would be difficult to determine because the exact buildout schedule anticipated under the 2050 General Plan and Downtown Specific Plan, and the feasibility of such emission reduction measures for individual projects, is unknown at this time. Similarly, the effectiveness of the proposed 2050 General Plan Implementation Strategy OS 7.1-2, requiring use of Tier 4 Final compliant engines for all equipment greater than 50 bhp for projects within 300 feet of sensitive receptors, cannot be determined as the exact location of projects anticipated under the 2050 General Plan and Downtown Specific Plan is unknown. However, Table 4.3-9 and Table 4.3-10 below are conceptual quantifications of the construction-related emissions, demonstrating the potential emissions reductions associated with buildout of the General Plan and Downtown Specific Plan, respectively, after implementation of Mitigation Measure 4.3-1a, Mitigation Measure 4.3-1b and the proposed 2050 General Plan Implementation Strategy OS 7.1-2.

### **Operations**

Operational activities resulting from development under the proposed 2050 General Plan and the Downtown Specific Plan would be required to comply with proposed 2050 General Plan policies and implementation strategies discussed above, which focus on design features and standards to reduce mobile source emissions for existing and new development, in addition to those such as Implementation Strategy OS 7.1-1 to mitigate potential significant impacts of construction and operational emissions.

Mitigation Measure 4.3-1b, which would establish mitigation to reduce operational area and energy source emissions, would further reduce the impact of criteria pollutant emissions related to buildout of the 2050 General Plan and the Downtown Specific Plan.



**Table 4.3-9. Mitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors—Buildout of the 2050 General Plan in the Worst-Case Year**

Emissions Source	Average Daily ROG (lb/day)	Average Daily NO <sub>x</sub> (lb/day)	Maximum Daily <sup>1</sup> PM <sub>10</sub> (lb/day)	Maximum Daily <sup>1</sup> PM <sub>2.5</sub> (lb/day)
Daily Emissions (lbs/day)	20.9	6.4	15.9	7.0
Modeled Project Length <sup>2</sup>	260	260	N/A	N/A
<b>Total Mitigated Construction Emissions (pounds)</b>	<b>5,442</b>	<b>1,654</b>	<b>N/A</b>	<b>N/A</b>
<b>Significance Evaluation</b>	Total Pounds <sup>3</sup>	Total Pounds <sup>3</sup>	Pounds per Day	N/A
FRAQMD Significance Threshold	6,500	6,500	80	-
Exceeds Threshold?	No	No	No	N/A

Notes: lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases; FRAQMD = Feather River Air Quality Management District. Emissions totals may not sum exactly due to rounding. Refer to Appendix B for detailed input parameters and modeling results.

<sup>1</sup> Maximum daily PM<sub>10</sub> and PM<sub>2.5</sub> emissions are conservatively assumed for comparison to FRAQMD PM<sub>10</sub> threshold of significance.

<sup>2</sup> The modeled project length is based on the modeled maximum construction year, assuming construction activities occur 5 days per week for 52 weeks in the maximum construction year.

<sup>3</sup> The total construction emission threshold for ROG and NO<sub>x</sub> is calculated as 25 pounds per day multiplied by the project length (not to exceed 4.5 tons per year), which results in the threshold of significance for ROG and NO<sub>x</sub> being 6,500 pounds, 3.25 tons, which is less than 4.5 tons per year.

Source: Modeling performed by AECOM in 2024

**Table 4.3-10. Mitigated Construction-Related Emissions of Criteria Air Pollutants and Precursors—Buildout of the Downtown Specific Plan in the Worst-Case Year**

Emissions Source	Average Daily ROG (lb/day)	Average Daily NO <sub>x</sub> (lb/day)	Maximum Daily <sup>1</sup> PM <sub>10</sub> (lb/day)	Maximum Daily <sup>1</sup> PM <sub>2.5</sub> (lb/day)
Daily Emissions (lbs/day)	19.3	6.0	15.7	7.0
Modeled Project Length (days) <sup>2</sup>	260	260	N/A	N/A
<b>Total Mitigated Construction Emissions (pounds)</b>	<b>5,017</b>	<b>1,566</b>	<b>N/A</b>	<b>N/A</b>
<b>Significance Evaluation</b>	Total Pounds <sup>3</sup>	Total Pounds <sup>3</sup>	Pounds per Day	N/A
FRAQMD Significance Threshold	6,500	6,500	80	-
Exceeds Threshold?	No	No	No	N/A

Notes: FRAQMD = Feather River Air Quality Management District; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases.

Emissions totals may not sum exactly due to rounding. These emissions represent a subset of the 2050 General Plan buildout. Refer to Appendix B for detailed input parameters and modeling results.

<sup>1</sup> Maximum daily PM<sub>10</sub> and PM<sub>2.5</sub> emissions are conservatively assumed for comparison to FRAQMD PM<sub>10</sub> threshold of significance.

<sup>2</sup> The modeled project length is based on the modeled maximum construction year, assuming construction activities occur 5 days per week for 52 weeks in the maximum construction year.

<sup>3</sup> The total construction emission threshold for ROG and NO<sub>x</sub> is calculated as 25 pounds per day multiplied by the project length (not to exceed 4.5 tons per year), which results in the threshold of significance for ROG and NO<sub>x</sub> being 6,500 pounds, or 3.25 tons, which is less than 4.5 tons per year.

Source: Modeling performed by AECOM in 2024

Table 4.3-11 and Table 4.3-12 below show the operational-related emissions associated with the General Plan and Downtown Specific Plan, respectively, after implementation of Mitigation Measure 4.3-1b. These tables demonstrate the potential reduction in emissions that can be achieved by eliminating wood-burning stoves and fireplaces, as specified within Mitigation Measure 4.3-1b. Potential emissions reductions associated with the remaining control measures in Mitigation Measure 4.3-1b, such as the inclusion of exterior electrical outlets,

installation of “green” roofing materials and roof photovoltaic energy systems, and implementation of energy-efficient technologies to exceed Title 24 energy efficiency standards, would further reduce area and energy source emissions. However, the potential emissions reductions that could be achieved by these measures is speculative and is not quantified in Table 4.3-11 and Table 4.3-12.

**Table 4.3-11. Net Increase of Mitigated Operational Emissions of Criteria Air Pollutants and Precursors— New Development Accommodated under 2050 General Plan Full Buildout**

Emissions Source	ROG (lb/day) <sup>1</sup>	NO <sub>x</sub> (lb/day) <sup>1</sup>	PM <sub>10</sub> (lb/day) <sup>1</sup>	PM <sub>2.5</sub> (lb/day) <sup>1</sup>
Mobile <sup>1</sup>	14	7	17	4
Area	53	16	1.3	1.3
Energy	1	10	1	1
<b>Total General Plan Daily Emissions</b>	<b>67</b>	<b>33</b>	<b>19</b>	<b>6</b>
<b>FRAQMD Significance Threshold</b>	25	25	80	-
Exceeds Threshold?	<b>Yes</b>	<b>Yes</b>	No	N/A

Notes: FRAQMD = Feather River Air Quality Management District; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic gases; SACOG = Sacramento Area Council of Governments.

<sup>1</sup> Trip generation rates were obtained from modeling provided by SACOG.

Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by AECOM in 2024.

**Table 4.3-12. Net Increase of Mitigated Operational Emissions of Criteria Air Pollutants and Precursors—New Development Accommodated under Downtown Specific Plan Full Buildout**

Emissions Source	ROG (lb/day) <sup>1</sup>	NO <sub>x</sub> (lb/day) <sup>1</sup>	PM <sub>10</sub> (lb/day) <sup>1</sup>	PM <sub>2.5</sub> (lb/day) <sup>1</sup>
Mobile <sup>1</sup>	3	3	12	3
Area	48	15	1	1
Energy	1	9	1	1
<b>Total Specific Plan Daily Emissions <sup>2</sup></b>	<b>52</b>	<b>26</b>	<b>14</b>	<b>5</b>
<b>FRAQMD Significance Threshold</b>	25	25	80	-
Exceeds Threshold?	<b>Yes</b>	<b>Yes</b>	No	N/A

Notes: FRAQMD = Feather River Air Quality Management District; lb/day = pounds per day; NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = particulate matter less than or equal to 10 microns in diameter; PM<sub>2.5</sub> = particulate matter less than or equal to 2.5 microns in diameter; ROG = reactive organic; SACOG = Sacramento Area Council of Governments.

<sup>1</sup> Trip generation rates were obtained from modeling provided by SACOG.

<sup>2</sup> These emissions represent a subset of the 2050 General Plan buildout.

Refer to Appendix B for detailed assumptions and modeling output files.

Source: Data modeled by AECOM in 2024.

As shown in Table 4.3-11 and Table 4.3-12, operational emissions of ROG and NO<sub>x</sub> estimated for development under both the proposed 2050 General Plan and Downtown Specific Plan would be estimated to exceed FRAQMD-recommended significance thresholds with implementation of Mitigation Measure 4.3-1b, which would reduce area source emissions of ROG and NO<sub>x</sub> by approximately 97 percent and 47 percent, respectively. These mitigation measures would also reduce the potential human health effects from criteria air pollutant emissions. However, precise effectiveness and feasibility of these measures cannot be quantified for individual future projects, and therefore operational emissions of criteria air pollutants and precursors could still exceed significance thresholds. After incorporating the proposed 2050 General Plan policies and implementation strategies, and implementation of Mitigation Measure 4.3-1b, it is possible that a future project may still have operational emissions that exceed FRAQMD thresholds. Such emissions could exceed or contribute substantially to an existing or projected air quality violation. In addition, these emissions could conflict with or obstruct

implementation of the applicable air quality plan. There are no additional feasible mitigation measures available to address this impact. Therefore, this impact is considered **significant and unavoidable**.

IMPACT 4.3-2 Exposure of Sensitive Receptors to Substantial Air Pollutant Concentrations. *Local mobile-source emissions of CO would not be expected to substantially contribute to emissions concentrations that would exceed ambient air quality standards. However, construction and operation associated with implementation of the proposed 2050 General Plan and Downtown Specific Plan would increase the potential for exposure of sensitive receptors to substantial concentrations of TACs. Therefore, this impact is considered potentially significant.*

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

Emissions during project construction and from new development operations under the proposed 2050 General Plan and Downtown Specific Plan (e.g., emissions from both on-site and off-site area, stationary, and mobile sources) are discussed and their resulting levels of exposure of sensitive receptors are analyzed separately below.

### **Carbon Monoxide Hotspots**

Implementation of the 2050 General Plan and Downtown Specific Plan would result in increased traffic within the Planning Areas. A mobile-source pollutant of localized concern is CO. Local mobile-source emissions of CO near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. Under specific meteorological conditions, continuous engine exhaust may result in elevated localized CO concentrations near roadways and/or intersections, or “hot spots.” CO hot spots are typically observed at heavily congested roadway intersections where a substantial number of gasoline-powered vehicles idle for prolonged durations throughout the day. Construction sites are less likely to result in localized CO hot spots due to the nature of construction activities, which normally utilize diesel-powered equipment for intermittent or short durations.

### **Construction-Related Emissions**

The primary TAC of concern generated during construction activities is DPM. Construction would generate DPM emissions from the use of off-road diesel-powered equipment required for site grading and excavation, paving, and other construction activities. During some equipment-intensive phases, such as grading, construction-related emissions would be higher than other less equipment-intensive phases, such as building construction or

architectural coatings. Development would occur primarily in the Downtown Specific Plan Area and not near sensitive receptors, but there are locations both within and outside the Downtown Specific Plan Area where construction could occur near existing sensitive receptors. For this analysis, DPM is assumed to be equivalent to exhaust-generated PM<sub>2.5</sub>, which is a subset of the totals presented in Table 4.3-5 and Table 4.3-6.

Health risk is a function of the concentration of contaminants in the environment and the duration of exposure to those contaminants. Even in intensive phases of construction, there would not be substantial pollutant concentrations, with the potential exception of the immediate vicinity of the construction site. Concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (Zhu and Hinds 2002). The dose to which receptors are exposed to TAC emission levels is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the duration of exposure to the substance.

### ***Operational Emissions***

The new development anticipated under the 2050 General Plan and Downtown Specific Plan would include a variety of residential, light industrial, commercial, educational, and parks and open space uses. Residential land uses do not typically generate substantial TAC emissions. Commercial land uses may potentially include stationary sources of TACs, such as gasoline dispensing facilities and diesel-fueled back-up generators. These types of stationary sources, in addition to any other stationary sources (including industrial land uses) that may emit TACs would be subject to FRAQMD permitting requirements and rules and regulations. Land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources, manufacturing processes and large-scale commercial, warehousing, logistics, or other uses that could potentially attract heavy truck traffic. Given the scale of development anticipated under the proposed 2050 General Plan and Downtown Specific Plan, it is unlikely that future projects would generate such heavy truck traffic that there would be a concern related to substantial pollutant concentrations.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

ARB's idling restriction ATCM for large commercial diesel-powered vehicles would require affected vehicles to limit idling to no longer than 5 minutes, under most circumstances. In addition, projects that utilize transport refrigeration units (TRUs) as part of their operations or facilities that meet the required number of loading docks would be required to comply with the ARB's Transport Refrigeration Unit ATCM, which sets in-use emission performance standards for TRUs to limit DPM emissions.

ARB has established vehicle emission standards, such as the Low Emissions Vehicle Program and On-Road Heavy-Duty Program. There are several statewide diesel-related programs and strategies designed to reduce DPM emissions and subsequent exposure such as the following:

- ▶ **In-Use Off-Road Equipment.** Used as a regulation to reduce diesel particulate matter and oxides of nitrogen emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations.
- ▶ **New Off-Road Engines and Equipment.** This category consists of regulations applicable to Off-Road Compression-Ignition Engines (a.k.a., diesel engines), and is primarily for the interest and needs of manufacturers and others that are required to obtain certification from ARB. These engines are found in a

wide variety of off-road applications, such as farming, construction, and industrial. Some familiar examples include tractors, excavators, dozers, scrapers, and portable generators.

- ▶ **Heavy-Duty In-Use Vehicle Regulation.** This regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses needed to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds.
- ▶ **Heavy-Duty Vehicle Inspection Program (HDVIP).** Enforcement program developed to control excessive smoke emissions and tampering from heavy-duty diesel trucks and buses. The HDVIP program requires heavy-duty trucks and buses to be inspected for excessive smoke and tampering, and engine certification label compliance. Any heavy-duty vehicle traveling in California, including vehicles registered in other states and foreign countries may be tested.
- ▶ **Heavy-Duty Diesel Emission Control Label Inspection Program.** Enforcement program developed as a way to reduce emissions of air contaminants through the fair, consistent and comprehensive enforcement of air pollution laws, and by providing training and compliance assistance. Each vehicle operating in California - including those in transit from Mexico, Canada, or any other state - must be equipped with engines that meet California and/or U.S. EPA or equivalent emission standards as provided on specified Emission Control Labels (ECLs). The ECL must be legible, maintained at the location originally installed by the engine manufacturer and correspond to the engine serial number stamped on the engine.
- ▶ **In-Use Public and Utility Fleets (Heavy-Duty).** Regulation mandating Public Agency and utility vehicle owners reduce DPM emissions from their affected vehicles through the application of Best Available Control Technology on these vehicles by specified implementation dates. Implementation is phased-in by engine model year groups with the goal to reduce both criteria pollutant emissions and exposure to toxic air contaminants.
- ▶ **Advanced Clean Trucks.** Regulation requiring truck manufacturers to transition from diesel-powered trucks and vans to electric zero-emission trucks beginning in 2024 with phasing in of increasingly stringent requirements through 2045. By 2045, under the Advanced Clean Trucks regulation, every new truck sold in California will be zero-emission.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following 2050 General Plan policies and implementation strategies would affect actions to reduce exposure of sensitive receptors to substantial pollutant concentrations:

- ▶ **Policy C-1.4:** Manage the transportation network to reduce vehicular congestion to no worse than level of service E at intersections, while prioritizing pedestrian and bicycle access and safety.

- ▶ **Policy OS-7.1:** Require new development to implement applicable standard emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition.
- ▶ **Policy OS-7.2:** Review projects that involve substantial stationary sources of emissions and condition such projects to avoid significant impacts to nearby sensitive receptor land uses, such as residences schools, and the hospital.
- ▶ **Policy OS-7.6:** Coordinate during the application process with the Feather River Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments for proposed development.
  - **Implementation Strategy OS 7.1-1:** During the development review process for projects subject to the California Environmental Quality Act, and that could result in a potentially significant impact, the City will require the implementation of applicable and feasible mitigation measures, including those recommended by Feather River Air Quality Management District or otherwise demonstrated to achieve reductions, in order to avoid, reduce, or offset construction and operational emissions.
  - **Implementation Strategy OS 7.1-2:** Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 or cleaner engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable Feather River Air Quality Management District-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by the Feather River Air Quality Management District.

## Impact Summary

### ***Carbon Monoxide Hotspots***

Emissions and ambient concentrations of CO have decreased substantially throughout California in the past three decades. The national statewide CO standard is attained statewide in California, and an exceedance of NAAQS or CAAQS in the region was last recorded in 1993. This is primarily attributable to requirements for cleaner vehicle emissions. While ambient CO concentrations in the region have not exceeded NAAQS or CAAQS in many years, localized CO concentrations could still occur, particularly at intersections of high-volume roadways. The proposed General Plan and Downtown Specific Plan would not result in prolonged idling throughout the day, nor contribute substantially to regionally high-volume, congested roadways. In addition, the surrounding intersections at which vehicle trips may increase are generally not locations of typically limited vertical and/or horizontal of ambient air (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadways), and therefore would not likely be subject to elevated concentrations of CO.

Marysville is identified in the SACOG 2020 MTP/SCS as a “lower VMT” area because the VMT per capita in Marysville is approximately 50 to 85 percent of the regional average. VMT per capita is defined as the daily vehicle miles traveled per resident. As discussed above, proposed 2050 General Plan policies and implementation strategies would reduce VMT in the Planning Area by guiding development to promote alternative modes of

transportation to vehicle travel through improved pedestrian and bicycle facilities and encouraging development that locates residents in proximity to jobs, retail and commercial services, and transit. Additionally, the proposed 2050 General Plan Policy C-1.4 would require the City to manage the transportation network to reduce vehicular congestion to no worse than LOS E at intersections. Development under the Downtown Specific Plan would primarily be compact, infill development, with mixed uses of varying density, which would reduce the need for local vehicle travel. Due to the low level of new trips that would be generated by the General Plan and Downtown Specific Plan relative to the SACOG region, improved vehicle emissions standards for CO, and lack of conditions that would limit dispersion of CO emissions from vehicle exhaust, the proposed 2050 General Plan and Downtown Specific Plan would not violate air quality standards for CO nor have the potential to result in CO hotspots. Therefore, this impact is **less than significant**.

### ***Construction-Related Emissions***

Implementation of the 2050 General Plan and Downtown Specific Plan would result in the generation of DPM from construction activities. Construction projects typically occur in a single area (e.g., at the project site) for a short period of time, but could also include linear infrastructure projects to support new land uses. Health risk is a function of the concentration of contaminants in the environment and the duration of exposure to those contaminants. As noted above, concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (Zhu and Hinds 2002). Therefore, even in intensive phases of construction, any potential substantial DPM concentrations would be limited to the immediate vicinity of the construction site.

In addition, the dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent to which a person is exposed to the substance; a longer exposure period to a fixed amount of emissions would result in higher health risks for the maximally exposed individual. As detailed above, unmitigated PM<sub>2.5</sub> emissions during construction would be a maximum of 11 lb/day for both the proposed 2050 General Plan and Downtown Specific Plan (Table 4.3-5 and Table 4.3-6). The maximum daily emissions are conservative estimates which assume a high-intensity level of development (i.e., more than 25 percent of the total Planning Areas to be built out within a single year), and maximum overlap of construction phases. The risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. Health effects from TACs are often described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs (OEHHA 2015). Construction of future land uses would result in intermittent, temporary emissions of DPM which would vary in intensity, primarily from the exhaust of off-road heavy-duty construction equipment used on-site throughout areas affected by construction under the proposed 2050 General Plan and Downtown Specific Plan; while diesel-powered trucks would likely support material haul and delivery during construction, these activities would be associated with trips to and from construction sites, and not concentrated in any one location for an extended period of time. As a result, the exposure of sensitive receptors to construction emissions would be intermittent and temporary in nature and sensitive receptors in any one location would not be exposed to substantial emissions for the entire duration of construction activities.

It is important to note that emissions from construction equipment would be reduced over the approximately 26-year period of development through 2050. In January 2001, EPA promulgated a final rule to reduce emissions standards for heavy-duty diesel engines in 2007 and subsequent model years. These emissions standards represented a 90 percent reduction in NO<sub>x</sub> emissions, 72-percent reduction of non-methane hydrocarbon

emissions, and 90 percent reduction of PM emissions in comparison to the emissions standards for the 2004 model year. In 2007, ARB approved the In-Use Off-Road Diesel-Fueled Fleets Regulation to reduce PM and NO<sub>x</sub> emissions from existing off-road diesel-fueled equipment. Recent amendments to the regulation in 2022 are estimated to reduce statewide emissions from off-road diesel-fueled vehicles by approximately 31,000 tons of NO<sub>x</sub> and 2,700 tons of PM between 2024 and 2038 compared to the previous version of the regulation as a baseline. In 2008, ARB adopted the Truck and Bus Regulation, which requires heavy-duty diesel vehicles that operate in California to reduce exhaust TAC emissions by phasing out older model year engines and upgraded to newer model year engines. As of January 1, 2020, compliance with the ARB Truck and Bus regulation is now automatically verified by the California DMV as part of the vehicle registration process. As construction equipment continues to turnover and/or be retrofitted over time, DPM emissions associated with construction will continue to decrease. In addition, FRAQMD rules (including Rule 3.22) would limit construction-related emissions, including DPM, NO<sub>x</sub>, and ROG emissions.

The proposed 2050 General Plan Policy OS-7.6 would reduce potential impacts to sensitive receptors by coordinating with FRAQMD to identify sources of TACs and determine the need for health risk assessments (HRAs) for proposed development during the application process. The proposed 2050 General Plan Implementation Strategy OS 7.1-1 would reduce potential impacts to sensitive receptors by requiring projects that could result in a potentially significant impact to implement applicable and feasible mitigation measures, including those recommended by FRAQMD or otherwise demonstrated to achieve reductions, in order to avoid, reduce, or offset construction emissions. Additionally, the proposed 2050 General Plan Implementation Strategy OS 7.1-2 would require construction equipment over 50 bhp used in locations within 300 feet of existing sensitive receptors to meet Tier 4 or cleaner engine emission standards, which have been shown to reduce DPM emissions by more than 90 percent from current levels, or prepare a site-specific estimate of DPM emissions and associated HRA to demonstrate that applicable FRAQMD-recommended thresholds for TACs would not be exceeded, with application of alternative mitigation techniques if appropriate. Therefore, development under the proposed 2050 General Plan and Downtown Specific Plan that could generate substantial emissions would be required to incorporate strategies to reduce emissions, consistent with General Plan policies and implementation strategies. While the selection of specific measures would be project-specific, incorporation of required measures such as adherence to idling limitations and use of diesel-powered construction equipment with engines that meet higher tier emission standards (such as Tier 4) would reduce construction-related emissions of diesel exhaust, and thereby DPM generated during temporary construction activities that could occur in proximity to sensitive receptors.

Construction activities associated with development anticipated under the 2050 General Plan and Downtown Specific Plan would generate intermittent and temporary construction emissions, and it is possible that construction projects would occur in areas adjacent to sensitive receptors. Implementation Strategies OS 7.1-1 and OS 7.1-2 would reduce potential impacts to sensitive receptors by requiring projects to determine project-specific health effects and implement applicable and feasible mitigation measures as necessary. Therefore, construction activities associated with development under the proposed 2050 General Plan and Downtown Specific Plan would not expose sensitive receptors to substantial pollutant concentrations and this impact would be **less than significant**.



## **Operational TAC Emissions**

Implementation of the 2050 General Plan and Downtown Specific Plan would result in the operation of new land uses that could expose sensitive receptors to adverse impacts associated with operational TAC emissions. As described above, land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources, manufacturing processes, and large-scale commercial, warehousing, logistics, or other uses that could potentially attract heavy truck traffic. Although it is unlikely any such development would be proposed, it is possible that uses developed in the Planning Areas generate substantial TAC emissions as a result of long-term operations.

ARB has developed the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide guidance on land use compatibility with sources of TACs (ARB 2005). These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a law or adopted policy but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs. The handbook indicates that land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

The potentially relevant recommendations include:

- ▶ Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day.
- ▶ Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating TRUs) per day, or where TRU unit operations exceed 300 hours per week).
- ▶ Avoid siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline dispensing facilities.
- ▶ Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.

There are no high-volume roads or distribution centers within Marysville that would meet the definitions presented above, but it is possible that future projects could propose gasoline stations or dry-cleaning operations within the siting distances recommended by ARB's Air Quality and Land Use Handbook, and sensitive receptors could experience adverse health effects from TACs.

It is possible that future development could include stationary sources of TACs, such as dry-cleaners and diesel-fueled backup generators. These types of stationary sources, in addition to any other stationary sources that may emit TACs, would be subject to FRAQMD permitting requirements, rules, and regulations, including but not limited to Rule 4.1, *Permit Requirements*, and Rule 10, *New Source Review*. Permits may be granted to these operations if they are constructed and operated in accordance with applicable regulations, including new-source

review standards and air toxics control measures, which would ensure emissions do not exceed applicable standards and limits and do not result in significant impacts. Operational activities that require the use of diesel-fueled vehicles for extended periods, such as commercial trucking facilities or delivery/distribution areas, may generate DPM emissions that could expose sensitive receptors to DPM emissions. These vehicles would be subject to ARB idling limitations, thereby limiting the generation of substantial DPM concentrations.

Additionally, as described above for construction-related TAC exposures, concentrations of mobile DPM emissions disperse rapidly and are typically reduced by approximately 60 percent at a distance of around 300 feet (Zhu and Hinds 2002). Emissions of TACs from other land uses similarly disperse and show reduced risk at distances from the source; pollutant concentrations from distribution centers are reduced by an estimated 80 percent at a distance of approximately 1,000 feet and health risks from dry cleaners with two or more machines using perchloroethylene were shown to decrease by over 85 percent at a distance of 500 feet (ARB 2005). The proposed 2050 General Plan Policy OS-7.2 would reduce potential operational impacts to sensitive receptors by reviewing projects that involve substantial stationary sources of emissions and conditioning such projects to avoid significant impacts to nearby sensitive land uses. The proposed 2050 General Plan Policy OS-7.6 would also reduce potential operational impacts to sensitive receptors by coordinating with FRAQMD during the application process to identify sources of TACs and determine the need for HRAs for proposed development. The proposed 2050 General Plan Implementation Strategy OS 7.1-1 requires projects that could result in a potentially significant impact to implement applicable and feasible mitigation measures in order to avoid, reduce, or offset operational emissions.

These existing rules and regulations in addition to proposed General Plan policies and implementation strategies would reduce exposure of sensitive receptors to substantial pollutant concentrations by reviewing individual development projects for potential TAC emissions and applying mitigation to reduce potential impacts. However, because the exact location of potential operational sources of TACs cannot be determined at the time of this analysis, it is conservatively assumed that certain long-term operational activities could expose sensitive receptors to substantial TAC concentrations. Therefore, this impact is considered **potentially significant**.

## **Mitigation Measure**

### **CO Hot Spots:**

No mitigation required.

### **Construction-Related TACs:**

No mitigation required.

### **Operational-Related TACs:**

Mitigation Measure 4.3-2: Avoid Exposure of Sensitive Receptors to Substantial Pollutant Concentrations.

Projects that could result in substantial operational TAC emissions directly or indirectly, such as commercial trucking facilities, delivery/distribution areas, uses that could attract heavy duty truck traffic, or heavy industrial uses that would expose sensitive receptors to substantial TAC concentrations (e.g., residential land uses located near existing TAC sources), shall implement ARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) guidance concerning land use

compatibility with regard to sources of TAC emissions, or ARB guidance as it may be updated in the future.

If these guidelines are infeasible, and a project would have the potential to generate substantial operational TAC emissions or expose sensitive receptors to substantial TAC pollutant concentrations, the City will require project-level analysis and appropriate mitigation, as necessary, to ensure that sensitive receptors are not exposed to substantial pollutant concentrations. In collaboration with the FRAQMD, the City will require, if necessary, a site-specific analysis for operational activities to determine whether health risks would exceed applicable health risk thresholds of significance. Site-specific analysis may include screen level analysis, dispersion modeling, and/or a health risk assessment, consistent with applicable guidance from the FRAQMD. Analyses shall take into account regulatory requirements for proposed uses.

If the results of analysis determine that the performance standard for this mitigation would be exceeded, actions shall be taken to reduce potential operational impacts which may include, but not necessarily limited to:

- locating air intakes and designing windows to reduce particulate matter exposure by, for example, not allowing windows facing the source to open;
- providing electrification hook-ups for TRUs to avoid diesel-fueled TRUs continuing to operate at loading docks during loading and unloading operations;
- requiring the TAC-generating activity (e.g., loading docks) be located away from sensitive receptors;
- incorporating exhaust emission controls on mobile and/or stationary sources (e.g., filters, oxidizers);
- develop and implement a dock management system at the time of occupancy to minimize on-site idling below regulatory limits;
- require all on-site user owned and operated trucks with transportation refrigeration units to be capable of plugging into power at loading docks and require plug-in when at the loading dock;
- utilize on-site cargo and material handling equipment that is the lowest emitting equipment available at the time of occupancy;
- evaluate the potential to electrify a portion of entirety of an on-site user-owned and operated truck fleet;
- evaluate the potential to consolidate delivery or haul truck trips to increase the load and decrease vehicle trips;
- provide building air filtration units with a Minimum Efficiency Reporting Value (MERV) that is adequate to address adjacent sensitive land uses according to performance standards of this mitigation measure;

- Ensure adequate distance between existing and planned sensitive receptors and gasoline dispensing facilities, based on the proposed size and design of any gasoline-dispensing facilities.

The City will require the project applicant(s) to identify and implement feasible mitigation measures to reduce any potentially significant effect and communicate with FRAQMD to identify measures to reduce exposure of sensitive receptors to substantial pollutant concentrations to levels consistent with thresholds recommended by the FRAQMD applicable at the time the project is proposed. Agreed upon feasible mitigation actions shall be documented as a project condition of approval.

## Summary of Impact with Mitigation

### Operations

As previously discussed, implementation of the proposed 2050 General Plan and Downtown Specific Plan would involve development of a variety of residential, light industrial, commercial, recreational, educational, and public uses. Although residential land uses do not typically generate substantial TAC emissions, commercial land uses may potentially include stationary sources of TACs, such as gasoline dispensing facilities and diesel-fueled back-up generators. In addition, land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources, manufacturing processes, and large-scale commercial, warehousing, logistics, or other uses that could potentially attract heavy truck traffic. Implementation of Mitigation Measure 4.3-2 for operational activities would ensure that all land uses that could generate substantial operational TAC emissions would evaluate and mitigate TAC emissions to ensure that sensitive receptors are not exposed to substantial pollutant concentrations. This mitigation measure includes the option to conduct a site-specific analysis and mitigation with clear performance outcomes tied to FRAQMD-recommended thresholds. With the feasible actions outlined in Mitigation Measure 4.3-2 that have been demonstrated to substantially reduce exposure to TAC emissions, this operational impact would be ***less than significant with mitigation***.

IMPACT 4.3-3 Result in Other Emissions, Such as Those Leading to Odors, Adversely Affecting a Substantial Number of People. *Short-term odorous emissions from diesel exhaust from on-site construction equipment would be temporary and intermittent in nature and dissipate rapidly from the source. Development under the 2050 General Plan and Downtown Specific Plan could potentially include the long-term operation of an odorous emission source or expose residents to substantial existing odor sources which are adjacent to the Planning Areas. Therefore, the proposed 2050 General Plan and Downtown Specific Plan could result in the exposure of sensitive receptors to objectionable odors. This impact is considered less than significant.*

Implementation of the proposed 2050 General Plan and Downtown Specific Plan could involve emissions sources, such as those leading to odors, that would expose people to objectionable odors. The human response to odors is subjective and sensitivity to odors varies greatly among the public.

During construction, the predominant source of power for construction equipment is diesel engines. Odors from these sources would be localized and generally confined to the immediate area surrounding the development area. Exhaust odors from diesel engines, as well as emissions associated with asphalt paving and the application of architectural coatings, may be considered offensive to some individuals. Similarly, diesel-fueled trucks traveling on local roadways would produce associated diesel exhaust fumes. However, odors associated with diesel fumes, asphalt paving, and architectural coatings would be temporary and would disperse rapidly with distance from the

source. Projects constructed would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

Operationally, the following land use types are widely considered major sources of odors: wastewater treatment and pumping facilities, chemical manufacturing facilities, sanitary landfills, fiberglass manufacturing facilities, transfer stations, painting/coating operations (e.g., auto body shops), composting facilities, food processing facilities, confined animal facilities, asphalt batch plants, rendering plants, metal smelting plants, and coffee roasters. This list is meant not to be entirely inclusive, but to act as general guidance.

In the context of land use planning, one of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors, or a “buffer zone.” FRAQMD recommends buffer distances listed above in Table 4.3-4.

Implementation of the proposed 2050 General Plan and Downtown Specific Plan would involve development of a variety of land uses. Land uses surrounding the City limits include both agricultural and industrial land uses, in addition to existing light industrial land uses within the City limits, which have the potential to generate odors that are detectable.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The California Health and Safety Code Section 41700 prohibits a person from discharging from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. FRAQMD Rules 3.3 (Dust and Fumes), 3.8 (Gasoline Dispensing Facilities), and 3.15 (Architectural Coatings) help ensure that odors generated by temporary construction or operations would not affect a substantial number of people. The Marysville Municipal Code also contains requirements that limit odor exposure, including Section 18.92.080(16), which prohibits recycling processing facilities from generating dust, fumes, smoke, vibration or odor above ambient levels that are detectable on neighboring properties; and Section 9.50.100(b)(12)(I), which declares using or maintaining premises or land in a way that causes, creates, or tends to contribute to an offensive odor to be a public nuisance and unlawful.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following 2050 General Plan policies and implementation strategies would minimize exposure to potential odor sources:

- ▶ **Policy LU+CD-3.9:** Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.
- ▶ **Policy OS-7.2:** Review projects that involve substantial stationary sources of emissions and condition such projects to avoid significant impacts to nearby sensitive receptor land uses, such as residences, schools, and the hospital.

- ▶ **Policy OS-7.5:** Install odor controls on new and existing sources, as feasible, to reduce exposure for existing and future residents.
- **Implementation Strategy OS 7.1-1:** During the development review process for projects subject to the California Environmental Quality Act, and that could result in a potentially significant impact, the City will require the implementation of applicable and feasible mitigation measures, including those recommended by Feather River Air Quality Management District or otherwise demonstrated to achieve reductions, in order to avoid, reduce, or offset construction and operational emissions.

## **Impact Summary**

### ***Construction-Related Emissions***

Construction-related activities would generate odors from the use of diesel-powered equipment and from paving and architectural coating activities. However, these odorous emissions would be temporary and disperse rapidly with distance from the source; therefore, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, compliance with FRAQMD Rules 3.15 is required, which would ensure that odors generated by the application of architectural coatings during temporary construction would not affect a substantial number of people. Therefore, the impact from construction-related activities would be **less than significant**.

### ***Operational Emissions***

Long-term operations of future land uses developed with buildout of the 2050 General Plan and Downtown Specific Plan could also generate other emissions, such as those leading to odors. A range of land use designations is anticipated under the 2050 General Plan and Downtown Specific Plan, including residential, retail, commercial, and light industrial uses. All new development projects would be required to meet existing regulations, including permitting requirements and disclosure laws. Compliance with permitting requirements, FRAQMD rules and regulations, and state and local requirements would reduce potential odor-related impacts. In addition, proposed 2050 General Plan Policy LU+CD-3.9, Policy OS-7.2, Policy OS-7.5 and Implementation Strategy OS 7.1-1 would reduce the exposure of sensitive receptors to odors from new industrial and commercial land uses along with any other land uses known to generate substantial odors.

Other smaller and dispersed odor sources include residential and commercial dumpsters, which can be in proximity of sensitive receptors. However, with proper disposal containers and regular trash collection services, odors from residential and commercial dumpsters are typically minimized.

Development under the proposed 2050 General Plan and Downtown Specific Plan would be evaluated against standards to address odor impacts related to land use compatibility as required by proposed 2050 General Plan Policy LU+CD-3.9 where development would be in proximity to sensitive receptors (e.g., infill development). Additionally, future development projects with stationary sources that would involve substantial emissions would be conditioned to avoid significant impacts to nearby sensitive land uses as required by proposed 2050 General Plan Policy OS-7.2. Development under the proposed 2050 General Plan and Downtown Specific Plan would be primarily infill development and therefore would not be near substantial sources of agriculture uses. Additionally, the land uses proposed under the 2050 General Plan and Downtown Specific Plan, which include residential, retail, commercial, and light industrial uses, would be similar to existing land uses in the Planning Area and

would not be odorous land uses. Therefore, implementation of the proposed 2050 General Plan and Downtown Specific Plan would not result in the exposure of receptors to objectionable odor emissions and this impact would be **less than significant**.

### **Mitigation Measure**

#### **Construction:**

No mitigation is required.

#### **Operation:**

No mitigation is required.

This page intentionally left blank



## **4.4 BIOLOGICAL RESOURCES**

### **4.4.1 INTRODUCTION**

This section describes potential impacts on biological resources associated with the implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. This section includes a description of the existing baseline conditions, the associated regulatory framework, the methodology used to assess potential impacts, and a description of the potential impacts of the proposed project. Where applicable, feasible mitigation is proposed to avoid or reduce potentially significant impacts.

### **4.4.2 ENVIRONMENTAL SETTING**

The city is on the northern end of the Central California Valley ecoregion, which is defined as flat, heavily farmed plains with an underlying geomorphology of alluvial fans and terraces (Griffith, et al. 2016).

The city is surrounded by the Feather River to the west, the Yuba River to the south and east, and agriculture land to the north with a corridor of parks and open space buffering the transition between the rivers and urban developments. The topography of the city ranges from 58 to 71 feet above mean sea elevation with the lowest point at the southern portion.

The Planning Area is located within portions of the Feather River and Yuba River Watersheds (the Bear River Watershed is just south of the Planning Area). Within the City limits is habitat ranging from very disturbed areas to high-quality native plant communities. Table 4.4-1 shows the acreage of landcover and habitat types occurring in the city.

#### **LANDCOVER AND HABITAT**

The city is primarily characterized by urban (developed) landcover, with managed parks interspersed, and large undeveloped open spaces buffering the transition between the rivers and the developed areas. Various data sources were compiled to produce the following 11 landcover and habitat types. These landcover and habitat types were categorized into six main groups, each highlighting their dominant features. Exhibit 4.4-1 illustrates the specific locations and extent of these landcover and habitat types within the existing City limits and Table 4.4-1 provides their acreages and state rarity rank, if applicable.

**Table 4.4-1. Landcover and Habitats within the City Limits of Marysville**

Landcover	Habitat	State Rarity Rank <sup>1</sup>	Area (Acres)
Riparian	Cottonwood	S3	89.99
Riparian	Mixed Riparian	S3	39.79
Riparian	Willow	S4	32.64
Riparian	Valley Oak	S3	18.95
Woodland	Eucalyptus	--	0.69
Woodland	Non-native/Ornamental Hardwood	--	11.95
Shrublands	Brush/Scrub	--	2.64
Herbaceous	Grassland	--	237.80
Herbaceous	Parks	--	217.41
Developed	Cropland	--	8.64
Developed	Urban	--	1,524.31
Aquatic	Open Water	--	151.77
<b>Total</b>	<b>--</b>	<b>--</b>	<b>2,336.57</b>

Notes;

<sup>1</sup> Natural Communities with ranks of S1-S3 are considered Sensitive Natural Communities to be addressed in the environmental review processes of CEQA and its equivalents.

Sensitive habitats are described in more detail below under "Sensitive Biological Resources."

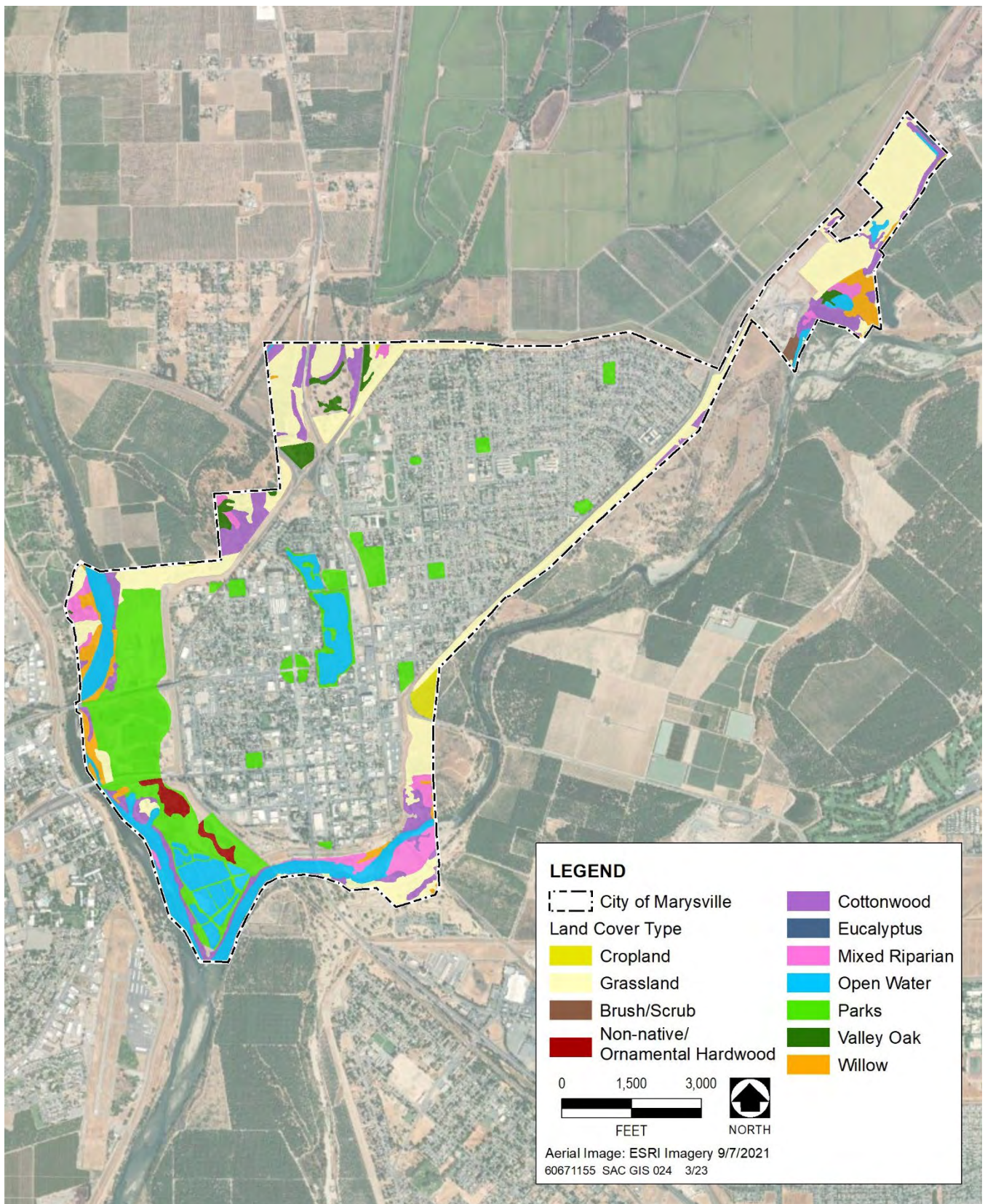
Sources: CDFW 2012, data compiled by AECOM in March 2024

## Riparian

**Riparian** habitats are transition zones between aquatic and terrestrial habitats. Typically, riparian habitats are found on the margins of aquatic habitats such as creeks, streams, rivers, and lakes and supports vegetation communities that can tolerate occasional to frequent flooding. Riparian areas often serve as wildlife corridors and provide shelter, resources, and connectivity across the landscape.

Additionally, riparian habitats may contain inclusions of freshwater marsh habitats which can support sedges (*Carex* spp.), rushes (*Juncus* spp.), cattails (*Typha* spp.) and tule (*Schoenoplectus* spp.). Freshwater marsh habitats qualify as sensitive natural communities and may be potentially jurisdictional wetlands. There are three riparian habitats identified in the city: mixed riparian, cottonwood, and willow.

**Cottonwood riparian** woodland and forest habitat occurs along the banks and floodplains of intermittent and perennial streams and rivers. It is typically dominated by Fremont cottonwood (*Populus fremontii*) though other species such as Goodding's willow (*Salix gooddingii*), Oregon ash (*Fraxinus latifolia*), valley oak (*Quercus lobata*), northern California black walnut (*Juglans hindsii*) and western sycamore (*Platanus racemosa*) can be present or dominant in the canopy. Other shrub and vine species that may be present including blackberry (*Rubus* spp.), California grape (*Vitis californica*), poison oak (*Toxicodendron diversilobum*), blue elderberry (*Sambucus mexicana*), arroyo willow (*Salix lasiolepis*), and common buttonbush (*Cephalanthus occidentalis*). The understory is variable in composition and density and often includes a mix of native and non-native grasses and forbs. This habitat type has a State Rarity Rank of S3 and is considered a Sensitive Natural Community.



**Exhibit 4.4-1. Landcover and Habitats within the Existing Marysville City Limits**

**Mixed riparian woodland and forest habitat** occurs along the banks and floodplains of intermittent and perennial streams and floodplains. Typically, it is comprised of a mix of tree species in the canopy including valley oak, Oregon ash, Goodding's willow, northern California black walnut. Shrub and vine species commonly present include arroyo willow, blackberry, blue elderberry, common buttonbush, and California pipevine (*Aristolochia californica*). The understory is variable in composition and density and often includes a mix of native and non-native grasses and forbs. This habitat type has a State Rarity Rank of S3 and is considered a Sensitive Natural Community.

**Valley oak woodlands** are dominated by valley oak, a deciduous hardwood tree. Valley oak woodland occurs along streams and creeks, floodplains, valley bottoms, and slopes. Other tree species that may be present include northern California black walnut, box elder (*Acer negundo*), and Goodding's willow. The understory can be variable in composition and density and typically is composed of poison oak, California pipevine, blackberry, and a mix of native and non-native grasses and forbs. This habitat type has a State Rarity Rank of S3 and is considered a Sensitive Natural Community.

**Willow riparian** habitat is typically dominated by shrubby willow species including arroyo willow and sandbar willow, which can form open to dense thickets. It typically occurs along intermittent and perennial stream banks and floodplains. Emergent trees such as red willow and Fremont cottonwood may be present. Other shrub species commonly found in willow riparian habitat includes coyote brush (*Baccharis pilularis*), poison oak, and blue elderberry. The understory is variable in composition and density and often includes a mix of native and non-native grasses and forbs.

## Woodland Habitats

**Woodland** habitat is dominated by tree canopy. Woodland can vary in density and diversity, and woodlands that are composed of native trees have higher habitat value compared to stands of non-native or ornamental trees. The understory of woodland habitats is variable in composition and density and often includes a mix of native and non-native grasses and forbs.

**Eucalyptus** stands are typically rather uniform and dominated and composed almost exclusively of eucalyptus trees (*Eucalyptus* sp.) and typically do not support a developed understory.

**Non-native and ornamental hardwood** habitat typically occurs around urban development such as in residential communities and in parks. A mix of tree species including ornamental and native species such as plane tree (*Platanus Xhispanica*), coast redwood (*Sequoia sempervirens*), pine trees (*Pinus* spp.), plum trees (*Prunus* spp.), and nonnative oaks (*Quercus* spp.). characterize this habitat. The understory if variable and may consist of landscaped areas such as lawns.

## Shrublands

**Shrublands** are habitats dominated by shrub, brush, and scrub species, though emergent tree may be present in low numbers. Grasses and forbs are also often present.

**Brush/scrub** habitat is uncommon in the city and occurs on disturbed sites such as on floodplains. Coyote brush is the most common dominant shrub in brush and scrub habitat in the region.

## Herbaceous

Herbaceous habitats are characterized by the dominance of herbaceous species such as grasses, sedges, rushes, and forbs and are typically composed of a mix of annual and perennial species. Emergent trees and shrubs can be present in low numbers. Species composition and density in herbaceous communities can vary throughout the season and from year to year due to changes in weather and disturbance (e.g., small mammal burrowing, human disturbance).

**Grassland habitat** is characterized by the dominance of grass species. However, forbs are often also present. Grasslands are dominated by non-native Mediterranean annual grasses such as wild oats (*Avena* spp.), bromes (*Bromus* spp.), and barley (*Hordeum* spp.). Grasslands are common in valleys, foothills, and ruderal settings (e.g., roadside).

**Parks** typically support planted grass species and receive routine maintenance such as mowing, fertilizing, irrigation, weeding, and pesticide application. Park habitat in urban areas may intergrade with ornamental tree landscaped habitat.

## Aquatic

**Deep water habitats** support perennial water and are characterized by the presence of water and lack of vegetation (Cowardin 1979).

**Open water habitat** occurs in rivers, streams, lakes, ponds, and reservoirs. Open water habitat is valuable for aquatic species such as fish.

## Developed

**Developed land** covers are characterized by anthropogenic influence. Developed land covers include buildings, roads, agricultural, and urban infrastructure.

**Croplands** cover consists of annual row and field crops which receive routine disturbance and maintenance activities such as discing, planting, irrigation, and harvesting and therefore can support variable conditions throughout the seasons.

**Urban land** cover includes residential and commercial development and the associated ornamental plantings and landscaping, sports fields, asphalt and dirt roads and the adjacent disturbed road shoulders, bridges, and other structures typically found in urban environment. This land cover type may also include vacant lots that in some instances can support ruderal species or grassland habitat. It may also include individuals or small stands of native tree species. This land cover type is the area not symbolized (transparent, showing the aerial photo in the background) in Exhibit 4.4-1 within the city limits.

## SPECIAL-STATUS SPECIES AND SENSITIVE NATURAL COMMUNITIES

### Methods for Analysis

The following data sources were used to determine the potential for presence of special-status species. The following nine United States Geological Service (USGS) 7.5-minute Quadrangles within and surrounding the city



of Marysville were used to query data from California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) (Browns Valley, Yuba City, Honcut, Loma Rica, Olivehurst, Wheatland, Gridley, Sutter, and Gilsizer Slough). The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database was queried for the extent of the city.

- ▶ California Fish and Wildlife (CDFW), CNDDDB a statewide inventory of the locations and conditions of the state's rare plant and animal taxa and vegetation types (CDFW 2024a)
- ▶ USFWS, IPaC database of endangered and threatened species (USFWS 2024a)
- ▶ CNPS online inventory of rare and endangered plants (CNPS 2024a) plants ranked by California Native Plant Society to be rare, threatened, or endangered in California.

Data from the following sources was used to determine the potential for presence, habitat and/or impacts to special status species. The following information sources and studies were used to inform the existing conditions of biological resources known to occur within the City limits.

- ▶ CNDDDB a statewide inventory of the locations and conditions of the state's rare plant and animal taxa and vegetation types (CDFW 2024a)
- ▶ California Wildlife Habitat Relationship System species range mapping resource (CDFW 2024b)
- ▶ A Manual of California Vegetation Online (CNPS 2024b)
- ▶ USFWS Threatened & Endangered Species Active Critical Habitat Report. Critical Habitats Mapper (USFWS 2024b)
- ▶ Calflora. Information on California plants for research and conservation. (Calflora 2024)
- ▶ California Fish Passage Assessment Database (CFPAD)
- ▶ National Marine Fisheries Service (NMFS). NMFS federal Endangered Species Act (ESA) Critical Habitat Mapper. (NMFS 2024)
- ▶ Xerces Bumble Bee Watch (Xerces 2024a)
- ▶ Xerces Monarch and Milkweed Mapper (Xerces 2024b)

## Definitions

Special-status species include plants and wildlife in the following categories:

- ▶ species listed as threatened, endangered under the ESA or California Endangered Species Act (CESA),
- ▶ species proposed for listing as threatened or endangered under ESA or CESA,
- ▶ species considered candidates for listing as threatened or endangered under the ESA or CESA,
- ▶ wildlife species identified by CDFW as species of special concern,
- ▶ wildlife species identified by CDFW in the Fish and Game Code as fully protected,
- ▶ plants listed as rare under the California Native Plant Protection Act,

- ▶ plants included on CNPS Rare Plants Inventory (RPI) with a California Rare Plant Rank (CRPR) of
  - CRPR 1A: Plants presumed extirpated in California and either rare or extinct elsewhere
  - CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere
  - CRPR 2A: Plants presumed extirpated in California but common elsewhere
  - CRPR 2B: Plants rare, threatened, or endangered in California but common elsewhere

Additionally, plant included in the RPI also have a threat rank associated with their CRPR

- ▶ 0.1-Seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
- ▶ 0.2-Moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)
- ▶ 0.3-Not very threatened in California (less than 20% of occurrences threatened / low degree and immediacy of threat or no current threats known)

The plants listed on CNPS as CRPR lists 1A, 1B, and 2 meet the definitions of Section 1901, Chapter 10 of the Native Plant Protection Act, or Sections 2062 and 2067 (CESA) of the Fish and Game Code and may qualify for state listing. Therefore, they are considered rare plants pursuant to Section 15380 of the CEQA Guidelines. The California Department of Fish and Wildlife recommends that they be fully considered during preparation of environmental documents pursuant to CEQA.

Plants included on the CNPS CRPR 3 (plants about which more information is needed, a review list) and 4 (Plants of limited distribution, a watch list) lists do not clearly meet the definition of a special-status species per CEQA standards. However, per CNPS, "...some level of CEQA review is justified for CRPR 4 taxa, and under some circumstances, a full impact analysis is warranted" (CNPS 2020). Therefore, plants species with a CRPR 3 and 4 should be consider for inclusion in CEQA analysis and reporting. Special-status plant and wildlife species that are reported from these databases and meet the definition as "special-status species" are discussed in the following sections.

### **Special-Status Plants Species**

A total of 21 plant species are reported from the CNDDB, CNPS, and IPaC databases. Of those, 11 plant species clearly meet the definition of a special-status plant species. One species, Legenere (*Legenere limosa*, CRPR 1B.1, proposed covered species in the Yuba Sutter Natural Community Conservation Planning [NCCP]/Habitat Conservation Plan [HCP]) is known to occur in vernal pool habitat which is not anticipated to occur in the city. There are therefore 10 special-status plant species reported from the region and that have potential to occur in the city based on the available habitats. Table 4.4-2 provides the list of these species, as well as their listing status and habitats where they are known to occur. One species, Hartweg's golden sunburst (*Pseudobahia bahiifolia*) is federally and state listed as Endangered. A more in-depth discussion of this species is provided below.

**Table 4.4-2. Special-Status Plant Species Known to Occur or with the Potential to Occur in the City Limits**

Species	Federal Status <sup>1</sup>	State Status <sup>1</sup>	CRPR Status <sup>1</sup>	Habitat
Ferris's milkvetch <i>Astragalus tener</i> var. <i>ferrisiae</i>	–	–	1B.1	Known to occur in alkaline flats and flood lands, usually on adobe soils of valley and foothill grassland, below 250 feet.
Recurved larkspur <i>Delphinium recurvatum</i>	–	–	1B.2	Known to occur in chenopod scrub, cismontane woodland, valley and foothill grassland, alkaline, 100–1,970 feet.
Dwarf downingia <i>Downingia pusilla</i>	–	–	2B.2	Known to occur in mesic valley and foothill grasslands and vernal pools at elevations of 3–1,500 feet.
Woolly rose-mallow <i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>	–	–	1B.2	Freshwater marsh and swamp, riprap on levees
Ahart's dwarf rush <i>Juncus leiospermus</i> var. <i>ahartii</i>	–	–	1B.2	Known to occur in mesic valley and foothill grasslands at elevations of 100–750 feet.
Veiny monardella <i>Monardella venosa</i>	–	–	1B.1	Known to occur cismontane woodland and heavy clay valley and foothill grasslands at elevations of 195–1,400 feet elevation.
Baker's navarretia <i>Navarretia leucocephala</i> ssp. <i>bakeri</i>	–	–	1B.1	Known to occur in mesic valley and foothill grasslands and vernal pools at elevations of 100–3,400 feet.
Ahart's paronychia <i>Paronychia ahartii</i>	–	–	1B.1	Known to occur in cismontane woodland, valley and foothill grassland, vernal pools at elevation 100 to 1,675 feet.
Hartweg's golden sunburst <i>Pseudobahia bahiifolia</i>	E	CE	1B.1	Known to occur valley and foothill grasslands and cismontane woodland, often on shallow, well-drained, medium- textured soils, typically on mima mounds at elevations of 50–500 feet.
Sanford's arrowhead <i>Sagittaria sanfordii</i>	–	–	1B.2	Known to occur in shallow freshwater marshes and swamps at elevations of 0 to 2,135 feet.

**Notes:**<sup>1</sup> Special Status Definitions**Federal Listing Categories**

E Endangered

T Threatened

**State Listing Categories**

E Endangered

T Threatened

R Rare

C Candidate

**CRPR Categories**

CRPR 1B Plants rare, threatened, or endangered in California and elsewhere (but not legally protected under the federal ESA or CESA)

CRPR 2B: Plants rare, threatened, or endangered in California but common elsewhere

**CRPR Threat Rank**

0.1-Seriously threatened in California

0.2-Moderately threatened in California

**Hartweg's Golden Sunburst.** Hartweg's golden sunburst is an annual herb in the sunflower family (Asteraceae) that typically blooms from March through April. It is federally and state listed as Endangered. This species is known to occur in annual grasslands and also at the edge of open woodlands in the grassland-woodland transition zone. Within these communities, this species typically occurs on shallow, well-drained, medium- textured soils exhibiting mima mound topography (U.S. Department of the Interior, Fish and Wildlife Service 1997). Hartweg's golden sunburst is most often found near the tops of mima mounds on north or east aspects and is strongly



correlated with the Amador and Rocklin soil series (U.S. Department of the Interior, Fish and Wildlife Service 1997). Although the first documented collection of Hartweg's golden sunburst was made in 1847 from the floodplain of the lower Feather River near the junction of the Yuba and Feather Rivers, this type locality has been eliminated and no subsequent occurrences of Hartweg's golden sunburst have been documented in Yuba County. There are 15 remaining populations identified in the CNDDDB located in Madera, Fresno, and Stanislaus Counties.

The following eight species are CRPR 4 plant species that are reported from the region, may qualify as a special-status species, and have potential to occur in the city – primarily the undeveloped parts of the City limits outside for the ring levee:

- ▶ Mexican mosquito fern (*Azolla microphylla*)
- ▶ Valley brodiaea (*Brodiaea rosea* ssp. *vallicola*)
- ▶ Red-stemmed cryptantha (*Cryptantha rostellata*)
- ▶ Hogwallow starfish (*Hesperevax caulescens*)
- ▶ Bristly leptosiphon (*Leptosiphon aureus*)
- ▶ English peak greenbrier (*Smilax jamesii*)
- ▶ Depauperate milk-vetch (*Astragalus pauperculus*)
- ▶ Shield-bracted monkeyflower (*Erythranthe glaucescens*)

Two species included with a CRPR 4, California pitcherplant (*Darlingtonia californica*) and Sierra foothills brodiaea (*Brodiaea sierrae*) are reported from the region but are not anticipated to have potential to occur in the city – primarily the undeveloped parts of the City limits outside for the ring levee.

## Special-Status Wildlife

A total of 19 wildlife species have been documented within the CNDDDB and IPaC databases. Among these, 11 species, presented below, have been identified as possessing suitable habitat and the potential to inhabit the city. However, the remaining eight species have been excluded from further analysis in this report due to a lack of suitable habitat within the city – primarily the undeveloped parts of the City limits outside for the ring levee:

- ▶ conservancy fairy shrimp (*Branchinecta conservation*)
- ▶ vernal pool fairy shrimp (*Branchinecta lynchi*)
- ▶ vernal pool tadpole shrimp (*Lepidurus packardii*)
- ▶ western spadefoot (*Spea hammondi*)
- ▶ western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- ▶ California black rail (*Laterallus jamaicensis coturniculus*)
- ▶ bald eagle (*Haliaeetus leucocephalus*)
- ▶ least Bell's vireo (*Vireo bellii pusillus*)

Additionally, two more species, the western red bat (*Lasiurus blossevillei*) and pallid bat (*Antrozous pallidus*), were not initially included in the CNDDDB and IPaC results but have been added to Table 4.4-3 and further discussed in this report because they are recognized to potentially inhabit the city (Western Bat Working Group 2017).

**Table 4.4-3. Special-Status Wildlife Species Known to Occur or with the Potential to Occur in the City**

Species	USFWS /NMFS Status <sup>1</sup>	CDFW Status <sup>1</sup>	Habitat
<b><u>Invertebrates</u></b>			
Monarch Butterfly <i>Danaus plexippus</i>	CT	-	Open habitats including fields, meadows, weedy areas, marshes, and roadsides. Monarch butterflies roost in wind-protected tree groves (such as eucalyptus) with nectar and water sources nearby. Caterpillar host plants are milkweeds.
Valley elderberry longhorn beetle <i>Desmoceris californicus dimorphus</i>	FT	-	Riparian and oak savanna habitats with elderberry shrubs; elderberries are the host plant.
<b><u>Reptiles</u></b>			
Northwestern pond turtle <i>Emys marmorata marmorata</i>	PT	SSC	Uses permanent or nearly permanent water bodies in a variety of habitat types. Can be found in ponds, marshes, rivers, streams, and irrigation ditches within grasslands, woodlands, and open forests.
Giant garter snake <i>Thamnophis gigas</i>	FT	ST	Found in aquatic, riparian, and upland habitats, including marshes, sloughs, small lakes, low-gradient streams, ponds, agricultural wetlands (irrigation and drainage canals, rice fields), and adjacent uplands.
<b><u>Birds</u></b>			
Tricolored blackbird <i>Agelaius tricolor</i>	FT	SSC	Nests in dense cattails and tules, riparian scrub, and other low dense vegetation; forages in grasslands and agricultural fields.
Burrowing owl <i>Athene cunicularia</i>	-	SSC	Nests in burrows in areas of low-growing vegetation in grasslands and agricultural fields.
Swainson's hawk <i>Buteo swainsoni</i>	-	ST	Nests in riparian forest and scattered trees; forages in grasslands and agricultural fields.
Northern harrier <i>Circus cyaneus</i>	-	SSC	Habitat types include brackish and freshwater marshes, alpine meadows, grasslands, prairies, and agricultural lands. Wintering habitat includes freshwater and saltwater wetlands, coastal dunes, grasslands, deserts, meadows, and croplands. Breeding habitat includes freshwater wetlands, coastal brackish wetlands, open wet meadows and grasslands, shrub-steppe, desert sinks, areas along rivers and lakes, and crop fields.
White-tailed kite <i>Elanus leucurus</i>	-	FP	Low foothills or valley areas with valley or live oaks, riparian areas, and marshes near open grasslands or cropland for foraging.
Song sparrow ("Modesto" population) <i>Melospiza melodia pop. 1</i>	-	SSC	Associated with freshwater marshes dominated by tules and cattails and riparian willow thickets. Also nests in riparian forests with blackberry understory and along vegetated irrigation canals and levees.
Bank swallow <i>Riparia riparia</i>	-	ST	Nests in colonies and creates nests by burrowing into vertical banks consisting of fine-texture soils; breeds in California from April to August and spends the winter months in South America.
<b><u>Mammals</u></b>			
Western red bat <i>Lasiurus blossevillei</i>	-	SSC	Found primarily in riparian and wooded habitats. Occurs at least seasonally in urban areas. Day roosts in trees within the foliage. Found in fruit orchards and sycamore riparian habitats in the Central Valley.
Pallid bat <i>Antrozous pallidus</i>	-	SSC	Occurs in a variety of habitats from desert to coniferous forest. Most closely associated with oak, mixed conifer, redwood, and giant sequoia habitats in northern California and oak woodland, grassland, and desert scrub in southern California. Relies heavily on trees for roosts but also uses caves, mines, bridges, and buildings.

Notes: CDFW = California Department of Fish and Wildlife; DPS = distinct population segment; ESU = Evolutionarily Significant Unit; USFWS = U.S. Fish and Wildlife Service; NMFS = National Marine Fisheries Service

<sup>1</sup> Legal Status Definitions

Federal Listing Categories (USFWS)

FE Endangered

FT Threatened (legally protected)

FC Candidate

NMFS Species under the jurisdiction of the National Marine Fisheries Service

PT Proposed for listing as threatened

State Listing Categories (CDFW)

SE Endangered

ST Threatened (legally protected)

SSC Species of Special Concern

FP Fully Protected

**Monarch Butterfly** (*Danaus plexippus*) is a candidate for federally listing. Monarchs migrate to California and can be found in open habitats including fields, meadows, weedy areas, marshes, and roadsides. Monarch butterflies roost on the Northern California coast in wind-protected tree groves (such as eucalyptus) with nectar and water sources nearby. Caterpillar host plants are milkweeds.

Although there is limited data on this species, there is suitable habitat for monarch and milkweed within the city and surrounding two-mile buffer area (Xerces 2024a, 2024b).

**Valley Elderberry Longhorn Beetle** (*Desmocerus californicus dimorphus*) is federally listed as threatened. The valley elderberry longhorn beetle has a patchy distribution throughout the remaining riparian forests of the Central Valley from Redding to Bakersfield in areas below 500 feet in elevation (79 FR 55874). Elderberry (*Sambucus* sp.) is the obligate larval host plant for the valley elderberry longhorn beetle. Larval development is estimated to take 1–2 years (USFWS 2018).

Valley elderberry longhorn beetle is known to occupy habitat within a two-mile buffer area including the City limits. This species can occur where riparian conditions support elderberry shrubs (*Sambucus mexicanus*), including locations along the Yuba River (CNDDDB 2024).

**Northwestern Pond Turtle** (*Actinemys marmorata marmorata*) is designated as a California species of special concern by CDFW and proposed for listing as threatened under the ESA. The northwestern pond turtle is found in suitable aquatic habitats west of the crest of the Sierra Nevada in California. The northwestern subspecies is generally found from San Francisco Bay north to the Columbia River drainage in Oregon and Washington. The northwestern pond turtle is generally associated with permanent or nearly permanent wetlands in a wide variety of environments below an elevation of 6,000 feet (Jennings and Hayes 1994). The species lives in quiet waters of lowland ponds, marshes, lakes, and reservoirs and in streams with deep pools, rocks, logs, and streamside vegetation that provide escape cover and basking sites (Stebbins 1972). Western pond turtles are highly aquatic but leave the water to bask and lay eggs. Mating occurs throughout spring, summer, and fall. Nests are usually found within 300 feet of suitable aquatic habitat. Eggs hatch in fall and the hatchlings remain in the nest for the first winter (Jennings and Hayes 1994).

Northwestern pond turtles are not known to occur within a two-mile buffer area of the City limits. They are known to occur south of the city, in and along the Feather River (CNDDDB 2024).

**Giant Garter Snake** (*Thamnophis gigas*) is federally and state listed as threatened. Giant garter snakes inhabit a variety of aquatic habitats, such as agricultural wetlands, irrigation and drainage canals, marshes, sloughs, ponds, lakes, and streams. They are primarily restricted to aquatic habitat and nearby basking areas during their active period (April 1–October 1). Giant garter snakes retreat to small mammal burrows and other soil crevices above prevailing flood elevations during the winter dormancy period (November to mid-March), when they are particularly sensitive because of limited opportunities for escape from disturbance (USFWS 2017). They are threatened by land use practices and other human activities, including development of wetland and suitable agricultural habitats.

Giant garter snakes are *not* known to occur within the city or surrounding two-mile buffer area. They are known to occur just west of the city in the Sutter County Canal and in the Snake River west of Marysville (CNDDDB 2024).

**Tricolored Blackbird** (*Agelaius tricolor*) is listed as threatened under CESA. Tricolored blackbirds are found in the Central Valley, in the low foothills of the Sierra Nevada and Coast Ranges from Shasta County south to Kern County, along the coast from Sonoma County south to the Mexican border, and on the Modoc Plateau. The tricolored blackbird is generally considered a marsh species, nesting primarily in tule and cattail marsh habitats. Tricolored blackbirds also nest in non-marsh habitats, such as blackberry brambles, thistle stands, and nettle stands (Shuford and Gardali 2008).

Tricolored blackbirds are known to occupy habitat and nest within the undeveloped portion of the city and the surrounding areas north, east, and south of the City limits. This species can occur and can be expected to nest where tule and cattail marsh habits exist (CNDDDB 2024).

**Burrowing Owl** (*Athene cunicularia*) is designated as a species of special concern by CDFW. In California, burrowing owls are found throughout the Central Valley, in the interior portion of the Coast Ranges, and along the coast. Burrowing owls live and breed in burrows, typically in abandoned ground squirrel colonies. Optimal habitat conditions include open, dry, and nearly level grasslands or prairies. In the Central Valley, burrowing owls often nest along roadsides adjacent to agricultural fields, along field borders, in annual grasslands and dryland pastures, and along levee embankments that are open to adjacent fields (Shuford and Gardali 2008).

The city and surrounding two-mile buffer area are within the current range for burrowing owl, however; they are not known to occur within the city or surrounding two-mile buffer area. They are known to occur just east of the city and north of Beale Air Force Base (CNDDDB 2024).

**Swainson's Hawk** (*Buteo swainsoni*) is state listed as threatened. Swainson's hawks are migrating birds which prefer to nest in riparian areas with isolated trees bordered by suitable foraging habitat (i.e., grasslands, active agriculture, or fallow fields). Agricultural fields provide important foraging habitat for Swainson's hawks. Alfalfa, fallow fields, rice fields, dry and irrigated pastures, and other low-growing row crops (including corn after harvest) are preferred foraging habitats for Swainson's hawks (Shuford and Gardali 2008).

Swainson's hawks are known to occupy habitat and nest within undeveloped portions of the city and surrounding areas. This species can occur and can be expected to nest in large trees in riparian areas (CNDDDB 2024).

**Northern Harrier** (*Circus cyaneus*) is designated a species of special concern by CDFW. Northern harriers occurs throughout lowland California. This species has been recorded in fall at high elevations ranging from near sea level to at least 9,000 feet in Mono County; largely within coastal lowlands from Lake Earl in Del Norte Couty to Bodega Head in Sonoma County, but also inland at Lake Berryessa in Napa County. Northern harriers are ground nesters that breed and forage in open (treeless) habitats with adequate vegetative cover such as marshes, wet meadows, weedy borders of lakes, rivers and streams, grasslands, weed fields, pastures, and croplands (Shuford and Gardali 2008).

The city and surrounding two-mile buffer area are within the current range for northern harriers, however; they are not known to occur within the city or surrounding two-mile buffer area. They are known to occur just east of the city near Beale Air Force Base (CNDDDB 2024).

**White-tailed Kite** (*Elanus leucurus*) is fully protected species under Fish and Game Code. White-tailed kites occur in lowland areas west of Sierra Nevada from the head of the Sacramento Valley south, including coastal valleys and foothills to western San Diego County at the Mexico border. They nest in oak dominated foothills or valley areas, riparian areas, and marshes near open grasslands or cropland for foraging (Shuford and Gardali 2008).

The city and surrounding two-mile buffer area are within the current range for white-tailed kite, however; they are not known to nest within the city or surrounding two-mile buffer. They are known to nest just south of the city in Olivehurst (CNDDDB 2024).

**Song sparrow (“Modesto” population)** (*Melospiza melodia pop. 1*) is a state species of special concern. This sparrow resides in the north-central portion of the Central Valley, with the highest densities in the Butte Sink area of the Sacramento Valley and in the Sacramento–San Joaquin River Delta. They are associated with freshwater marshes dominated by tules, cattails, and riparian willow thickets or riparian forests with blackberry understory along vegetated irrigation canals and levees (Shuford and Gardali 2008).

**Song sparrow** (“Modesto” population) are known to occupy habitat and nest within the city and the surrounding areas north, east, and south of the city. This species can occur throughout the city and can be expected to nest where riparian habitat, tule, and cattail marsh habits exist (CNDDDB 2024).

**Bank Swallow** (*Riparia riparia*) is state listed as threatened. The species occurs along the Sacramento River from Tehama County to Sacramento County, along the Feather and lower American Rivers, in the Owens Valley, and in the plains east of the Cascade Range in Modoc, Lassen, and northern Siskiyou Counties. They nest in colonies and create nests by burrowing into two to three-feet deep in vertical banks consisting of fine-texture soils along streams, coastal bluffs, and sand and gravel pits. Central Valley streams, including several colonies on the Sacramento River, particularly the upper reaches between Red Bluff and Butte City (Shuford and Gardali 2008).

Bank Swallow are known to occupy habitat and nest within the city and the surrounding areas north, east, and south of the city. This species can occur throughout the city and can nest along the Feather River and Yuba River in areas where suitable habitat is present (CNDDDB 2024).

**Western red bat** (*Lasiurus blossevillei*) and **Pallid bat** (*Antrozous pallidus*) are state species of special concern. They are associated with tree roosts but can also be found in crevices around buildings and bridges.

Although not frequently reported on CNDDDB, both the western red bat and pallid bat can occur throughout the city and can be expected to roost in trees, or other structures, near aquatic habitats (WBWG 2017).

## Special-Status Fish Species

Primary aquatic habitats in the vicinity of the city include the Feather River, Yuba River, and Jack Slough. These waterways provide vital fish spawning, rearing, and/or migration habitat for a diverse assemblage of native and nonnative fish species. Native fishes include anadromous (i.e., species that spawn in fresh water after migrating as adults from marine habitat) and resident species. Native anadromous species that occur or have the potential to occur in rivers surrounding the vicinity of the city are detailed in Table 4.4-4. In addition, areas near the city include critical habitat for both the spring and winter run Evolutionarily Significant Unit (ESU) of Chinook salmon and essential fish habitat for Chinook salmon.

**Table 4.4-4. Special-Status Fish Species Known or with the Potential to Occur in the Vicinity of the City**

Species	USFWS /NMFS Status <sup>1</sup>	CDFW Status <sup>1</sup>	Habitat
<b>Fish</b>			
Green sturgeon, southern DPS <i>Acipenser medirostris</i>	FT	-	Inhabit a range of environments throughout their life cycle, including freshwater streams, rivers, estuarine habitat, and marine waters. Spawning is thought to occur in deep pools in areas of large cobbles but has also been observed in areas of clean sand or bedrock in turbulent river mainstems. Critical habitat includes the Feather and Yuba Rivers.
Central Valley steelhead DPS <i>Oncorhynchus mykiss</i>	FT	-	Inhabits riparian, emergent, palustrine habitat. Spawning and rearing habitat is usually characterized by perennial streams with clear, cool to cold, fast-flowing water with a high dissolved oxygen content and abundant gravels and riffles. Critical habitat includes the Feather and Yuba Rivers.
Chinook salmon, Central Valley spring-run ESU <i>Oncorhynchus tshawytscha</i>	FT	ST	Inhabits riparian, emergent, palustrine habitat. Spawning and rearing habitat is usually characterized by perennial streams with clear, cool to cold, fast-flowing water with a high dissolved oxygen content and abundant gravels and riffles. Critical habitat includes the Feather and Yuba Rivers.
Chinook salmon, Sacramento River fall-run ESU <i>Oncorhynchus tshawytscha</i>	FC	SSC	Inhabits riparian, emergent, palustrine habitat. Spawning and rearing habitat is usually characterized by perennial streams with clear, cool to cold, fast-flowing water with a high dissolved oxygen content and abundant gravels and riffles.
Chinook salmon, Sacramento River winter-run ESU <i>Oncorhynchus tshawytscha</i>	FE	SE	Inhabits riparian, emergent, palustrine habitat. Spawning and rearing habitat is usually characterized by perennial streams with clear, cool to cold, fast-flowing water with a high dissolved oxygen content and abundant gravels and riffles. Critical habitat includes the Feather and Yuba Rivers.

Notes: CDFW = California Department of Fish and Wildlife; DPS = distinct population segment; ESU = Evolutionarily Significant Unit; USFWS = U.S. Fish and Wildlife Service; NMFS = National Marine Fisheries Service

<sup>1</sup> Legal Status Definitions

Federal Listing Categories (USFWS)

FE Endangered

FT Threatened (legally protected)

NMFS Species under the jurisdiction of the National Marine Fisheries Service

State Listing Categories (CDFW)

SE Endangered

ST Threatened (legally protected)

**Central Valley Steelhead** (*Oncorhynchus mykiss*) **distinct population segment** is federally listed as threatened and its designated critical habitat includes the Feather River and Yuba River. The Central Valley steelhead distinct population segment includes all naturally spawned populations of steelhead in the Sacramento and San Joaquin Rivers and their tributaries (63 FR 13347, March 19, 1998). Unlike salmon, steelhead do not necessarily die after spawning and can spawn more than once in their lifetime.

**Chinook Salmon** (*Oncorhynchus tshawytscha*) is federally listed as threatened. Chinook salmon is an anadromous fish species that requires cold, freshwater streams with suitable gravel for reproduction. Chinook salmon are found in the Feather and Yuba Rivers, with limited potential to occur in the Bear River. Essential fish habitat is established for Chinook salmon in the lower Feather and Yuba Rivers.

- **The Central Valley fall/late fall–run chinook salmon** Evolutionarily Significant Unit is a federal candidate for listing and a California species of special concern. Evolutionarily Significant Unit for the fall-run chinook in the vicinity of the city consists of the Feather and Yuba Rivers

- ▶ **The Central Valley spring-run chinook salmon** is federally and state listed as threatened. Critical habitat is in the vicinity of the city consists of the Feather and Yuba Rivers
- ▶ **The Sacramento River winter-run chinook salmon** is federally and state listed as endangered. Critical habitat is in the vicinity of the city consists of the Feather and Yuba Rivers

**Green Sturgeon** (*Acipenser medirostris*) **southern distinct population segment** is federally listed as threatened and a California species of special concern. The southern distinct population segment includes individual reproductive populations south of the Eel River, including the Sacramento River and major tributaries. The green sturgeon is a primitive, bottom-dwelling fish. Spawning occurs in in spring and summer months at lower reaches of large rivers with swift currents and large cobble. Adults broadcast spawn in the water column and fertilized eggs sink and attach to bottom substrate until they hatch. Green and white sturgeon adults have been observed periodically in small numbers in the Feather River (Beamesderfer et al. 2004). Critical habitat is in the vicinity of the city consists of the Feather and Yuba Rivers.

## SENSITIVE NATURAL COMMUNITIES

Sensitive natural communities are natural communities with a state rarity rank of S1, S2, or S3 and should be included in CEQA analysis (CDFW 2024c). CDFW’s Vegetation Classification and Mapping Program (VegCamp) and CNPS’s Vegetation program both identify and track rare and/or diminishing native plant communities within California. Substantial losses or negative impacts to sensitive natural plant communities may be considered significant under CEQA. Sensitive natural communities that may occur in undeveloped parts of the city include but is not limited to:

- ▶ Fremont cottonwood woodland and forest, S3
- ▶ Valley oak woodland and forest, S3
- ▶ Valley oak riparian forest and woodland, S3
- ▶ Goodding’s willow-red willow riparian woodland and forest, S3
- ▶ Box-elder forest and woodland, S3
- ▶ Hardstem and California bulrush marshes, S3S4
- ▶ Ashy ryegrass-creeping wildrye turfs, S3
- ▶ Needle grass-Melic grass grassland, S3S4

## 4.4.3 REGULATORY FRAMEWORK

### FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

#### Federal Endangered Species Act

USFWS has jurisdiction over projects that may result in take of a species listed as threatened or endangered under the ESA. Under the ESA (16 U.S. Code [USC] 153 et seq.), the definition of “take” is to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” USFWS has also interpreted the definition of “harm” to include significant habitat modification that could result in take. If implementation of a project is likely to result in take of a federally listed species, then the project applicant must either obtain an incidental-take permit under ESA Section 10(a) or complete a federal interagency consultation

process under ESA Section 7 before the take occurs. An incidental-take permit typically requires various types of mitigation to compensate for or minimize the take.

## **Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (16 USC 703–711) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the U.S. Secretary of the Interior. Most native bird species fall under the jurisdiction of this act.

## **Clean Water Act**

Section 404 of the Clean Water Act (CWA) (33 USC 1252–1376) requires a project applicant to obtain a permit before engaging in any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Under the current 2023 rule, waters of the United States include:

- ▶ Traditional navigable waters, the territorial seas, and interstate waters (“paragraph (a)(1) waters”);
- ▶ Impoundments of “waters of the U.S.” (“paragraph (a)(2) impoundments”);
- ▶ Tributaries to traditional navigable waters, the territorial seas, interstate waters, or paragraph (a)(2) impoundments when the tributaries meet either the relatively permanent standard (“jurisdictional tributaries”);
- ▶ Wetlands adjacent to (a)(1) waters; wetlands adjacent to and with a continuous surface connection to relatively permanent standard (a)(2) impoundments or (a)(3) jurisdictional tributaries when the jurisdictional tributaries meet the relatively permanent standard; and (5) intrastate lakes and ponds, streams, or wetlands not identified in paragraphs (a)(1) through (4) that meet either the relatively permanent standard, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) (“paragraph [a][5] waters”) (33 CFR Section 328, 40 CFR Section 120).

Waters excluded from the definition of waters of the United States include:

- ▶ Waters or water features that are not identified under a(1) through a(4);
- ▶ Groundwater and groundwater recharge, water reuse, and wastewater recycling structures;
- ▶ Ephemeral features that flow only in direct response to precipitation;
- ▶ Stormwater runoff and directional sheet flow over upland;
- ▶ Ditches that are not traditional navigable waters, tributaries, or that are not constructed in adjacent wetlands, subject to certain limitations;
- ▶ Prior converted cropland;
- ▶ Artificially irrigated areas that would revert to upland if artificial irrigation ceases;
- ▶ Artificial lakes and ponds that are not jurisdictional impoundments and are constructed or excavated in upland or non-jurisdictional waters;



- ▶ Water-filled depressions constructed or excavated in uplands;
- ▶ Stormwater control features that are constructed or excavated in upland or non-jurisdictional waters to convey, treat, infiltrate, or store stormwater runoff;
- ▶ Waste treatment systems;

Under Section 404 of the CWA, the U.S. Army Corps of Engineers (USACE) regulates, and issues permits for activities that involve the discharge of dredged or fill materials into waters of the United States. Fills of less than one-half acre of non-tidal waters of the United States for residential, commercial, or institutional development projects can generally be authorized under USACE's nationwide permit program, provided that the project satisfies the terms and conditions of the particular nationwide permit. Fills that do not qualify for a nationwide permit require a letter of permission or an individual permit.

## **Section 10 of the Rivers and Harbors Act**

Section 10 of the Rivers and Harbors Act prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from the USACE. Where the navigable waters are defined as "waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later action or events which impede or destroy navigable capacity."

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **General Plan Requirements**

California's General Plan Guidelines (2003), prepared by the Governor's Office of Planning and Research, contain the state's requirements for general plan content and compliance with state laws relating to general plan elements. General plan law requires that the Open Space and Conservation Elements address the future conservation, development, and utilization of the county's natural resources and the preservation of "open space land." The General Plan Land Use Element also affects natural habitat and biological resources by determining where development, agricultural, and other non-habitat land uses are directed.

### **California Endangered Species Act**

The CESA (California Fish and Game Code Section 2050 et seq.) establishes state policy to conserve, protect, restore, and enhance endangered or threatened species and their habitats. CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of endangered or threatened species if reasonable and prudent alternatives are available that would avoid jeopardy of a state listed species. Definitions of endangered and threatened species in the CESA parallel those defined under ESA.

### **Native Plant Protection Act**

California's Native Plant Protection Act (Fish and Game Code Sections 1900–1913) requires all state agencies to establish criteria for determining whether a species, subspecies, or variety of native plant is endangered or rare. Provisions of this act prohibit the taking of listed plants from the wild and require that the California Department

of Fish and Wildlife be notified at least 10 days in advance about any change in land use that would adversely affect listed plants. This requirement allows the California Department of Fish and Wildlife to salvage listed plant species that would otherwise be destroyed.

### **The Sustainable Fisheries Act**

The Sustainable Fisheries Act of 1996 amended and strengthened certain provisions of the MSA, particularly focusing on conservation and sustainability measures. The Sustainable Fisheries Act mandates the identification and protection of essential fish habitat to support the productivity and resilience of fish populations. Under this act, essential fish habitat is defined as the habitats that fish species depend on at various stages of their life cycles, including spawning, nursery areas, feeding grounds, and migration routes. The designation of essential fish habitat aims to protect critical areas that support fish populations and contribute to their overall health and sustainability.

One of the key provisions of the Sustainable Fisheries Act is the requirement for consultation with the NMFS on any project or activity that has the potential to adversely affect essential fish habitat.

### **Oak Woodland Conservation**

The incremental loss of oak woodland through habitat conversion to agricultural, commercial, and residential uses, combined with other concerns such as the lack of natural regeneration, led to an increased concern about the future of oak woodlands and its associated wildlife throughout California. In 2001, the California Oak Woodland Conservation Act was passed by the California Legislature, establishing a fund through the Wildlife Conservation Board (California Department of Fish and Wildlife's acquisition branch) to financially support oak woodland conservation efforts. The act authorizes the Wildlife Conservation Board to purchase oak woodland conservation easements and provide grants for land improvements and restoration efforts. Grants resulting in the purchase of oak woodland conservation easements are given priority; however, funds may also be used for grants designed to provide technical assistance and to develop and implement oak conservation elements in local general plans. The Wildlife Conservation Board also funds the development of outreach efforts and education related to preservation of oak woodlands.

### **Porter-Cologne Water Quality Act**

Under the Porter-Cologne Water Quality Control Act, waters of the state fall under jurisdiction of the applicable regional water quality control board (RWQCB)—in this case, the Central Valley RWQCB. Under the act, the RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect wetlands or waters must meet waste discharge requirements of the RWQCB, which may be issued in addition to a water quality certification under Section 401 of the CWA.

### **Section 401 of the CWA**

Section 401 of the federal CWA recognizes state authority for water quality standards. In California, section 401 defers water quality certification authority to the SWRCB and the RWQCBs to ensure federal permits do not

violate California water quality standards. A water quality certification or waiver is required for all nationwide or individual permits issued by USACE under Section 404 of the CWA.

Recent changes and narrowing in the federal definition of waters of the United States means that many waters of the state are no longer considered federally jurisdictional under the CWA. Therefore, in those instances, permitting through the CWA section 401 Water Quality Certification is no longer feasible and instead a Waste Discharge Requirements permit through the Porter-Cologne Water Quality Control Act may be required.

## **California Fish and Game Code**

### ***Fully Protected Species***

The California Fish and Game Code strictly prohibits the incidental or deliberate take of fully protected species. A take permit cannot be issued for fully protected species, except under narrow conditions for scientific research or the protection of livestock.

### ***Lake and Streambed Alteration***

The California Department of Fish and Wildlife, through provisions included in Sections 1600–1603 of the California Fish and Game Code, is empowered to issue streambed alteration agreements for projects that would “divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” (Fish and Game Code Section 1602[a]). Streams and rivers are defined by the presence of a channel bed and banks, and intermittent flow. The limits of California Department of Fish and Wildlife jurisdiction are also based on riparian habitat and may include wetland areas that do not meet USACE criteria for soils and/or hydrology (e.g., where riparian woodland canopy extends beyond the banks of a stream away from frequently saturated soils).

### ***Protection of Bird Nests and Raptors***

Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., hawks, owls, eagles, and falcons), including their nests or eggs. Typical violations of these codes include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of nesting pairs.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing *City of Marysville General Plan* (City of Marysville 1985) includes the following goal and policies related to open space and conservation.

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens needs.

### *Policies for Conservation and Preservation of Resources:*

- ▶ **Policy 1:** To encourage the preservation of wildlife habitat areas.
- ▶ **Policy 2:** To protect the fisheries of the adjacent waterways.
- ▶ **Policy 4:** To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.
- ▶ **Policy 8:** To permit open space and conservation land use within floodplains.
- ▶ **Policy 10:** To take proper steps to assure that floodplains, waterways, ground water recharge areas, and areas with a high water table will not be polluted or contaminated.

## **4.4.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

An analysis of potential direct and indirect impacts on biological resources from implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update is provided below.

Existing reported habitats and landcovers; special-status plant, wildlife, and fish species that are known or have potential to occur (CDFW 2024a, CNPS 2024a, USFWS 2024a), and improvements, construction and future operations detailed in the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update were evaluated by examining the policies and implementation strategies of the 2050 General Plan and the development standards of the Downtown Specific Plan against the habitat map of the city (Exhibit 4.4-1) and supporting research related to the possible presence of biological resources.

Additional habitat and microhabitat types (e.g., marsh and seasonal wetlands) may be present in undeveloped parts of the city, however; data on these habitat types were not present in the dataset used to map land covers. Surveys determining the presence or absence of marsh, wetland, and microhabitats in undeveloped parts of the city have not yet been conducted. The analysis of impacts on special-status species is based on the distribution of known occurrences of special-status species in the city, the available habitat data, and the assumption that microhabitats may be present in the larger mapped habitat types.

### **THRESHOLDS OF SIGNIFICANCE**

Per Appendix G of the CEQA Guidelines, an impact on biological resources is considered significant if the project would result in any of the effects identified below.

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## IMPACT ANALYSIS

IMPACT 4.4-1 Loss and Degradation of Habitat for Special-status Species and Potential Take of Individuals. *Suitable habitat for 10 special-status plants, 13 special-status wildlife species, and 5 special-status fish species is known to occur within areas that could be affected by implementation of the proposed 2050 General Plan and Downtown Specific Plan – primarily in undeveloped areas outside the Marysville Ring Levee. Implementation of the proposed 2050 General Plan and Downtown Specific Plan could result in take of individuals or loss of and damage to suitable habitat for these species. This impact is considered **potentially significant**.*

### Special-Status Plants

There are 10 special status plant species that could be affected by implementation of the proposed 2050 General Plan: Ferris's milkvetch, recurved larkspur, dwarf downingia, woolly rose-mallow, Ahart's dwarf rush, veiny monardella, Baker's navarretia, Ahart's paronychia, Hartweg's golden sunburst, and Sanford's arrowhead. Suitable habitats for these special-status plant species primarily occurs in the riparian, woodland, grassland, and aquatic habitats outside the Marysville Ring Levee and outside of the developed portions of the city.

Special-status plant populations could be affected by physical changes associated with the implementation of the proposed project – either directly or indirectly. Direct impacts would most likely occur during construction activities. Plants could be crushed, removed, or have their seed bank disturbed during ground disturbance activities. Indirect impacts would most likely occur as a result or side effect of construction related to project staging and laydown areas, or during future operations. The habitats that support special-status plant species could be affected so that they no longer sustain any existing population as a result of altered hydrology, or altered vegetation composition including the introduction of invasive species. Ongoing impacts related to the operation and maintenance of open spaces and improvements in open spaces for recreation and other purposes could result in the reduction of habitat quality and an increase in species mortality by introducing nonnative or invasive species, increased human disturbance, and the introduction of unknown operation and management practices. This impact is **potentially significant**.

## **Special-Status Wildlife**

Suitable habitat for special-status wildlife and fish occurs in areas that could be affected by implementation of the proposed project – primarily undeveloped portions of the city outside the Marysville Ring Levee. There are 13 special-status wildlife species that have the potential to occur in habitats that could be affected by implementation of the proposed project – specifically by policies and implementation strategies that call for improvements to recreation amenities in undeveloped portions of the city: monarch butterfly, valley elderberry longhorn beetle, northwestern pond turtle, giant garter snake, tricolored blackbird, burrowing owl, Swainson’s hawk, northern harrier, white-tailed kite, song sparrow (“Modesto” population), bank swallow, western red bat, and pallid bat – Five special-status fish species – green sturgeon, southern distinct population segment, Central Valley steelhead distinct population segment, Chinook salmon, Central Valley spring-run Evolutionarily Significant Unit, Chinook salmon, Sacramento River fall-run Evolutionarily Significant Unit, Chinook salmon, and Sacramento River winter-run Evolutionarily Significant Unit.

## **Special-Status Invertebrates**

Construction and site preparation activities could potentially result in direct or indirect effects on the monarch butterfly or the valley elderberry longhorn beetle and/or their associated habitat. The potential exists for excavation activities and other construction related activities to crush or remove habitat (milkweed and elderberry shrubs). Ongoing operation and maintenance of open spaces and improvements in open spaces for recreation and other purposes could result in the reduction of habitat quality and an increase in species mortality by introducing nonnative or invasive species, increased human disturbance, and the introduction of unknown operation and management practices.

## **Special-Status Reptiles**

Construction and site preparation activities could potentially result in direct or indirect effects on the northwestern pond turtle and/or giant garter snake and/or their associated habitat. Temporary impacts related to construction staging and laydown areas and permanent impacts related to habitat loss, increase disturbances, and could adversely affect reptile habitat. During construction, physical harm or mortality could occur as individuals may be found moving along or taking cover in terrestrial habitat near water bodies. Temporary increases in noise levels from equipment mobilization, trenching, grading, and earthmoving, as well as increased levels of human movement could disrupt the sheltering, foraging, basking, and movement of individuals. In addition, aquatic life in the rivers or aquatic habitats could be affected if water quality is affected by construction activities. Ongoing impacts related to the operation and maintenance of open spaces and improvements in open spaces for recreation and other purposes could result in the reduction of habitat quality through an increase in species mortality by introducing nonnative or invasive species (including pets), increased human disturbance, and the introduction of other elements of operation and management practices.

## **Nesting Birds and Raptors**

Construction and site preparation activities could potentially result in direct or indirect effects on tricolored blackbird, burrowing owl, Swainson’s hawk, northern harrier, white-tailed kite, song sparrow (“Modesto” population), and bank swallow in addition to migratory birds and raptors and/or their associated habitat. Temporary impacts related to construction staging and laydown areas and removal or trimming of existing vegetation in riparian, woodland, scrub, and grassland habitats. Trees and shrubs may be affected by construction,

potentially resulting in removal or destruction of nests and/or nesting birds and raptors. During construction, temporary increases in noise levels from equipment mobilization, trenching, grading, and earthmoving, as well as increased levels of human movement could disrupt the nesting and foraging behavior of migratory birds and raptors. Ongoing impacts related to the operation and maintenance of open spaces and improvements in open spaces for recreation and other purposes could result in the reduction of habitat quality for nesting migratory birds and raptors by introducing nonnative or invasive species (including pets), increased human disturbance, and the introduction of unknown operation and management practices. While potential impact for special-status plants and other special-status wildlife is primarily limited to areas outside the Marysville Ring Levee and outside of the developed portions of the city, with nesting birds and raptors and bats (below), there is also some potential for impacts within the developed portion of the city.

### **Special-Status Mammals**

Construction and site preparation activities could potentially result in direct or indirect effects on bats, including western red bat and/or pallid bat and/or their associated habitat. Both temporary and permanent, staging and construction activities, could result in physical harm or mortality to bats and or adverse effects on maternity roosts. Temporary increases in noise levels from equipment mobilization, trenching, grading, and earthmoving, as well as increased levels of human movement could flush bats from shelters and roosts. Tree and vegetation removal, grading, rock scaling, and demolition of existing structures could adversely affect special-status bats that are foliage or cavity roosters. If construction activities occur during the maternity season or overwintering season when these species are less mobile and able to escape danger. As noted, While potential impact for special-status plants and other special-status wildlife is primarily limited to areas outside the Marysville Ring Levee and outside of the developed portions of the city, with western red bat and/or pallid bat, there is also some potential for impacts within the developed portion of the city.

### **Special-Status Fish**

Construction and site preparation activities could potentially result in indirect effects green sturgeon, southern distinct population segment, Central Valley steelhead distinct population segment, Chinook salmon, Central Valley spring-run Evolutionarily Significant Unit, Chinook salmon, Sacramento River fall-run Evolutionarily Significant Unit, Chinook salmon, Sacramento River winter-run Evolutionarily Significant Unit, and/or their associated habitat. Suitable habitats for special status fish species occur in the Feather River and the Yuba River. Because no in-water work is expected under the proposed 2050 General Plan, impacts to fish would likely be indirect or as a result of impacts related to the operation and maintenance of parks and open spaces that may in turn effect water quality in the rivers. Indirect impacts could occur as a result of increased pollution transported by urban runoff, as an accident resulting in runoff or sediment entering the water during construction, or chemicals used at the new developments or during future park operations and management practices which results in a physical or chemical change to the water which temporarily or permanently impacts fish populations.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would reduce or avoid adverse effects to candidate, sensitive, or special-status species. Columns below indicate the relevance of the policies and implementation strategies to the special status plants, wildlife, and fish that could be affected.

Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan	Plants	Wildlife	Fish
<b><u>Goal OS-2: Conserve and protect water supply, groundwater sustainability, and water quality.</u></b>			
<b>Policy OS-2.4:</b> Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.		X	X
<b>Policy OS-2.5:</b> Require any new water wells drilled near existing watercourses in areas designated Open Space to be set back from the watercourse to avoid an impact to stream hydrology.	X	X	X
<b>Policy OS-2.7:</b> Discourage grading activities during the rainy season and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.		X	X
<b>Policy OS-2.8:</b> Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.	X	X	X
<b>Policy OS-2.9:</b> Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.		X	X
<b>Policy OS-2.10:</b> New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.	X	X	X
<b>Policy OS-2.11:</b> Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.	X	X	X
<b>Policy OS-2.12:</b> Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.	X	X	X
<b>OS Implementation Strategy OS 2.1-1.</b> The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.			
<b><u>Goal OS-3: Protected wildlife and plant habitat and movement corridors.</u></b>			
<b>Policy OS-3.1:</b> Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.	X	X	X
<b>Policy OS-3.2:</b> Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.	X	X	X
<b>Policy OS-3.3:</b> Require biological resources investigations for proposed discretionary development that could adversely affect wildlife and plant species or habitat, and/or sensitive natural community habitat.	X	X	X
<b>Policy OS-3.4:</b> Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat in areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.	X	X	X
<b>Implementation Strategy OS 3.1-1:</b> The City will require a biological resources analysis for new private developments and public facilities projects that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats.	X	X	X



## Conclusion

Physical changes anticipated under the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update are mostly within the existing developed portion of the city where there are not generally sensitive habitats. Successful implementation of the proposed 2050 General Plan and its policies and implementation strategies aimed at the protection of special-status species would reduce impacts on special-status plant and wildlife species by requiring new development to avoid, minimize, and/or compensate for adverse effects on special-status plant and wildlife and suitable habitat for these species. The policies listed above would encourage the preservation of habitat for special status plant and wildlife species, avoid impacts to watercourses, wetlands, and surrounding riparian habitats, encourage groundwater recharge, and avoid erosion and sediment deposition into waterways during and after development activities. Additionally, Policy OS-3.3 and Implementation Strategy OS 3.1-1 would require biological resources investigations as part of the entitlement process for development that could adversely affect wildlife and plant species or their habitat, and/or sensitive natural community habitat.

In general, with the exception of mitigation strategies for avian species and bats, development projects and public infrastructure improvements in the developed portion of the city would not require any mitigation or avoidance strategies because development has previously occurred in this area, and because the area is urban in nature and does not include sensitive habitat. However, improvements to recreational amenities, trail connections, and other actions outside the developed portion of the city in the area designated Open Space on the City's Land Use Diagram of the proposed 2050 General Plan could affect special-status species or their habitats. In addition, development both within *and* outside the Marysville Ring Levee could potentially affect special-status birds or their habitat, as well as common (non special-status) nesting birds, and special-status bats and their habitat. Therefore, this impact is **potentially significant**.

## Mitigation Measures

Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee.

For improvements proposed in the area designated Open Space in the City's Land Use Diagram outside the Marysville Ring Levee and other project sites with the potential for milkweed and elderberry shrubs, the project applicant will map landcover, natural vegetation communities, and aquatic features. The location of all milkweed species within 50 feet and elderberry shrubs within 100 feet of proposed construction will be mapped to identify potential habitat for the Monarch Butterfly and valley elderberry longhorn beetle (VELB). Habitat maps will be overlaid with proposed improvement to assess potential impacts on sensitive or protected resources, guide the identification of areas requiring avoidance, mitigation, or minimization measures, as well as areas and actions necessitating permits prior to construction. The blooming period for milkweed is between the months of May and August. Elderberries can be mapped at any time, but they are more easily identifiable during the spring to fall months when leaves are present.

Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee.

For improvements proposed in the area designated Open Space in the City's Land Use Diagram outside the Marysville Ring Levee that could directly affect special-status plants or their suitable habitat, as well as sensitive natural communities, the City will require that the results of special-status plant surveys, host plant surveys, and sensitive natural community mapping be submitted inventorying the type, quantity, and quality of existing resources and conditions.

**Conduct Special Status Plant and Host Plant Surveys:** Special-status plant surveys will be conducted by a qualified botanist in suitable habitat following CDFW Botanical Survey Guidelines. Botanists will use systematic field techniques to ensure thorough coverage, document all plant taxa observed, and conduct surveys during the blooming period for each target special-status species. Where feasible, known reference populations of each species will be visited before surveys to verify blooming occurrences. The botanists shall also map host plant species for special-status wildlife (elderberry shrubs, milkweed species) and sensitive natural communities in areas affected by the proposed project.

The botanist conducting the plant surveys will draft a report for the City detailing the results of special-status plant, host plant, and sensitive natural community surveys. If no special-status plants, host plants or sensitive natural communities are identified, no further action is required.

If special status plant species, host plant species, and/or sensitive natural communities are identified the following actions will be taken prior to initiation of construction activities:

**Avoidance Zones:** Qualified biologists will locate, and field-mark the boundaries or the appropriate setback of special-status plant species, host plant species, or sensitive natural communities prior to construction activities. If deemed appropriate, avoidance zones may be established around these environmentally sensitive areas using orange construction fencing, pin flags, or other highly visible methods used to clearly demarcate areas for avoidance. Additionally, silt fencing, straw wattles, or other barriers may be necessary to protect jurisdictional wetlands and other waters in instances where there is potential for sediment deposition into these areas. Immediately prior to construction, a biologists will inspect and confirm the appropriate barrier, fencing, stakes, flagging, and/or setback buffers (if required) are in place. When applicable, avoidance zone materials and setbacks will be consistent with permits or in coordination with appropriate resource agencies.

If the City determines it is reasonable and feasible to do so, the City will require preservation of occupied special-status plant species habitat, host plant species, and sensitive natural communities as a condition of project approval. If adverse effects cannot be avoided, the project shall mitigate all adverse effects in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject special-status species and/or host plants, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact avoidance and minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of special-status plant species, and host plant species.

**Agency Consultation:** If the project would result in take of state or federally listed species, or affect species protected under CEQA, the City will require take authorization from the USFWS and/or the CDFW, as appropriate, or consultation with CDFW depending on species status, and compliance with all conditions of any take authorization or consultation. The City will require project proponents to develop and implement permit conditions required by state and/or federal regulatory agencies, to compensate for effects to or loss of special-status species, host plant species, and sensitive natural communities.

Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee.

For improvements proposed in the area designated Open Space in the City's Land Use Diagram outside the Marysville Ring Levee, to reduce the spread and introduction of weeds, the following measures shall be implemented during all development activities:

- Equipment and vehicles shall be decontaminated of weeds and soils prior to arrival at the construction site.
- Topsoil, mulch, and seed shall be certified weed-free.
- Plant species that are included on the California Invasive Plant (Cal-IPC) will not be planted as landscaping plants.
- Plant species that are rated high or moderate by the Cal-IPC Inventory (Cal-IPC 2024) or are deemed to be deleterious to management goals and priorities, will be targeted for invasive plant management activities in areas utilized for compensatory mitigation for impacts to sensitive biological resources.

Mitigation Measure 4.4-1d: Conduct Preconstruction Surveys for Special-Status Avian Species, Establish Avoidance Buffers, and Monitor Active Nests or Burrow Habitat

In conjunction with environmental review pursuant to CEQA, for projects that could directly affect special-status birds or their habitat, the City shall require that the results of special-status bird surveys be submitted concurrent with development applications.

**Conduct Protocol Burrowing Owl Surveys:** In areas with suitable habitat, perform protocol surveys for burrowing owl according to current guidelines (California Burrowing Owl Consortium 1993). Because burrowing owls can be present throughout the year, this guideline would be implemented in suitable burrowing owl habitat regardless of the time period for initiation of construction. Suitable habitat for burrowing owl is defined as well established squirrel or badger burrows and man-made structures, such as openings beneath cement or asphalt pavement, in areas of low-growing vegetation in grasslands, scrublands, and agricultural fields.

**Conduct Protocol Swainson's Hawk Surveys:** Conduct Protocol Swainson's Hawk surveys in areas of suitable habitat. Survey methodology will follow the Swainson's Hawk Technical Advisory Committee's methodology (Swainson's Hawk Technical Advisory Committee 2000) or as this may be updated. A minimum of six surveys will be conducted during the appropriate timeframes (February to July). Suitable habitat for Swainson's hawk is defined as large trees within 0.5 miles of riparian habitat.

**Conduct Preconstruction Nest Surveys for Special-Status Avian Species:** If construction occurs in suitable habitat for special status avian species between March 15 and August 15, preconstruction nesting bird surveys will be conducted in within 14 days before the start of any construction-related activities.

- Tricolored blackbird (*Agelaius tricolor*)
- Northern harrier (*Circus cyaneus*)
- White-tailed kite (*Elanus leucurus*)
- Song sparrow (“Modesto” population) (*Melospiza melodia pop. 1*)
- Bank swallow (*Riparia riparia*)

Biologists conducting the surveys will draft a report for the City detailing the results of each survey. If no special-status avian species were identified, no further action is required.

If special status avian species are identified the following actions will be taken prior to construction activities:

**Avoidance Buffers:** If active nests or burrows are found, a qualified biologist will establish avoidance buffers around nests that will be sufficient so that breeding will not likely be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where vegetation removal, earth-moving, and construction will not occur. Factors to be considered for determining buffer size will include: the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone will be delineated by highly visible, temporary construction fencing.

**Construction Monitoring:** A qualified biologist will monitor active nests during construction, and halt or modify construction activities if the biologist determines, based on the birds’ behavior, that harm or harassment due to construction noise or activity may occur. Protective buffers will be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.

**Agency Consultation:** If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the USFWS and/or the CDFW, as appropriate, depending on species status, and comply with all conditions of the take authorization.

Mitigation Measure 4.4-1e. Conduct Preconstruction Surveys for Nesting (Non Special-Status) Birds, Establish Avoidance Buffers, and Monitor Active Nests.

**Conduct Nest Surveys:** If construction occurs between March 15 and August 15, preconstruction nesting bird surveys will be conducted within 14 days before the start of any construction-related activities.

**Avoidance Buffers:** If active nests are found, a qualified biologist will establish avoidance buffers around nests that will be sufficient so that breeding will not likely be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where vegetation removal, earth-moving, and construction will not occur. Typical avoidance buffers during the nesting season will be a radius of 100 feet for nesting passerine birds and 500 feet for nesting non-listed raptors, unless a qualified biologist determines that smaller buffers will be sufficient to avoid impacts on nesting raptors and/or other birds.

Factors to be considered for determining buffer size will include: the presence of existing buffers provided by vegetation, topography, and infrastructure; nest height; locations of foraging territory; and baseline levels of noise and human activity. The buffer zone will be delineated by highly visible, temporary construction fencing.

**Construction Monitoring:** A qualified biologist will monitor active nests during construction, and halt or modify construction activities if the biologist determines, based on the birds' behavior, that harm or harassment due to construction noise or activity may occur. Protective buffers will be maintained until a qualified biologist has determined that the young have fledged and are no longer reliant on the nest or parental care for survival.

**Agency Consultation:** If the project would result in take of state or federally listed species, the City will require project proponent/s to obtain take authorization from the USFWS and/or the CDFW, as appropriate, depending on species status, and comply with all conditions of the take authorization.

Mitigation Measure 4.4-1f: Conduct Preconstruction Surveys for Special-Status Reptile Species and Monitor Work in Suitable Habitat for Projects in the Area Designated Open Space Outside the Marysville Ring Levee, Ellis Lake, and Eastlake.

**Conduct Visual Preconstruction Reptile Surveys:** Conduct preconstruction surveys, in suitable habitat with a 200-foot survey buffer, for giant garter snake and northwestern pond turtle. Surveys should be performed within 24 hours before the start of any construction-related activities. Suitable habitat for giant garter snake is defined as aquatic, riparian, and upland habitats, including marshes, sloughs, small lakes, low-gradient streams, ponds, agricultural wetlands (irrigation and drainage canals, rice fields), and adjacent uplands where the snake overwinters in burrows. Suitable habitat for northwestern pond turtle is defined as permanent or nearly permanent ponds, marshes, rivers, streams, and irrigation ditches within grasslands, woodlands, and open forests.

**Construction Monitoring:** If suitable habitat is present but no special-status amphibians or reptiles are found during preconstruction surveys, and surface water is present during the preconstruction surveys, a qualified biologist will survey the work site each day before and during groundbreaking work activities when equipment and/or material may come in contact with giant garter snake or northwestern pond turtle in streams or riparian habitat. If either species is observed during construction, in the immediate vicinity of activities, the construction contractor shall halt work in the immediate area and allow the species to leave the work area on their own. If several observations are made within two working days, the construction contractor shall contact the appropriate agencies for technical assistance.

**Agency Consultation:** If giant garter snake or northwestern pond turtle are found during the preconstruction surveys, or during construction monitoring on more than one occasion, the City shall seek technical assistance from CDFW and/or USFWS to prepare site-specific measures to avoid take. Work shall not begin/resume until CDFW and/or USFWS has provided approval of the proposed avoidance measures.

Mitigation Measure 4.4-1g: Avoid and Minimize Impacts on Special-Status Bats.

All suitable trees and structures identified as providing potential roost habitat should be removed in coordination with and under the supervision of a qualified bat biologist outside the roosting and hibernation seasons, during times of preferable weather conditions, when all bats are presumed volant. In order of preference, trees should be removed in the fall (approximately September 1 – November 30), spring (approximately March 1 – April 31), or winter (approximately December 1 – February 28).

Trees should only be removed when no rain is projected within 24 hours, when nighttime winds are projected to be below 11 mph, and when nighttime lows are projected above 45 °F. If trees must be removed during the winter hibernation season, removal should be scheduled during a warm spell that has started at least 1 day before the first day of tiered tree removal and projected to last for at least two days after the day the trees are felled.

**Survey:** If trees or structures need to be removed during the bat maternity season (May 1 to August 31) or the overwintering season (November 1 to March 15), a bat habitat assessment and roost survey shall be conducted in areas where tree or structure removal is expected to occur; including all trees and structures expected to be removed, and a 50-foot buffer. If a qualified biologist determines that highly suitable roosting habitat is present, an emergence survey (exit survey with night optics) shall be conducted or bat presence shall be assumed. If the emergence survey is negative, the results of the survey shall be documented in a memo to CDFW.

**Avoidance Zones:** If bats are found during the survey(s), then removal of roost habitat will be delayed until the end of maternity season (August 31) or until the young are capable of flights, as determined by a qualified bat biologist. A qualified biologist will establish avoidance buffers around roosts that will be sufficient so that breeding will not be likely to be disrupted or adversely affected by project activities. An avoidance buffer will constitute an area where project-related activities (i.e., vegetation removal, earth-moving, and construction) will not occur. The buffer zone will be delineated by highly visible, temporary construction fencing. Any removal of highly suitable roost habitat should be conducted during September 1 to October 31, to avoid harm to the species.

**Construction Monitoring:** If a highly suitable roost tree or structure is to be removed, trees and/or structures surrounding the roost habitat should be removed first, allowing any bats that may be present time to leave the area. A qualified monitor shall be present during removal of surrounding trees to watch for emergence or sign of occupation.

Mitigation Measure 4.4-1h: Preserve Areas with High-Quality Habitat Surrounding the Yuba and Feather River.

In connection with Goal OS-3: Policy OS-3.1, Policy OS-3.3, and Policy OS-3.7, the City will use data collected during the preconstruction surveys and landcover/habitat mapping to identify high-quality habitat in the open space near the Yuba River, Feather River, and Jack Slough. This high-quality habitat will be preserved or restored in efforts to reduce impacts as a result of developments in open space areas and to preserve wildlife habitats, to the maximum extent feasible for nesting birds, raptors, reptiles, wildlife and native plants currently occupying this habitat. Potential restoration of these areas would include trash removal, non-native plant removal, and native plant installations. Mitigation will be at a 1:1

ratio for land preserved to land developed within areas designated Open Space under the proposed 2050 General Plan. All land preserved will have connectivity to each other and will be directly adjacent to the banks of the rivers or slough. Preference should be given to areas with large native trees, wetlands, marshes, watercourses, and native vegetation. These preserve areas may include unpaved walking paths but will otherwise not be developed.

## Significance after Mitigation

Implementation of Mitigation Measures 4.4-1a through 4.4-1h includes strategies for avoidance and minimization of impacts or mitigation of impacts on special-status species, host plant species, and sensitive natural communities that would be implemented, as appropriate, for improvements to recreational improvements, trail connections, and other actions outside the developed portion of the city in the area designated Open Space on the City's Land Use Diagram of the proposed 2050 General Plan. Implementation of Mitigation Measure 4.4-1d, Mitigation Measure 4.4-1e, and Mitigation Measure 4.4-1f would also reduce potential impacts to special-status birds and their habitats, common nesting birds, and special-status reptiles and their habitats within the Marysville Ring Levee including improvements affecting Ellis Lake and Eastlake. With implementation of the listed policies and implementation strategies in the proposed 2050 General Plan, in combination with current laws, and regulations protecting special-status species and their habitats, and Mitigation Measures 4.4-1a-4.4-1h as outlined above, loss and degradation of habitat for special-status species would be reduced to a **less-than-significant** level because these provisions would require projects to identify, avoid, and preserve habitats that could support special-status wildlife, or provide compensation for loss of habitat in coordination with relevant state and federal agencies.

IMPACT 4.4-2	Impacts to Riparian Habitat or Other Sensitive Natural Communities. <i>Riparian habitat and sensitive natural communities potentially occur in undeveloped areas outside the Marysville Ring Levee. Construction, vegetation removal, changes to hydrology, introduction of invasive species, new activities, and habitat fragmentation could cause a loss or degradation to this habitat. This impact is considered <b>potentially significant</b>.</i>
-----------------	--

Cottonwood riparian woodland habitat, mixed riparian woodland habitat, valley oak woodlands, and willow riparian habitat occur in areas outside the Marysville Ring Levee and could be affected by proposed 2050 General Plan recommendations related to improving recreational amenities, making new or improved trail connections, and other physical changes outside of the developed portions of Marysville. Similarly, sensitive natural communities outside the Marysville Ring Levee could be affected by implementation of the proposed project, including Fremont cottonwood woodland and forest, valley oak woodland and forest, valley oak riparian forest and woodland, Goodding's willow- red willow riparian woodland and forest, box-elder forest and woodland, Hardstem and California bulrush marshes, ashy ryegrass- creeping wildrye turfs, and needle grass – Melic grass grassland.

Riparian habitats and sensitive natural communities could be adversely affected directly or indirectly by implementation of the proposed project and result in loss or degradation. Direct impacts would most likely occur during construction. Vegetation could be removed, cleared, cut/trimmed, crushed, injured (e.g. damage roots), or killed during ground disturbance activities. Loss and degradation of these habitat types could also result from indirect effects, such as altered hydrology, introduction of invasive species, change in disturbance regime, and habitat fragmentation. This impact is considered **potentially significant**.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following proposed 2050 General Plan policies and implementation strategies would reduce potential impacts to riparian habitat and sensitive natural communities:

- ▶ **Policy OS-1.6:** Incorporate flood control, habitat preservation, and habitat restoration objectives, as appropriate for improvements to recreational open space along rivers and sloughs.
- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.5:** Require any new water wells drilled near existing watercourses in areas designated Open Space to be set back from the watercourse to avoid an impact to stream hydrology.
- ▶ **Policy OS-2.7:** Discourage grading activities during the rainy season and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.
- ▶ **Policy OS-2.8:** Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.11:** Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
  - **Implementation Strategy OS 2.1-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.
- ▶ **Policy OS-3.1:** Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.
- ▶ **Policy OS-3.2:** Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.
- ▶ **Policy OS-3.3:** Require biological resources investigations for proposed discretionary development that could adversely affect wildlife and plant species or habitat, and/or sensitive natural community habitat.



- ▶ **Policy OS-3.4:** Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat in areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.
- **Implementation Strategy OS 3.1-1:** The City will require a biological resources analysis for new private developments and public facilities projects that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats.
- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.

## Conclusion

Proposed 2050 General Plan policies and implementation strategies would reduce impacts on riparian habitat and sensitive natural communities by requiring development and public infrastructure and facilities improvements to avoid, minimize, and/or compensate for adverse effects on riparian habitat and sensitive natural communities. The policies and implementation strategies listed above would avoid impacts to watercourses, wetlands, and surrounding riparian habitats, encourage groundwater recharge, and avoid erosion and sediment deposition into waterways during and after development activities. However, General Plan recommendations involving physical changes outside the Marysville Ring Levee, such as improvements to recreational facilities, increased recreational programming, new complementary uses near recreational amenities, new trail connections or improvements to trail connections, new amenities along existing trails, and other improvements could adversely affect riparian habitats and sensitive natural communities. This impact is considered **potentially significant**.

## Mitigation Measures

Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee.

**Avoid and Minimize Impacts to Native Communities.** To the greatest extent feasible, direct and indirect impacts to native vegetation communities should be avoided. All vegetation communities in the project area should be assessed to determine if they qualify as sensitive natural communities.

**Sensitive Natural Communities Avoidance Zones.** Riparian habitats and natural communities that are ranked S1–S3 are considered to be sensitive natural communities by CDFW and permits and mitigation may be required for impacts on these communities. Qualified biologists will locate, and field-mark the boundaries or the appropriate setback of riparian habitats and/or sensitive natural communities prior to construction activities. Where appropriate, avoidance zones will be established using orange construction fencing, pin flags, or other highly visible methods used to clearly demarcate areas for avoidance. Silt fencing, straw wattles, or other barriers may be prescribed through the permitting process to protect jurisdictional wetlands and other waters in instances where there is potential for sediment deposition into these areas. Immediately prior to construction, a biologist will inspect and confirm the appropriate barrier, fencing, stakes, flagging, and/or setback buffers (if required) are in place. When applicable, avoidance zone materials and setbacks will be consistent with permits or in coordination with appropriate resource agencies.

Mitigation Measure 4.4-2b: Protect Native Trees and Oak Woodland Communities

**Conduct a Tree Survey and Avoid Impacting Native Trees.** Future projects that could affect native trees or oak woodlands will commission a site assessment and inventory of native trees and oak woodland communities.

Project related activities will, to the greatest extent feasible, avoid direct and indirect impacts to native trees with a dbh equal to or greater than 10 inches by avoiding any project activities within the critical root zone (CRZ), which is 1.5 times the radius of the tree canopy.

Project related activities will also, to the greatest extent feasible, avoid oak woodland communities (even if not classified as sensitive natural communities)

**Native Tree/Oak Woodland Avoidance and Minimization of Negative Impacts.** If avoidance is not feasible, by following the best management practices for native tree and oak woodland protection and preservation shall be implemented:

- Trimming, pruning, or cutting of native trees shall be done under the supervision and direction of a certified arborist and performed consistent with the International Society of Arboriculture standards. In no case shall more than one-third of a native tree's canopy be removed.
- Grading and earth disturbance activities that occurs within the CRZ will be done under the supervision of a certified arborist.
- Staging of materials, parking of vehicles or equipment, and application of materials (e.g. concrete, asphalt, brick, gravel) that would negatively impact the soil structure (e.g. compaction), infiltration of water and flow of air will not be permitted within the CRZ of protected native tree species.

**Native Tree Compensatory Mitigation Plan:** Loss or significant negative impact to healthy native oak trees or oak woodlands in the planning will require compensatory mitigation at ratio of 3:1 for trees with a dbh of 10 inches and greater. A Native Tree Mitigation Plan will be prepared which will detail project impact to trees, the mitigation obligation, mitigation site selection, success criteria, planting plan, maintenance plan (including invasive species management), monitoring plan, an adaptive management plan, and a reporting plan. The mitigation site selection will be in appropriate habitat, in a location the ensure long-term protection (i.e., protected in perpetuity), and in the vicinity of the City when feasible. Nursery container stock and or seeds for tree mitigation activities will utilize locally sourced plant materials. Alternatively, a Native Tree Mitigation Plan can be incorporated into other mitigation plans for a project. Native tree mitigation should be monitored for a minimum of 5 years total and a minimum of 3 years without supplemental water.

**Development and Adoption of a Native Tree Ordinance for the City of Marysville:** The measures listed above will ensure that the impacts area reduced to levels less than significant. Moving forward, the City of Marysville should consider developing and adopting a regulatory framework to help manage and protect urban trees and forests.

Mitigation Measure 4.4-2c: Development and Adoption of a Native Tree Ordinance for the City of Marysville

The City of Marysville should consider developing and adopting a regulatory framework to help manage and protect urban trees and forests. The components of a tree ordinance typically include, but are not bound by or limited to:

1. **Purpose and Scope:** This would be a statement of the ordinance’s objectives, such as preserving tree canopy, promoting public health, enhancing aesthetics, and mitigating environmental impacts.
2. **Definitions:** Clear definitions of terms used in the ordinance, such as “tree,” “protected tree,” “heritage tree,” “specimen tree,” “canopy,” “drip line,” etc.
3. **Tree Protection Requirements:** Establish guidelines for preserving existing trees during construction and development, include specifications for protective measures (e.g., fencing, root protection zones) and criteria for identifying trees that must be preserved, such as size, species, health, and location.
4. **Permitting and Approval Process:** Identify procedures of applying for permits related to tree removal, pruning, or planting, include requirements for submitting tree surveys, arborist reports, and site plans as well as a review and approval process, including timelines and responsible authorities (e.g., city arborist, planning department).
5. **Tree Removal and Replacement:** Establish conditions under which tree removal is permitted, including exemptions for hazardous, dead, or invasive trees, include requirements for tree replacement or payment of in-lieu fees if replacement is not feasible and specifications for replacement tree species, size, and planting location.

6. Tree Planting and Maintenance: Identify for tree planting, including species selection, spacing, and planting techniques including maintenance requirements for newly planted and existing trees, such as watering, mulching, and pruning and guidelines for managing tree health and addressing pests and diseases.
7. Monitoring and Reporting: Establish requirements for data collection and monitoring of tree canopy cover, tree health, compliance rates and yearly reporting.
8. Development of a Tree Advisory Board or Commission: Establish of a board or commission to advise on tree-related issues, review permit applications, and oversee ordinance implementation.

## Significance after Mitigation

Mitigation measures provided will ensuring that each proposed General Plan development area be surveyed and all habitats, including riparian habitats, sensitive natural communities, native trees and oak woodlands be identified, mapped and assessed for potential project impacts consistent with agency standards. In response, agencies may require additional avoidance and minimization measures, and compensatory mitigation for project impacts to regulated biological resources, including impacts to riparian habitats and sensitive natural communities. In these cases, any additional avoidance, minimization and compensatory mitigation shall be implemented as prescribed in relevant permit documents.

This will reduce the direct and indirect adverse impacts of development and activities proposed outside the Marysville Ring Levee on riparian habitat and sensitive natural communities to **less than significant** by requiring the avoidance, minimization, and compensatory mitigation for potential impacts riparian habitats and sensitive natural communities. Proposed Mitigation Measure 4.4-2c could provide additional benefits by formalizing the mitigation strategy proposed in this Draft EIR in a native tree ordinance.

IMPACT 4.4-3 Adverse Impact to State of Federally Protected Wetlands. *State and federally protected wetlands and other waters potentially occur in the city – particularly in areas outside the Marysville Ring Levee – that could be affected directly or indirectly by the implementation of the proposed 2050 General Plan and result in loss or degradation. Construction activities such as earth moving, soil disturbance, installation of substrate (e.g. asphalt, concrete, gravel etc.) could result in the removal, fill, hydrological interruption, or other adverse impact to state and federally protected wetland. This impact is considered **potentially significant**.*

State and federally protected wetlands and other waters potentially occur in the city – particularly in the undeveloped portions of the city outside of the Marysville Ring Levee. These features could be affected directly or indirectly by the implementation of components of the proposed project – particularly the proposed 2050 General Plan recommended improvements to recreational facilities and trail improvements – and result in loss or degradation. Construction activities such as earth moving, soil disturbance, installation of substrate (e.g. asphalt, concrete, gravel etc.) could result in the removal, fill, hydrological interruption, or other adverse impact to state and federally protected wetland. This impact is considered **potentially significant**.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following proposed 2050 General Plan policies and implementation strategies would reduce potential wetland impacts:

- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.5:** Require any new water wells drilled near existing watercourses in areas designated Open Space to be set back from the watercourse to avoid an impact to stream hydrology.
- ▶ **Policy OS-2.7:** Discourage grading activities during the rainy season and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.
- ▶ **Policy OS-2.8:** Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.
- ▶ **Policy OS-2.9:** Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.11:** All new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
  - **Implementation Strategy OS 2.1-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.
- ▶ **Policy OS-3.2:** Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.
- ▶ **Policy OS-3.3:** Require biological resources investigations for proposed discretionary development that could adversely affect wildlife and plant species or habitat, and/or sensitive natural community habitat.
- ▶ **Policy OS-3.5:** Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat in areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.
  - **Implementation Strategy OS 3.1-1:** The City will require a biological resources analysis for new private developments and public facilities projects that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat

through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats.

- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.
- **Implementation Strategy OS 5.1-1:** Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

## Conclusion

Proposed 2050 General Plan policies and implementation strategies would reduce impacts on state or federally protected wetlands by avoiding, minimizing, or compensating for adverse effects on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.). The policies and implementation strategies listed above would encourage the protection and preservation of natural watercourses and to reduce the potential for fill or contamination to natural watercourses. However, General Plan recommendations involving physical changes outside the Marysville Ring Levee, such as improvements to recreational facilities, increased recreational programming, new complementary uses near recreational amenities, new trail connections or improvements to trail connections, new amenities along existing trails, and improvements to Ellis Lake and the area around Ellis Lake could still have an impact. The impact is considered **potentially significant**.

## Mitigation Measures

Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1c: Reduce the Spread and Introduction of Invasive and Noxious Weeds for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1h: Preserve Areas with High Quality Habitat Surrounding the Yuba and Feather River (Detailed in Mitigation Measure 4.4-1h above).

Mitigation Measure 4.4-3a: Conduct an Aquatic Resource Delineation in Areas with Potential waters of the United States and waters of the state that Cannot be Avoided During Project Construction.

Projects that may impact state or federal wetlands or other waters shall require an Aquatic Resource Delineation will be conducted to support project permitting. The Aquatic Resource Delineation shall identify and map potentially jurisdictional waters of the United States and waters of the state including “other waters” that are regulated by the USACE or the Regional Water Quality Control Board pursuant to the CWA, Section 10 of the Rivers and Harbors Act, and the Porter-Cologne Water Quality Act.

**Preliminary Jurisdictional Delineation Report.** The findings of the delineation will be compiled into a Preliminary Jurisdictional Delineation Report and would be submitted to the USACE, and the RWQCB along with permit applications for impacts.

**Avoid, Minimize and Compensate for Impacts to Jurisdictional Wetland and Waters.** To the greatest extent feasible, direct and indirect impacts to waters of the United States and waters of the United States should be avoid. Wetland mapping in support of the Preliminary Jurisdictional Delineation Report will be utilized by the project to avoid impacts to the greatest extent feasible. For any unavoidable impacts to of waters of the United States and/or waters of the state, permit(s) and compensatory mitigation will be required by the respective regulatory agencies on a no-net-loss basis. Permits shall be obtained prior to project initiation, and all permit conditions shall be satisfied.

## Significance after Mitigation

The above-described mitigation measures will reduce the impact by requiring that state or federally protected wetlands are identified, mapped, and assessed for potential impacts consistent with agency standards (USACE 1987, 2008; SWRCB 2021; USFWS 2008). If impacts will occur, applicable permits will be obtained, and compensatory mitigation for impacts to state or federally protected wetlands will be obtained on a no-net-loss basis. The impact would be reduced to a **less-than-significant** level by requiring the avoidance, minimization, and/or permits and compensatory mitigation for potential impacts to state or federally protected wetlands.

IMPACT 4.4-4 Increased human disturbance within the parks and open space areas may have a negative impact on established Native Resident or Migratory Wildlife Corridors or Impede the Use of Native Wildlife Nursery Sites. *Physical changes outside the Marysville Ring Levee that would improve access to recreation, expand recreational programming, improve bicycle and pedestrian connections, and add complementary new uses near existing recreational amenities could adversely affect wildlife corridors, nesting, or nursery sites for a diverse array of common and special-status migratory and resident species. Therefore, this impact is potentially significant.*

The developed portion of the city of Marysville within the Marysville Ring Levee is essentially built out, though the City anticipates the opportunity for additional infill development on vacant and underutilized properties as a part of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. The developed portions of the city have been developed since the 19<sup>th</sup> century and, as such, there are no wildlife corridors or native wildlife nursery sites in these areas, which are the focus of planned physical changes under the proposed project.

However, areas designated on the City’s Land Use Diagram as Open Space surround the developed portion of the city, and include some known wildlife corridors, nesting, and nursery sites for a diverse array of common and special-status migratory and resident species. While the proposed project is focused on infill development and

associated public infrastructure improvements, the proposed 2050 General Plan also recommends some physical changes outside the Ring Levee that would improve access to recreation, expand recreational programming improve bicycle and pedestrian connections, and add complementary new uses near existing recreational amenities. Construction of these recommended improvements could affect wildlife corridors, nesting, and nursery sites for a diverse array of common and special-status migratory and resident species. During construction, increases in noise levels from equipment mobilization, trenching, grading, and earthmoving, as well as increased levels of human movement could disrupt the movement of animals. Additionally, large trees or other habitat consistently used for nesting, rearing, and refuge by migratory birds and raptors may be removed. These increases could disrupt roosting, basking, nesting, food supply, and foraging behavior of special-status species.

Additionally, once recreational or related improvements have been constructed, there could be new impacts related to the operation and maintenance of new facilities. The operation and maintenance of new facilities could result in the reduction of habitat quality for wildlife movement, rearing, roosting, nesting, foraging, and refuge by introducing nonnative or invasive species (including pets) and increased human disturbance. Increases in aquatic activities (boating and fishing) could have long-term effects on fish species known to use the Feather and Yuba Rivers. This impact is considered **potentially significant**.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would reduce potential impacts to wildlife corridors, nesting, and nursery sites:

- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
- ▶ **Policy OS-3.1:** Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.
- ▶ **Policy OS-3.2:** Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.
- ▶ **Policy OS-3.3:** Require biological resources investigations for proposed discretionary development that could adversely affect wildlife and plant species or habitat, and/or sensitive natural community habitat.
- ▶ **Policy OS-3.4:** Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat in areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.
  - **Implementation Strategy OS 3.1-1:** The City will require a biological resources analysis for new private developments and public facilities projects that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be



mitigated in accordance with guidance from the appropriate agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats.

## **Conclusion**

Successful implementation of the proposed 2050 General Plan would reduce impacts on established wildlife corridors and nursery sites by requiring development and public facility improvements to avoid, minimize, and/or compensate for adverse effects on these resources. The policies and implementation strategies identified above would require the preservation of natural watercourses, drainage channels, floodplains, and lakes as open space to provide wildlife movement corridors and preserve these habitats.

However, General Plan recommendations involving physical changes outside the Marysville Ring Levee could have an impact, and the parameters for determining the success of species habitat protection or species-specific habitat protection plans have not been established. This impact is considered **potentially significant**.

## **Mitigation Measures**

Mitigation Measure 4.4-1a: Map Landcover and Habitat Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1b: Conduct Surveys for Special-Status Plants, Host Plant Species, and Sensitive Natural Communities Prior to Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

Mitigation Measure 4.4-1d: Conduct Preconstruction Surveys for Special-Status Avian Species, Establish Avoidance Buffers, and Monitor Active Nests or Burrow Habitat (detailed above).

Mitigation Measure 4.4-1e. Conduct Preconstruction Surveys for Nesting Birds, Establish Avoidance Buffers, and Monitor Active Nests (detailed above).

Mitigation Measure 4.4-1f: Conduct Preconstruction Surveys for Special-Status Reptile Species and Monitor Work in Suitable Habitat for Projects in the Area Designated Open Space Outside the Marysville Ring Levee, Ellis Lake, and Eastlake (detailed above).

Mitigation Measure 4.4-1g: Avoid and Minimize Impacts on Special-Status Bats (detailed above).

Mitigation Measure 4.4-1h: Preserve Areas with High-Quality Habitat Surrounding the Yuba and Feather River.

Mitigation Measure 4.4-2a: Protect Riparian Habitat and Sensitive Natural Communities During Project Construction Activities, Establish Avoidance Zones for Projects in the Area Designated Open Space Outside the Marysville Ring Levee (detailed above).

## Significance after Mitigation

These mitigation measures will result in the identification of special-status species habitat including wildlife corridors and nursery sites. Once identified, these measures include prescriptions for avoidance or mitigation of special status species, protected habitats, and natural resources. Implementation of policies and implementation strategies in the proposed 2050 General Plan, combined with current laws, regulations, and mitigation measures listed above would reduce impacts to wildlife corridors and nursery sites to a **less-than-significant** level because these provisions would require development projects and public facility improvement projects to identify, avoid, and preserve habitats that could support special-status wildlife, or provide compensation for loss of habitat in coordination with appropriate state and federal agencies.

IMPACT 4.4-5 Conflict with ordinances or local policies protecting biological resources. *There are no City policies or ordinances that are in conflict with the policies of the proposed 2050 General Plan, Downtown Specific Plan, or Zoning Code Update. There is **no impact**.*

The proposed project includes the adoption of a new General Plan – the proposed 2050 General Plan would supersede the City’s existing General Plan, which was adopted in 1985 and did not contain detailed policy guidance or implementation strategies intended to protect biological resources. The City does not have a tree preservation ordinance currently. There is no conflict with existing local policies or ordinances. There is **no impact**. The proposed 2050 General Plan includes detailed policies and implementation strategies that would be protective of biological resources.

### Mitigation Measure

No mitigation is required.

IMPACT 4.4-6 Conflict with an Adopted HCP/NCCP or Local Policies Protecting Biological Resources. *No NCCP or HCP has been adopted for the city and, therefore, there are no conflicts with any adopted conservation plan. There is **no impact**.*

The Yuba Sutter Regional Conservation Plan, a Natural Community Conservation Plan, includes portions of Yuba and Sutter Counties and signatories to the Planning Agreement include the County of Yuba, the County of Sutter, the California Department of Fish and Wildlife, the United States Fish and Wildlife Service, and the National Marine Fisheries Service. Areas within the city are not included and the City of Marysville is not a signatory. There is **no impact**.

### Mitigation Measure

No mitigation is required.

## 4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

### 4.5.1 INTRODUCTION

This section describes potential impacts related to cultural and tribal cultural resources, including human remains, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code update (collectively known as “the proposed project”).

To provide context for the impact analysis, this chapter begins with an environmental setting describing the cultural context for the precontact, ethnographic, and historic-era background of the City’s Planning Area. Next, the regulatory framework is described, which informs the selection of the significance thresholds used in the impact analysis. The regulatory framework also includes existing General Plan goals and policies related to cultural resources. The chapter concludes with the applicable significance thresholds, the impacts of implementation of the proposed project, recommended implementation strategies, mitigation measures, and the significance conclusions.

Built environment cultural resources include historic districts, buildings, structures, objects, or sites generally older than 50 years and considered to be important to history, a culture or subculture, or community. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of precontact or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations).

This section also analyzes and evaluates the potential impacts on known and unknown Tribal Cultural Resources (TCRs). TCRs, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code Section 21074, include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes. Tribal cultural resources may contain physical cultural remains or may be places within a landscape such as gathering places, sacred sites, landscape features, plants, or other locations that help maintain religious and cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institution of a living tribal community. This category of resources under CEQA is to recognize that tribes have unique knowledge and information about sensitive resources important to the self-identity of tribal communities and can only be identified by members of the Native American community, thus requiring consultation under CEQA. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria. Unanticipated Native American human remains would also be considered a TCR and are therefore analyzed in this section.

Information regarding the location and nature of previously recorded archaeological and built environment cultural resources was primarily obtained through a records search of the California Historic Resources Information System (CHRIS) at the North Central Information Center (NWIC) in Sacramento, California conducted in 2023. In addition, the 1978 Marysville Historic Building Survey was reviewed for previously identified buildings and structures built before 1930 that were significant for history, architecture, engineering, cultural, or aesthetic importance to the city (City of Marysville 1978).

There were no responses to the City’s NOP that relate to cultural resources, apart from one response received from the Native American Heritage Commission (NAHC) summarizing the existing requirements contained in AB 52, Senate Bill (SB) 18, and suggestions for early tribal consultation. Tribal consultation was included as a

part of the 2050 General Plan and Downtown Specific Plan process and during the preparation of this cultural and tribal cultural resources section.

## **4.5.2 ENVIRONMENTAL SETTING**

Following is a discussion intended to provide a context for precontact and historical resources that could be found within the City's Planning Area. While some of the material relates to other portions of northern California and the Central Valley, information on Yuba County and the Marysville area is provided, as available.

### **PRECONTACT SETTING**

Fredrickson (1973, 1974) proposed a sequence of cultural patterns for the central districts of the North Coast Range, placing them within a framework of cultural periods that he believed were applicable to California as a whole. He proposed and utilized the concept of the cultural pattern as an adaptive mode shared in general outline by a number of analytically separable cultures. These different cultural modes could be characterized by similar technological skills and devices; similar economic modes, including participation in trade networks and practices surrounding wealth; and similar mortuary and ceremonial practices. Fredrickson argued that the dating and definition of particular patterns should be kept separate from temporal periods, given the coexistence of more than one cultural pattern operating at any particular time. Thus, his framework of prehistoric periods is based on general technological and cultural horizons in operation throughout California over appreciable lengths of time. The following information is derived from the work of Fredrickson.

The Paleo-Indian Period (12,000 to 8000 before present [B.P.]) saw the first demonstrated entry and spread of humans into California. Known sites are situated along lake shores, and a developed milling tool technology may have existed at this time depth. The social units were not heavily dependent upon exchange of resources, with exchange activities occurring on an ad hoc basis. Most resources were acquired by the group changing habitat. Characteristic artifacts of this period include fluted projectile points and chipped stone crescents. Traditionally, Paleo-Indians are viewed as big-game hunters. However, more recent research suggests that they pursued much more varied subsistence and economic systems than previously thought.

The beginning of the Lower Archaic Period (8000 to 5000 B.P.) coincided with that of the mid Holocene climatic change to generally drier conditions that brought about the drying up of the pluvial lakes. Subsistence appears to have been focused on the consumption of plant foods over those obtained by hunting. Settlement appears to have been semi-sedentary with little emphasis on wealth. Most tools were manufactured of local materials, and exchange remained on an ad hoc basis. Distinctive artifact types of this period are large dart points, the milling slab, and handstones.

The Middle Archaic Period (5000 to 3000 B.P.) began at the end of mid Holocene when the climate became similar to present-day conditions. Cultural change during this time was primarily in response to environmental technological factors. Economies were more diversified, possibly with the introduction of acorn technology. Hunting remained an important source of food. Sedentism appears to have been more fully developed and there was a general growth and expansion of native populations. Little evidence is present for development of regularized exchange relations. Artifacts diagnostic of this period include the bowl mortar and pestle, and the continued use of large projectile points.

The growth of sociopolitical complexity marks the Upper Archaic Period (3000 to 1500 B.P.). The development of status distinctions based upon wealth is well documented at this time. Group-oriented religions emerged and may have been the origin of the Kuksu religious system at the end of the period. There was greater complexity of exchange systems with evidence of regular, sustained exchanges between groups. Shell beads gained in significance as possible indicators of personal status and as important trade items. Archaeological assemblages of this period indicate the retention of large dart points of different styles, but the bowl mortar and pestle replace the milling stone and handstone throughout most of the state.

Several technological and social changes distinguished the Emergent Period (3000 to 1500 B.P.). The bow and arrow were introduced at this time, ultimately replacing the dart and atlatl (a spear thrower). Territorial boundaries between groups were well established and may have closely resembled those documented in ethnographic literature. It became increasingly common during this period that distinctions in an individual's social status could be linked to acquired wealth. Exchange of goods between groups became more regularized with more trade goods, including raw materials and manufactured products, entering into the exchange networks. In the latter portion of this period (1500 Anno Domini [A.D.] to 1800), exchange relations became highly regularized and sophisticated. The clam disk bead served as a monetary unit for exchange and increasing quantities of goods moved greater distances. Specialists arose to govern various aspects of production and exchange. It was during the latter decades of this period that large-scale Euroamerican-related impacts to Native American groups took place.

## **ETHNOHISTORIC SETTING**

The city of Marysville is situated within the lands occupied and traditionally used by the Nisenan, sometimes referred to as the Southern Maidu. The language of the Nisenan, which includes several dialects, is classified within the Maiduan family of the Penutian linguistic stock (Kroeber 1925; Shipley 1978). The western boundary of Nisenan territory was the western bank of the Sacramento River. The eastern boundary was "the line in the Sierra Nevada mountains where the snow lay on the ground all winter" (Littlejohn 1928:13).

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. Several major Nisenan villages were located near the confluence of the Feather and Bear rivers, near the site of present-day Marysville (Wilson and Towne 1978: Figure 1). Wilson and Towne (1978) indicate that village size ranged from three houses to up to 40 or 50. During expeditions in 1833, John Work (Maloney 1944) indicated that these villages along the Feather River were composed of up to 200 individuals. Houses were domed structures measuring 10 to 15 feet in diameter and covered with earth and tule or grass. Brush shelters were used in the summer and at temporary camps during food-gathering rounds. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, had a central smoke hole at the top, and an east-facing entrance. Another common village structure was the granary, which was used for storing acorns (Wilson and Towne 1978).

The Nisenan occupied permanent settlements from which specific task groups set out to harvest the seasonal bounty of flora and fauna that the rich valley environment provided. The Valley Nisenan economy involved riparian resources, in contrast to the Hill Nisenan, whose resource base consisted primarily of acorn and game procurement. The only domestic plant was native tobacco (*Nicotiana* sp.), but many wild species were closely husbanded. The acorn crop from the blue oak (*Quercus douglasii*) and black oak (*Q. kelloggii*) was so carefully managed that use of this plant food can be considered the equivalent of agriculture. Acorns could be stored in

anticipation of winter shortfalls in resource abundance. Deer, rabbit, and salmon were the chief sources of animal protein in the aboriginal diet, but many insect and other animal species were taken when available.

## **HISTORICAL SETTING**

Europeans first explored the area that is now Yuba County in 1808, when Spanish explorer Gabriel Moraga led an expedition from Mission San Jose to the northern Sacramento Valley (Hoover et al 1990; Gordon 1988). The earliest Euroamerican settlement in what is now Yuba County coincided with the establishment of land grants by the Mexican government. John A. Sutter obtained the first such grant in the region in 1841. Sutter's New Helvetia Rancho encompassed lands on the east bank of the Feather River, including the area that became the city of Marysville (General Land Office 1859).

### **City of Marysville History**

The land upon which the city of Marysville sits was once a part of one of John A. Sutter's ranches. In 1842, Sutter leased land to Theodor Cordua, an early settler, for a period of 19 years. Cordua created a stock ranch and built a house and trading post near what is now D Street. In 1844, Cordua obtained an additional seven leagues (30,996 acres) of land from the Mexican government, adjacent to the leased lands from Sutter. A half-share of the Cordua ranch was purchased by Charles Covillaud, a native of France, and a former employee of Cordua. In January 1849, the other half was sold to two brothers-in-law of Covillaud's wife, Michael Nye and William Foster. The brothers sold out to Covillaud in September of that same year. Although the land was later sold by Covillaud to a Jose M. Ramirez, when a formal town was laid out in 1850, it was named after Covillaud's wife, Mary (Hoover et al 1990).

### **Gold Rush**

Marysville was in the path of thousands of miners, merchants, and capitalists who flocked to the region during the Gold Rush. During the California Gold Rush period, settlement was initially focused along the Yuba River's northern banks with canvas tents and a few adobe buildings at the foot of D Street in the 1840s. In 1849, Marysville was platted by French surveyor, Augustus Le Plongeon, with a street grid with alleyways typical of American towns, but with several public squares and parks throughout inspired by French cities.

Marysville was officially incorporated on February 5, 1851 and within the first month of its formal status as a town, the population grew from 300 to approximately 1,500. By 1853, Marysville's tent city had been replaced by brick buildings, ironworks, machine shops, and factories. The population around this time was estimated at 10,000. For a brief period, in 1852, Marysville was considered California's third largest city after San Francisco and Sacramento (Downtown Marysville Business Improvement District 2009).

By 1856, Marysville had more than 200 brick buildings and many commercial brick buildings that still exist today. Examples of residential brick buildings include the Ramirez House (The Castle) at 220 5th Street, constructed in 1851, and the Mary Aaron Museum/Warren P. Miller House at 704 D Street, listed on the National Register of Historic Places. These two residential buildings are within the historical area of development focused between 1st through 8th and A through F streets that comprise a mix of commercial, industrial, civic, religious, educational, hotel, and residential buildings in Downtown and Chinatown.

## ***Chinatown***

Marysville's Chinatown was the first of more than 30 Chinatowns established during the Gold Rush and served as the cultural, economic, social, and political hub for Marysville and the smaller Chinese communities in the region. Established in 1849-50 as a stop on the way to the gold fields, some Chinese settlers remained in Marysville and established businesses, some of which catered to travelers to the mines (Chinese American Museum of Northern California 2012; Tom and Tom 2020).

The first Chinese-owned business was set up on First Street between A and B streets. Today, Marysville's Chinatown is the last surviving Gold Rush-era Chinese settlement in the region, and two organizations, the Hop Sing Tong Association and Marysville Chinese Community, Inc., continue the cultural heritage of the region with the annual Bok Kai Festival (Bomb Day). The Bok Kai Temple is listed on the National Register of Historic Places and is at the intersection of 1st and D streets. As the oldest Taoist temple in California, it has served the Chinese community since 1880. The cultural history is also reflected in the Chinese School at 226 1st Street, which now serves as a museum, the Phoenix Restaurant at 223 2nd Street, the Suey Sing Society building at 305 1st Street built in 1912 and remodeled in 1937, and the 1918-constructed Hop Sing Society Building at 109 C Street, among others (Napoli 1998).

## ***Mining, Flooding, and the Marysville Ring Levee***

The diggings and mines in the nearby foothills dramatically increased economic activity in the region, leading to increased prosperity and the rise of larger and more numerous supporting industries such as cattle ranches and farms. Agriculture and ranching became the primary industries of the Yuba County region during the early historic period as the Gold Rush of 1848 precipitated growth in agriculture and ranching. Ranchers and farmers realized handsome returns from supplying food and other goods to local miners. Frequent floods, however, plagued the residents of the Yuba-Feather-Bear River floodplain and posed a significant threat to the viability of agricultural interests and further settlement of Yuba County (EDAW 2008).

In addition to floods, hydraulic mining during much of the latter half of the 19<sup>th</sup> century washed immense quantities of sediment into Sierra Nevada streams. Effects of hydraulic mining were particularly significant for Marysville where the Yuba and Feather rivers converged. Although Marysville experienced high waters every few years, no disastrous floods occurred until December 1861. After the waters receded, a deposit of 11–72 inches of sand was left on the bottomlands adjacent to the rivers. After 1861, catastrophic floods became more common, prompting the development of a levee system (EDAW 2008).

In response to the 1861 food, the city of Marysville is now encircled by a levee system that protects it from potential flood waters from the Yuba River to the south, the Feather River to the west, and Jack Slough to the north, as well as preventing the city from being buried under sediment washed down from the mountains. Initial construction of the Marysville Ring Levee began in 1862, with the majority constructed after 1875. The 7.5-mile-long levee has been raised several times to compensate for rising water surface elevations in surrounding waterways as hydraulic mining work upstream of the city caused an accumulation of debris in downstream water channels. The Marysville Ring Levee (P-58-002579) was found eligible for listing in the National Register of Historic Places in 2009. In subsequent years, other flood-control efforts were initiated in the region to further alleviate negative impacts on water quality and the scale and frequency of seasonal flooding (EDAW 2008; OHP 2022).

While the Marysville Ring Levee protected the city and its citizens from further catastrophic flooding events, reclamation projects outside the central city that continued into the 19<sup>th</sup> and 20<sup>th</sup> centuries, allowed for further development of agriculture. Reclamation District No. 784 was established in 1908 south of Marysville, originally comprising 19,200 acres, followed by Reclamation District No. 10 in 1913 north of Marysville, comprising about 12,000 acres. Crops like grain, rice, plums, peaches, apricots, almond orchards, and vineyards were planted in the reclaimed soils. Locally harvested fruit was then processed at local canneries and shipped throughout the United States and the world on the local rail lines, include the Western Pacific Railroad and Central Pacific Railroad (Delay 1924: 105; Yuba Water Agency 2024).

The first cannery erected in Marysville was the “Marysville Cannery” in 1888, developed by R.W. Skinner. Encouraged by the success of the Yuba City Cannery that had been in operation for four years. The first crop processed by the “Marysville Cannery” was apricots, using a workforce of 25 employees, mostly women, filling tin cans made on-site by two male Chinese workers. Running year-round, the cannery diversified its canned products based on the seasons and processed peas, tomatoes, squash, and pumpkin, in addition to the summer fruits like cherries, apricots, plums, peaches, and pears. The majority of the canned goods were shipped to the East Coast and overseas to meet demands from the English market (*Appeal Democrat* 1935 August 9; Schnabel 1966 January: 1, 3-7).

Fire completely destroyed the cannery in 1895 and operations were moved to an agricultural pavilion building on B Street between 5th and 6th streets. The relocated operation in a larger facility increased the workforce to 500 with an expected output of 75,000 two dozen cases. Marysville Cannery ran out of this location until approximately 1918 when this building was also damaged by fire. By this time, all of the canneries in the Yuba and Sutter region were consolidated into the California Packing Corporation, headquarter out of Yuba City (*Appeal Democrat* 1935 August 9; *San Francisco Call* 1897 October 24; Schnabel 1966 January: 7).

A new brick cannery was built in Marysville in 1922 on the west end of 5th Street (520 Olive Street) between the Feather River and Twin Cities Memorial bridges. The Virden Packing Company cannery opened with a workforce of 400 people, but was not successful. During the Depression, it was used as a warehouse for the California Packing Corporation and in the 1950s it was used to store olive oil. The building was identified as locally eligible in the 1978 Marysville Historic Building Survey and has since been converted into retail and restaurant spaces (*Appeal Democrat* 1935 August 9; Hopkins and Delamere 2007: 27, 29).

### ***The “Hub” in the 20th and 21st Centuries***

Downtown was centered on D and E streets as the city’s shopping district. Major retailers such as Sears and Roebuck, Montgomery Ward (412 E Street), Woolworth (420 D Street), JC Penney, and others drew shoppers from all over the region. Known as “The Hub,” through the first half of the 20<sup>th</sup> century, Marysville was the economic center of the region for shopping, entertainment, and jobs. However, expansive, automobile-oriented development was physically hindered by the ring levee protecting the town, and major retailers either closed or moved their operations across the Feather River to Yuba City. The completion of Interstate 5 west of Marysville diverted some through traffic away, and meant fewer retail opportunities in Marysville oriented to serving motorists.

In the post-World-War II period, Downtown changed drastically. Storefronts were modernized, facades of buildings altered, and half of the buildings between First and Sixth streets and C and E streets were demolished to



make way for surface parking lots and three large buildings as part of a redevelopment project begun in 1977. In response to the “significant losses of fine structures and areas have occurred in recent years due to both commercial development and neglect,” and the “increasing concern that this architecture would fall prey to the development pressures experienced to a much greater degree elsewhere,” the City enacted a historic preservation ordinance to identify buildings with historic, architectural, or engineering significance and provide some level of protection to them (City of Marysville 1978). To identify buildings that “make them significant in the cultural fabric of the city,” every building within the City limits constructed prior to 1930 was surveyed in 1978 (City of Marysville 1978). Of the 163 buildings, structures, and objects that were identified as significant resources to the city’s history in 1978, 33 buildings have been demolished as of 2023, resulting in a 20-percent loss of the identified resources.

Into the 1980s and 1990s, 19<sup>th</sup>-century buildings constructed throughout Downtown and Chinatown that had deteriorated through neglect were demolished or removed for redevelopment. An estimated 200 buildings within the commercial area of Marysville were demolished between the 1940s and 1990s.

In the 21<sup>st</sup> century, Marysville continues to see changes Downtown and in Chinatown. Once a commercial and entertainment corridor near Downtown, E Street has been transformed into State Route 70/State Route 99, a four-lane road with center turn lanes that traverse past the 1927-constructed State Theater and the 1926-constructed, 5-story Marysville Hotel.

Other changes to Downtown include the redevelopment of 3rd to 5th and H to F streets for the Adventist Health and Rideout Medical Center, which is the largest employer in Marysville. Originally located in a small building at the southwest corner of 4th and H streets in 1918, the hospital complex has been expanded several times over 100 years. Expansion of a new Emergency Department addition at the northwest corner of 3rd and G streets between 2014 and 2016 disrupted the historical gridded street pattern by closing and building over G Street between 4th and 5th street.

Today, the economy of Marysville has shifted away from commercial, agriculture, and canneries, replaced by healthcare, public administration, and education as the largest employment sectors; however, D Street remains the center of the Downtown shopping district. The construction of buildings and infrastructure that has taken place throughout the city over time has modified the built environment. However, the economic base that provided Marysville its early foundation as a city is still visible in the historic buildings throughout the city (Adventist Health 2024; HistoricAerials.com 2024).

## **Marysville Historic Commercial District**

In 1998, a sufficient number of buildings were collectively identified as the Marysville Historic Commercial District that contributed to the feeling of a traditional downtown through the arrangement of the buildings, which are immediately contiguous and fronting the sidewalk, the predominance of retail uses, the uniformity of scale, and the retention of original design and fabric, especially above the storefronts. Despite substantial remodeling of several buildings, and the demolition of others, the district has maintained its historic character.

The Marysville Historic Commercial District’s period of significance (1854-1948) includes the time when the most important events occurred in Marysville’s commercial development: the expansion of trade in response to the Gold Rush, the establishment of an important business center for Chinese immigrants, the changing of the customer base to match the diversification of the local population, and the growth of building during the 1920s to

capitalize on agricultural expansion in Yuba and Sutter counties. Historic buildings remain that illustrate all of these developments. The starting date of 1854 represents the approximate construction date of the earliest remaining buildings in the historic district. The closing date, 1948, demarcates the downturn of local commerce and development by that time. The historic district reflects the period through a collection of contributing buildings that retain their architectural integrity during the period of significance.

The City commissioned a reconnaissance-level survey of the original 59 buildings that were identified as contributors to the district in 2021, finding that eight have been demolished and one has been altered to such an extent that it is no longer recommended as a contributor. See Exhibit 4.5-1 for the boundaries of the historic district.

### **4.5.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

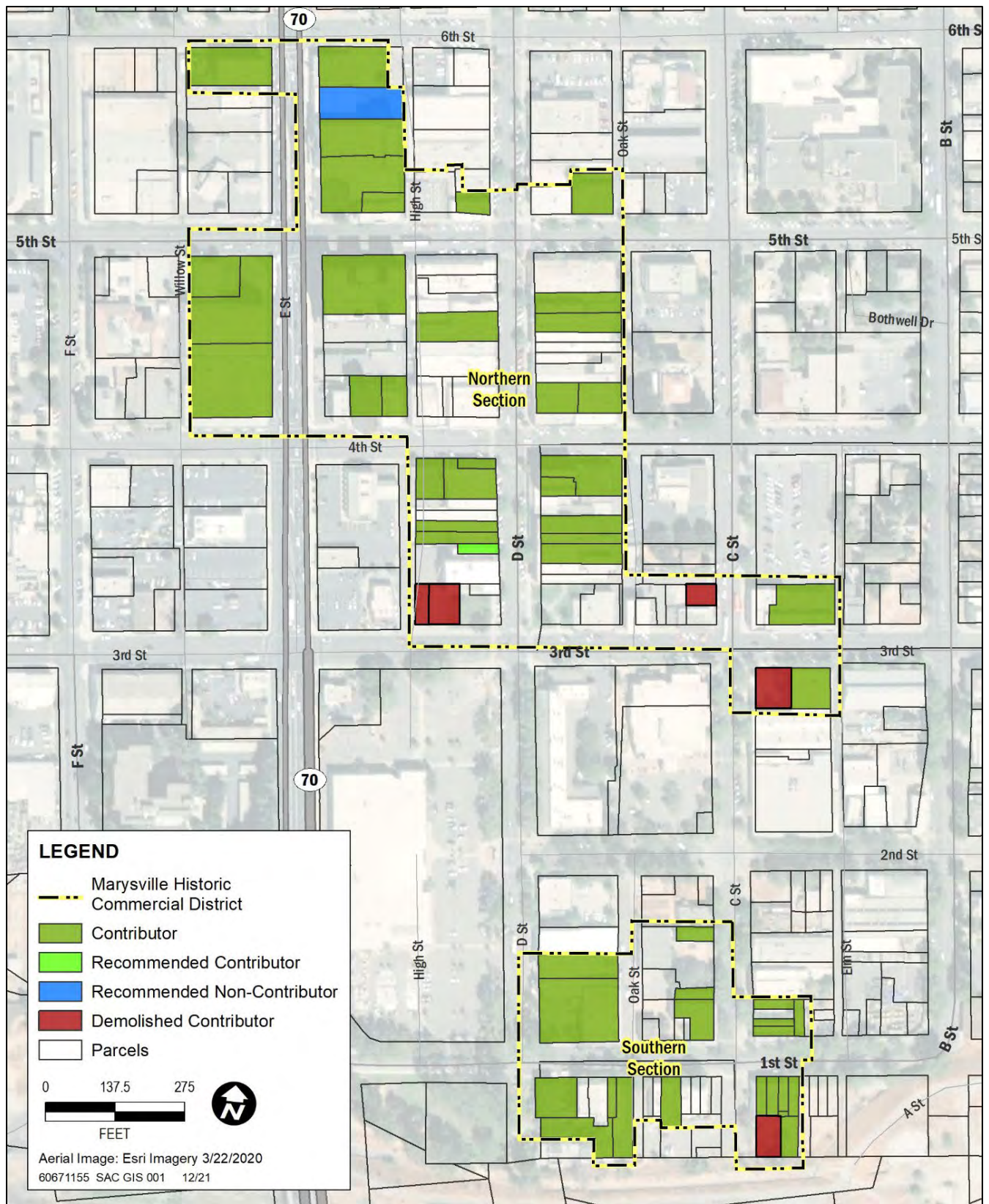
##### **National Register of Historic Places**

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic properties. It is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The formal criteria (36 CFR 60.4) for determining NRHP eligibility are as follows:

1. The property is at least 50 years old (however, properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the NRHP);
2. It retains integrity of location, design, setting, materials, workmanship, feeling, and associations; and
3. It possesses at least one of the following characteristics:

- |             |  |
|-------------|--|
| Criterion A | Is associated with events that have made a significant contribution to the broad patterns of history (events).   |
| Criterion B | Is associated with the lives of persons significant in the past (persons).   |
| Criterion C | Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant, distinguishable entity whose components may lack individual distinction (architecture). |
| Criterion D | Has yielded, or may be likely to yield, information important in prehistory or history (information potential).  |



**Exhibit 4.5-1. Marysville Historic Commercial District**

A project is considered to have a significant impact when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. These seven aspects of integrity are described as:

- ▶ Location. Integrity of location refers to whether a property remains where it was originally constructed or was relocated.
- ▶ Design. Integrity of design refers to whether a property has maintained its original configuration of elements and style that characterize its plan, massing, and structure. Changes made after original construction can acquire significance in their own right.
- ▶ Setting. Integrity of setting refers to the physical environment surrounding a property that informs the characterization of the place.
- ▶ Materials. Integrity of materials refers to the physical components of a property, their arrangement or pattern, and their authentic expression of a particular time period.
- ▶ Workmanship. Integrity of workmanship refers to whether the physical elements of a structure express the original craftsmanship, technology and aesthetic principles of a particular people, place, or culture at a particular time period.
- ▶ Feeling. Integrity of feeling refers to the property's ability to convey the historical sense of a particular time period.
- ▶ Association. Integrity of association refers to the property's significance defined by a connection to a particular important event, person, or design.

Listing in the NRHP does not entail specific protection or assistance for a property but it does guarantee consideration in planning for federal or federally assisted projects, eligibility for federal tax benefits, and qualification for federal historic preservation assistance. Additionally, project effects on properties listed in the NRHP must be evaluated under CEQA.

### **Secretary of Interior's Standards for the Treatment of Historic Properties**

The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Secretary's Standards) were published and codified as 36 Code of Federal Regulations 68 in 1995 and updated in 2017. The Secretary's Standards for rehabilitation have been adopted by local government bodies across the country for reviewing proposed work on historic properties under local historic preservation ordinances. The Secretary's Standards provide a useful analytical tool for understanding and describing the potential impacts of changes to historic resources and are used to inform CEQA review. Developed by the National Park Service for reviewing certified rehabilitation tax credit projects, the rehabilitation standards provide guidance for reviewing work on historic properties. The rehabilitation standards are as follows:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Conformance with all rehabilitation standards does not determine whether a project would cause a substantial adverse change in the significance of a historical resource under CEQA. Rather, projects that comply with the standards benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historical resource. Projects that do not comply with the rehabilitation standards may or may not cause a substantial adverse change in the significance of a historical resource and would require further analysis to determine whether the historical resource would be “materially impaired” by the project under CEQA Guidelines section 15064.5(b).

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **California Environmental Quality Act**

CEQA requires public agencies to consider the effects of their actions on “historical resources,” and “unique archaeological resources.” Pursuant to Public Resources Code Section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether projects would have effects on unique archaeological resources.

## ***Historical Resources***

“Historical resource” is a term with a defined statutory meaning (Public Resources Code Section 21084.1; CEQA Guidelines Sections 15064.5[a] and [b]). Under CEQA Guidelines Section 15064.5(a), historical resources include the following:

- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (Public Resources Code Section 5024.1).
- 2) A resource included in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g), will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource will be considered by the lead agency to be historically significant if the resource meets the criteria for listing in the CRHR (Public Resources Code Section 5024.1).
- 4) The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Public Resources Code Section 5020.1[k]), or identified in a historical resources survey (meeting the criteria in Public Resources Code Section 5024.1[g]) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

## ***Unique Archaeological Resources***

CEQA also requires lead agencies to consider whether projects will affect unique archaeological resources. Public Resources Code Section 21083.2(g) states that “unique archaeological resource” means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

- 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

## ***Tribal Cultural Resources***

CEQA requires public agencies to consider the effects of their actions on “Tribal Cultural Resources.” Public Resources Code Section 21084.2 establishes that “[a] project with an effect that may cause a substantial adverse

change in the significance of a Tribal Cultural Resource is a project that may have a significant effect on the environment.” Public Resources Code Section 21074 states:

- a) “Tribal Cultural Resources” are either of the following:
  - 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following:
    - i.) Included or determined to be eligible for inclusion in the CRHR.
    - ii.) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
  - 2) 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.
- b) A cultural landscape that meets the criteria of subdivision (a) is a Tribal Cultural Resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a Tribal Cultural Resource if it conforms with the criteria of subdivision (a).

AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: “Tribal Cultural Resources,” defined in Public Resources Code Section 21074. Pursuant to CEQA requirements, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

### **California Register of Historical Resources**

All properties in California that are listed in or formally determined eligible for listing in the NRHP are also listed in the California Register of Historical Resources (CRHR). The CRHR is a listing of State of California resources that are significant in the context of California’s history. It is a statewide program with a scope and with criteria for inclusion similar to those used for the NRHP. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR.

A historical resource must be significant at the local, state, or national level under one or more of the criteria defined in the California Code of Regulations Title 15, Chapter 11.5, Section 4850 to be included in the CRHR. The CRHR criteria are tied to CEQA because any resource that meets the criteria below is considered a significant historical resource under CEQA. As noted above, all resources listed in or formally determined eligible for listing in the NRHP are automatically listed in the CRHR.

The CRHR uses four evaluation criteria:



Criterion 1	Is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
Criterion 2	Is associated with the lives of persons important to local, California, or national history.
Criterion 3	Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic values.
Criterion 4	Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Similar to the NRHP, a historical resource must meet one of the above criteria and retain integrity to be listed in the CRHR. The CRHR uses the same seven aspects of integrity used by the NRHP.

### **Assembly Bill 52**

As noted above, AB 52, signed by the California Governor in September of 2014, established a new class of resources under CEQA: “Tribal Cultural Resources,” defined in Public Resources Code Section 21074. Pursuant to CEQA requirements, lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation before the release of an EIR, negative declaration, or mitigated negative declaration.

### **Senate Bill 18**

In order to aid in the protection of traditional tribal cultural places (“cultural places”) through local land use planning, SB 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan.

### **Health and Safety Code, Section 7052**

Section 7050.5 of the Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If they are determined to be those of a Native American, the coroner must contact NAHC.

### **California Native American Historical, Cultural, and Sacred Sites Act**

The California Native American Historical, Cultural, and Sacred Sites Act (Public Resources Code Section 5097.9) applies to both State and private lands. The act requires, upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are those of a Native American, the coroner must notify the NAHC, which notifies (and has the authority to designate) the most likely descendants (MLD) of the deceased. The act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.



## **Public Resource Code Section 5097**

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land. The disposition of Native American human burials falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing 1985 City of Marysville General Plan includes the following goal and policy related to cultural resources.

#### ***Redevelopment***

**Goal:** To improve the social, economic, and aesthetic characteristics of the city through the revitalization of deteriorating areas.

- **Policy 2:** To preserve and restore, where feasible, sites having historic significance.

### **City of Marysville Municipal Code – Title 18 Zoning Code**

#### ***Chapter 18.59 Historic Preservation Overlay Zone District***

##### **18.59.010 Purpose.**

To preserve and protect buildings, landmarks and other areas within the community that have historic value to the city because of their cultural, artistic, social, economic, political, architectural, engineering or other heritage. Such preservation would:

- (a) Protect, enhance and perpetuate the use of structures and sites that are reminders of past eras, events and persons important to local, state or national history, or which provide significant examples of architectural styles of the past which are unique and irreplaceable assets to the city and its neighborhoods and which provide for this and future generations examples of physical surroundings in which past generations live;
- (b) The development and maintenance of appropriate settings and environment for such structures;
- (c) The enhancement of property values, the stabilization of neighborhoods and areas of the city, the increase of economic and financial benefits to the city and its inhabitants, and the promotion of tourist trade and interest;
- (d) The enrichment of human life in its educational and cultural dimensions by serving aesthetic as well as material needs and fostering knowledge of the living heritage of the past. (Ord. 1221 (part), 1996).

## 18.59.020 Uses.

All uses permitted or conditionally permitted as identified within the land use tables of this chapter by the respective underlying zone district or districts within which this district is combined. (Ord. 1221 (part), 1996).

## 18.59.030 Exterior construction—Requirement for review and approval.

Within the overlay zone district, identified upon the city of Marysville official zoning map, the planning and historic preservation commission, the commission's three-member subcommittee (the architectural review board) or the city planner, when acting on behalf of the commission or the city council, when acting upon an appeal, shall review and approve, approve with modifications, or disapprove applications for any exterior construction or exterior work on any structure. Examples of work referred to are painting and repainting of exterior surfaces, roofing, fencing, landscaping, glazing, constructing a new sign or replacing an existing sign, and installation of exterior light fixtures. Within the medical arts district, only those structures identified as historic structures under Sections 18.94.040 and 18.94.050 shall be subject to review under Chapters 18.59 and 18.94. (Ord. 1378 § 6, 2015; Ord. 1299 § 24, 2005; Ord. 1221 (part), 1996).

## 18.59.040 Standards.

- (a) Development standards for density, lot area, lot width, yard setbacks and height shall be the same as the base district.
- (b) Development standards for construction design, including building, fencing, fenestration and sign materials and textures shall be based upon the requirements and recommendations of the City of Marysville Design Review Manual. If an application for construction includes a proposal not covered by the manual, a decision may be rendered based upon a majority vote of the reviewing body.
- (c) All necessary Uniform Building Code requirements shall be met. (Ord. 1299 § 25, 2005; Ord. 1221 (part), 1996).

## ***Chapter 18.87 Architectural Review***

### 18.87.010 Purpose

Within the Marysville Plaza project area, as described in Chapter 19.08 and hereby referenced, there is concern for reasonable compatibility and architectural acceptability. Moreover, the Marysville plaza urban design and development plan (adopted by Resolution No. 79A02) established certain architectural themes or motifs for particular sections of the project area. Architectural review shall be required for all new building and project construction, exterior modification or rehabilitation of existing buildings and the addition or modification of advertising signs (including signs painted on windows), within the project area. Architectural review must be complete prior to the issuance of any permit by the building official and prior to the commencement of any work covered under this chapter. Therefore, the review should occur in the early planning stages of a project so that any recommendations that are made during the architectural review process can be incorporated into such plans. (Ord. 1161 § 2 (part), 1993).

#### 18.87.020 Architectural review board.

The architectural review board shall be composed of three members of the planning commission appointed by the chairman of the planning commission. The architectural review board shall perform all of the functions of that board as set forth in this chapter. Appeal from any finding of the architectural review board may be made in writing to the planning commission in accordance with Section 18.08.120. (Ord. 1299 § 38, 2005; Ord. 1161 § 2 (part), 1993).

#### 18.87.030 Sign review.

Proposals for new exterior signs (including signs painted on windows) or proposals for modifications to existing exterior signs (including signs painted on windows) will be reviewed by the city planner or the architectural review board in accordance with Section 18.87.040(b). (Ord. 1299 § 39, 2005; Ord. 1161 § 2 (part), 1993).

#### 18.87.040 Sign review criteria.

- (a) Application for sign review shall be submitted on a form provided for that purpose and shall be accompanied by information as provided for in the application checklist maintained by the city planner, but shall include the following minimum materials:
  - (1) Color rendering of the sign;
  - (2) Location of the sign on the building by use of a full rendering or color photograph with the sign location outlined on it to scale;
  - (3) The size and dimensions of the sign and materials to be utilized;
  - (4) An indication of whether the sign will be illuminated and, if so, whether such illumination will be direct or indirect.
- (b) The approval or disapproval of the proposed sign (or modification to an existing sign) shall be based upon the following factors:
  - (1) The sign's compatibility with the building use and with other buildings and uses in the same vicinity;
  - (2) The sign's compatibility with the provisions of this code regulating signs;
  - (3) The sign's compliance with the Marysville Plaza Urban Design and Development Plan;
  - (4) The sign's compliance with the provisions of any target area plan adopted for the area;
  - (5) The sign's compliance with other policies adopted by the agency relating to lighting, color, materials, or other considerations. (Ord. 1299 § 40, 2005; Ord. 1161 § 2 (part), 1993).

#### 18.87.050 Building design review.

- (a) Minor exterior modifications, including normal repairs and maintenance, painting and other work that does not significantly change the character or appearance of the building, will be reviewed by the city planner.

Modifications of this type may be approved by the city planner if the proposed work conforms to the criteria for design review set forth in this chapter and with the provisions of the Marysville urban design and development plan, any applicable target area plan and other policies adopted by the agency. If the city planner determines that the proposed work does not meet the criteria or does not constitute a minor exterior modification, the proposed exterior modification shall be submitted to the architectural review board for review.

- (b) Projects involving new construction or projects involving exterior modification (other than minor exterior modification described in subsection (a) of this section) shall be reviewed by the architectural review board. (Ord. 1161 § 2 (part), 1993).

#### 18.87.060 Application for design review.

Any person who intends to construct a new building or sign within the project area or to repair or renovate any existing building or sign or relocate a sign within such project area shall first apply for design review and shall utilize a form provided for that purpose. Such application form shall be submitted on a form provided for that purpose and shall be accompanied by information as provided for in the application checklist maintained by the city planner, but shall include the following minimum materials:

- (1) A dimensioned site plan showing:
  - (A) The lot area in square feet;
  - (B) The placement of all structures on the property;
  - (C) Adjacent streets or alleys, identified by name;
  - (D) Areas of existing or proposed landscaping;
  - (E) Areas of existing or proposed fencing;
  - (F) Existing and proposed setback areas;
  - (G) Existing and intended methods of ingress and egress;
  - (H) The location of any off-street parking or loading facilities;
  - (I) Any other information reasonably required to evaluate the proposal;
- (2) Dimensioned architectural drawings including elevations to scale of all sides of a proposed project, showing buildings and fences and indicating colors and materials to be used;
- (3) A landscape plan as set forth in Chapter 18.86;
- (4) Photographs of the site showing existing and adjacent buildings;
- (5) The location of any existing or proposed signs on the building facade. (Ord. 1299 § 41, 2005; Ord. 1161 § 2 (part), 1993; Ord. 1148 § 12, 1992).

#### 18.87.070 Design review criteria.

In reviewing designs for new construction or renovation or repairs of existing buildings and signs within the project area, the following criteria shall be utilized:

- (1) Whether the proposed construction, sign, renovation or repair complies with all pertinent laws and regulations including, without limitation, the Marysville Plaza Urban Design Development Plan, any applicable target area plan or other plans or policies adopted by the agency;
- (2) The compatibility of the proposed design with other buildings in the vicinity;
- (3) In reviewing the design of the proposed project, architectural consideration shall be based upon the following:
  - (A) The height, bulk, and area of the subject building and other buildings in the same vicinity;
  - (B) The color and materials to be used and their compatibility with adjacent buildings and with any other regulations applicable thereto;
  - (C) The site, layout, orientation and location of the building and its relationship with open areas;
  - (D) The appropriateness of sign designs, exterior lighting and graphics;
- (4) Whether the site improvements, landscaping and other features of the proposed project are compatible with those on other parcels in the vicinity. (Ord. 1299 § 42, 2005; Ord. 1161 § 2 (part), 1993).

#### 18.87.080 Review, comment and advisory powers.

The city planner shall review and comment upon all proposals submitted to him pursuant to this chapter. Based on such review and comment, the city planner shall recommend to the agency what action should be taken with respect to a proposed project. Except as provided in Sections 18.87.030 and 18.87.050, the final approval of any proposed project shall rest with the city council after review of the plans and renderings and the comments and recommendations of the city planner. (Ord. 1161 § 2 (part), 1993).

#### 18.87.090 Application fee.

The city council, by resolution, may establish a fee for applications submitted under the provisions of this chapter. (Ord. 1161 § 2 (part), 1993).

#### 18.87.100 Project completion.

Any work undertaken pursuant to an approval obtained under the provisions of this chapter must be completed within two years from and after the date of such approval. If such project is not completed within such time, the approval granted under the provisions of this chapter shall expire. An applicant or the applicant's successor in interest may reapply for approval under the provisions of this chapter. (Ord. 1161 § 2 (part), 1993).

#### 18.87.110 Exceptions.

The architectural review process set forth in this chapter shall not apply to signs or buildings in the following cases:

- (1) If, in conjunction with the sale of property by the agency for redevelopment purposes, the purchaser agrees to construct, repair or renovate property in accordance with standards set forth in the agreement of sale, no further architectural review shall be required for work done in strict accordance with the provisions of such agreement. This exception shall not apply to any modification or addition made after the initial conditions of the agreement of sale are met.
- (2) If a building is to be constructed, repaired or renovated in strict compliance with a design criteria plan adopted by the agency (either as part of a target area plan or otherwise), such work may be completed without the necessity of further review under the terms of this chapter; provided, however, that any later change or addition not in strict compliance with the adopted design criteria plan shall be subject to review under the provisions of this chapter.
- (3) Subject to the provisions of Section 18.87.100, if, after receiving architectural approval of a sign or building under the provisions of this chapter, the applicant transfers the property, the transferee is entitled to complete the work which was the subject of the application without further approval. (Ord. 1161 § 2 (part), 1993).

#### **18.87.120 Violation—Penalties.**

- (a) It shall be unlawful for any person, firm or corporation, whether as principal, agent, employee or otherwise, to violate any provision of this chapter. The first violation of any provision of this chapter shall be an infraction and shall be punishable by a fine of one hundred dollars. The failure to correct any violation of any provision of this chapter within sixty days after notification of such offense shall constitute a separate offense and such offense shall be an infraction punishable by a fine of two hundred fifty dollars. The failure to correct any violation of any provision of this chapter within ninety days after notification of such offense shall constitute a separate offense and such offense shall be a misdemeanor punishable by a fine of five hundred dollars, or by imprisonment for a period of not more than six months, or by both such fine and imprisonment.
- (b) In addition to the penalties provided in this section, any condition caused or permitted to exist in violation of any provision of this chapter shall be deemed a public nuisance and may be, by the city, summarily abated as such. (Ord. 1161 § 2 (part), 1993).

### ***Chapter 18.94 Historic Preservation***

#### **18.94.010 Purpose**

The purpose of this chapter is to promote the health, safety and general welfare of the public through:

- (a) The protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of past eras, events and persons important to local, state or national history, or which provide significant examples of architectural styles of the past or are landmarks in the history or architecture or which are unique and irreplaceable assets to the city and its neighborhoods and which provide for this and future generations examples of the physical surroundings in which past generations lived;
- (b) The development and maintenance of appropriate settings and environment for such structures;
- (c) The enhancement of property values, the stabilization of neighborhoods and areas of the city, the increase of economic and financial benefits to the city and its inhabitants, and the promotion of tourist trade and interest;

- (d) The enrichment of human life in its educational and cultural dimensions by serving aesthetic as well as material needs and fostering knowledge of the living heritage of the past. (Ord. 1216 (part), 1996).

#### 18.94.020 Definitions

Unless otherwise required by the context, the following words and phrases shall have the meaning ascribed to them by this section:

- (1) “Alteration” means any modification of the exterior appearance of a historic structure for which a building permit is required.
- (2) “Architectural review board” means a three member subcommittee of the planning and historic preservation commission established pursuant to Chapter 18.87.
- (3) “Commission” means the planning and historic preservation commission.
- (4) “Construction” means the erecting of any new addition to a structure.
- (5) “Council” means the city council of the city of Marysville.
- (6) “Demolition” means the destruction, razing or elimination of a historic structure.
- (7) “Historic district” means an area of the city containing structures having special historic interest or significance designated as the historic preservation overlay zone district upon recommendation of the planning and historic preservation commission by the city council pursuant to the provisions of this chapter.
- (8) “Historic structure” means an individual structure or an integrated group of structures on a single lot or parcel, fifty years old or older, within the city of Marysville.

A historic structure shall be designated on the official register.

- (9) “Official register” means the official list enumerating those sites and structures designated by the council as historic.
- (10) “Owner” means the person or persons whose name(s) and address(es) appear on the last equalized assessment roll.
- (11) “Removal” means the moving and/or relocation of a historic structure from it[s] original site.
- (12) “Site” means the land area of a lot which may be occupied by permitted buildings. (Ord. 1299 § 44, 2005: Ord. 1216 (part), 1996).

#### 18.94.030 Powers and duties.

The planning commission, the commission’s three-member subcommittee (the architectural review board), or the city planner, when acting on behalf of the commission (as outlined within the City of Marysville Design Review Manual), shall have the following powers and duties:

- (a) Make recommendations to the council concerning designation of historic structures and historic districts and the removal of structures or districts from the official register.
- (b) Establish and maintain a list of historic structures and landmarks, fifty years old or older, and take appropriate measures for recognition.
- (c) Subject to the provisions of this chapter and the City of Marysville Design Review Manual, review and approve, approve with conditions, or disapprove applications for construction, alteration, demolition, and/or remedial work on historic structures or non-historic structures lying within the historic overlay zoning district.
- (d) Take steps to encourage or bring about the preservation and/or restoration of historic structures, or landmarks of the type described in subsection (b) of this section.
- (e) Within the historic preservation overlay zone district, review and approve, approve with modifications, or deny, including any exterior building work on a historic structure or a structure or sign in the historic overlay zone district. Examples of the work referred to are painting and repainting of exterior surfaces, roofing, fencing, landscaping, glazing and installation of lighting fixtures. In advising, the commission shall be guided by the purpose and standards specified in this chapter. The city planner is authorized to approve minor exterior modifications, exterior painting colors and commercial signage.
- (f) Make recommendations to the council concerning the acquisition of development rights, and the imposition of other restrictions and the negotiation of historic property contracts under the provisions of Government Code Section 50280 et seq. and guidelines promulgated by the council.
- (g) Increase public awareness of the value of historic preservation by developing and participating in public information programs.
- (h) Make recommendations to the council concerning the utilization of grants from federal and state agencies, private groups and individuals to promote the preservation of historically significant structures.
- (i) Recommend to the council that the city purchase a historic structure where private preservation is impractical.
- (j) The council may authorize one or more members of the city staff to assist the commission in carrying out its duties pursuant to this chapter. (Ord. 1299 § 45, 2005; Ord. 1216 (part), 1996).

#### 18.94.040 Standards for designation

All buildings fifty years old or older within the city of Marysville are hereby designated historic structures.

Further, other structures may be eligible for designation as historic structures only if they are visually accessible to the public, and satisfy one or more of the following criteria:

- (1) The property is the first, last, only, or most significant historic property of its type in the city;



- (2) The property is associated with an individual or group having a profound influence on the history of the state of California, the city of Marysville, or the county of Yuba;
- (3) The property is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or is one of the more notable works, or the best surviving work in the state, city or county of a pioneer architect, designer or master builder. (Ord. 1299 § 46, 2005: Ord. 1216 (part), 1996).

#### 18.94.050 Inventory

The city shall prepare or have prepared an inventory of structures, sites and areas within the city which qualify as historic structures or historic districts. (Ord. 1216 (part), 1996).

#### 18.94.060 Proposed construction, alteration, demolition or removal

- (a) An application for a building permit and/or design review approval is submitted to the city services department with respect to construction, alteration, or demolition of a historic structure or structures within the historic preservation overlay zone district; such application shall be processed in accordance with the provisions of this chapter and the City of Marysville Design Review Manual. In the event of any inconsistency or conflict between the provisions of the municipal code dealing with issuance of building permits, the provisions set forth in this chapter shall prevail.
- (b) The City of Marysville Design Review Manual shall be approved and amended by resolution, from time to time, by the city council upon a recommendation from the planning commission. (Ord. 1299 § 47, 2005: Ord. 1216 (part), 1996).

#### 18.94.070 Standards for review

In evaluating applications submitted, the commission, the architectural review board subcommittee, and the city planner shall consider the architectural style, design, arrangement, texture, materials and color, and the requirements and recommendations outlined within the City of Marysville Design Review Manual. Applications may be approved, approved with conditions, or denied. (Ord. 1299 § 48, 2005: Ord. 1216 (part), 1996).

#### 18.94.080 Applicability

The provisions of this chapter shall be inapplicable to the construction, alteration, demolition, or removal of any structures or district where a building permit for such work was issued prior the designation of such structure or district as a historic structure or historic district. (Ord. 1216 (part), 1996).

#### 18.94.090 Maintenance of historic structures and districts

The owner, lessee, and any other person in actual charge or possession of a historic structure, or of a structure in the historic district, shall be encouraged to keep in good repair all of the exterior portions of such structure and all interior portions thereof where maintenance is necessary to prevent deterioration and decay of any exterior portion. (Ord. 1216 (part), 1996).

#### 18.94.100 Historic preservation revolving fund

- (a) The council may, by resolution, establish a historic preservation revolving fund. The resolution creating such a fund shall contain provisions for its administration and control.
- (b) Said revolving fund may be used for the preservation and improvement of historic structures and districts.
- (c) The revolving fund may utilize grants from federal and state agencies and private groups or individuals received pursuant to council action, as well as appropriations from the city budget, to promote the preservation of historically significant structures in the city of Marysville. (Ord. 1216 (part), 1996).

#### 18.94.110 Administration and enforcement.

Except as otherwise specifically provided herein, it shall be the duty of the city planner to administer and enforce this chapter. (Ord. 1299 § 49, 2005; Ord. 1216 (part), 1996).

#### 18.94.120 Penalty

Any person who violates this chapter shall be guilty of an infraction, punishable by:

- (a) A fine, not exceeding one hundred dollars, for the first violation;
- (b) A fine, not exceeding two hundred dollars, for a second violation;
- (c) A fine, not exceeding five hundred dollars, for each additional violation of this chapter within one year. (Ord. 1216 (part), 1996).

## 4.5.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

Research included examination of data collected from previous studies, as described below, and consultation conducted by the City of Marysville with local Native American groups. Potential impact to both known cultural resources, as well as to currently unknown resources (i.e., those found in currently un-surveyed areas or to be inadvertently exposed during construction) in the Planning Area as a result of implementation of the proposed 2050 General Plan and Downtown Specific Plan were identified and assessed based on the City's planned land uses, development densities and intensities, and assumptions related to the location and nature of development under the proposed 2050 General Plan and Downtown Specific Plan.

### Background Research

As described previously, information regarding the location and nature of previously recorded archaeological, ethnographic, and historical architectural resources on file at the NWIC was obtained primarily through a records search completed in September 2023 for the larger General Plan area, which includes the Specific Plan area (File No. YUB-23-31). In addition, AECOM examined the Built Environment Resource Directory (BERD) for Yuba County (OHP 2022), as well as the 1978 Marysville Historic Building Survey (City of Marysville 1978). AECOM reviewed the 1978 building survey list and removed resources that are no longer extant.

## Results

### ***Archaeological Resources***

The records search results identified four previously recorded archaeological sites in the Planning Area.

**Table 4.5-1. Identified Archaeological Sites in the Planning Area**

Primary Number	Precontact or Historic	Description
P-58-003087	Historic	Circa 1870-1890 trash deposit associated with the Chinese community
P-58-003422	Historic	Historical trash deposit, mid-20th century
P-58-003419	Historic	Building foundation circa 1885-1920
P-58-002583	Precontact and historic	Historical trash deposit dating from the 1870s to circa 1906 with ethnohistoric or precontact components

Because of the age of the community, the identification of known archaeological sites with precontact and historical-era deposits, and the number of historic built-environment resources within the Planning Area, there is a high potential to encounter subsurface historical archaeological deposits during ground-disturbance activities. In Marysville, such sites could represent the historical urban development with cultural deposits within known historical neighborhoods, such as Chinatown.

### ***Historic Architectural Resources***

Marysville has many significant historic buildings. The National Register-listed Marysville Historic Commercial District includes buildings dating from 1854 to 1948 during the most important events in Marysville's commercial development from the expansion of trade in response to the Gold Rush, the establishment of an important business center for Chinese immigrants, the growth of building during the 1920s to capitalize on agricultural expansion in Yuba and Sutter counties, and ending in 1948 when the city experienced a downturn of local commerce and development. Historic buildings remain that illustrate all of these developments through a collection of contributing buildings that retain their architectural integrity during the period of significance. See Table 4.5-2 for a list of the contributing buildings to the historic district.

In addition, six individually listed National Register properties are within the Planning Area that represent a variety of religious, civic, commercial, and residential properties dating to various periods of development (see Table 4.5-3). A number of resources including the Marysville Ring Levee, and a variety of educational, railroad, religious, and residential buildings have been identified as National Register-eligible including several residential buildings designed by master architect Julia Morgan (see Table 4.5-4).

The Kelly Court Historic District, a collection of 20 Craftsman Bungalow cottages dating from the 1920s reflects the need for housing during the agricultural expansion of the area at that time (see Table 4.5-5). The citywide 1978 survey of pre-1930s buildings and structures identified 134 resources within the Planning Area that were significant for history, architecture, engineering, cultural, or aesthetic importance to the city (see Table 4.5-6).

There are previously recorded, but unevaluated historic-age buildings within the Planning Area that may be historically significant. In addition, based on a reconnaissance-level survey of the Planning Area there is a potential Chinatown Historic District, as well as previously unevaluated historic-age buildings that may be historically significant. See Exhibit 4.5-2 for a map of potentially eligible and eligible historical resources.

**Table 4.5-2. National Register Listed Marysville Historic Commercial District Contributors**

Identifier	Street Number	Street Name
Wicks-Werley Hotel	221-27	3 <sup>rd</sup> Street
n/a	222	3 <sup>rd</sup> Street
n/a	410-14	4 <sup>th</sup> Street
Mamas	413-15	4 <sup>th</sup> Street
n/a	419	4 <sup>th</sup> Street
Hart Building	421-25	4 <sup>th</sup> Street
Harney Building	317-15	5 <sup>th</sup> Street
n/a	401-07	5 <sup>th</sup> Street
Delta Building	417-25	5 <sup>th</sup> Street
Marysville Hotel	418-30	5 <sup>th</sup> Street
n/a	512-14	5 <sup>th</sup> Street
n/a	317	D Street
Larry's Business Machine	319-21	D Street
Rubels Drug Store	320	D Street
Irene's Catering	325	D Street
n/a	326-30	D Street
Marysville Water Company	327-31	D Street
n/a	332	D Street
n/a	401-05	D Street
n/a	419	D Street
n/a	420	D Street
n/a	421-23	D Street
n/a	402-10	E Street
Montgomery Ward	412-14	E Street
Galins Furniture Store	420-22	E Street
n/a	513	E Street
State Theatre	515	E Street
Bus Depot	527-29	E Street
PG&E Office Building	530	E Street
n/a	316	D Street
Phoenix Restaurant	223	1 <sup>st</sup> Street
Chinese School	226	1 <sup>st</sup> Street
Kim Wing Building	228	1 <sup>st</sup> Street
Kim Building	230	1 <sup>st</sup> Street

n/a = not applicable

PG&amp;E = Pacific Gas &amp; Electric Company

**Table 4.5-3. National Register-Listed Individual**

Identifier	Street Number	Street Name
Bok Kai Temple / Daoist Temple / Chinese Joss House*	3	1 <sup>st</sup> Street
Packard Library / Marysville City Library	301	4 <sup>th</sup> Street
Hart Building / Brown Building / Nagler Building	423	4 <sup>th</sup> Street
Jose Manuel Ramirez House / The W. T. Ellis House	220	5 <sup>th</sup> Street
U.S. Post Office-Marysville Main	407	C Street
Warren P. Miller House / Aaron, Mary Aaron Museum	704	D Street

Note: \* Also a designated California Historical Landmark

**Table 4.5-4. National Register-Eligible Individual**

Identifier	Street Number	Street Name
Marysville Ring Levee	n/a	n/a
The Hadley Building	230	5 <sup>th</sup> Street
n/a	719	11 <sup>th</sup> Street
Yuba Consolidated Gold Fields / Earl Parker Manufacturing		12 <sup>th</sup> Street
Marysville High School		18 <sup>th</sup> Street
Marysville High School Auditorium		18 <sup>th</sup> Street
Old Montgomery Ward Building		4 <sup>th</sup> Street
Western Pacific Depot	408	J Street
C. L. Hexter (Julia Morgan designed)	527	6 <sup>th</sup> Street
Samborn	329	7 <sup>th</sup> Street
Ekhardt Home / Walter Lewis Home	415	7 <sup>th</sup> Street
George Ladas Home	317	8 <sup>th</sup> Street
n/a	222	B Street
n/a	507	B Street
Joe Waugh House	316	C Street
Marysville City Hall	526	C Street
Lim	630	C Street
St. Joseph Catholic Church	702	C Street
William Duane	1113	D Street
Camberwell Manor	601	D Street
Forbes House	618	D Street
Stephen j. Field House	630	D Street
Norman Abbott Rideout Home / Frank Aaron Home	710	D Street
E.A. Forbes House	1112	F Street
Norman Dunning Rideout House (Julia Morgan designed)	707	F Street
Fall Cheim Home	706	G Street
Chase Residence	724	G Street

**Table 4.5-5. National Register-Eligible Kelly Court Historic District**

Identifier	Street Number	Street Name
Kelly Court House	901	4 <sup>th</sup> Street
Kelly Court House	903	4 <sup>th</sup> Street
Kelly Court House	907	4 <sup>th</sup> Street
Kelly Court House	915	4 <sup>th</sup> Street
Kelly Court House	917	4 <sup>th</sup> Street
Kelly Court House	921	4 <sup>th</sup> Street
Kelly Court House	927	4 <sup>th</sup> Street
F. E. Smith House	414	I Street
Alexander House	416	I Street
Kelly Court House	415	J Street
Kelly Court House	417	J Street
Kelly Court House	419	J Street
Harry Collins House	409	Pine Street
John Giblin House	413	Pine Street
Doll House	418	Pine Street
Houghton House	419	Pine Street
Smithenbauk House	422	Pine Street
Herman Arp House	423	Pine Street
Curts House	427	Pine Street
Matt Arnoldy House	430	Pine Street

**Table 4.5-6. Locally Eligible – 1978 Survey**

Identifier	Street Number	Street Name
Syversten House	124	3 <sup>rd</sup> Street
Reggis Upholstery	215	3 <sup>rd</sup> Street
Sing Chong	315	3 <sup>rd</sup> Street
GH Antiques	408	4 <sup>th</sup> Street
n/a	119	5 <sup>th</sup> Street
Schen	204	5 <sup>th</sup> Street
Richardson House	210	5 <sup>th</sup> Street
n/a	800	5 <sup>th</sup> Street
Hampton House	323	6 <sup>th</sup> Street
n/a	517	6 <sup>th</sup> Street
Don Bryant	618	6 <sup>th</sup> Street
Celia Gomez Home	701	6 <sup>th</sup> Street
n/a	707	6 <sup>th</sup> Street
n/a	719	6 <sup>th</sup> Street
Peacock House	807	6 <sup>th</sup> Street
William Haggerty	814	6 <sup>th</sup> Street
n/a	817	6 <sup>th</sup> Street
n/a	818	6 <sup>th</sup> Street

Identifier	Street Number	Street Name
n/a	819	6 <sup>th</sup> Street
J. F. Saver House	825	6 <sup>th</sup> Street
R. O. Clemence	829	6 <sup>th</sup> Street
Wren	909	6 <sup>th</sup> Street
Lloyd F. Lane House	915	6 <sup>th</sup> Street
n/a	112	7 <sup>th</sup> Street
n/a	116	7 <sup>th</sup> Street
Sherman Apartment	316	7 <sup>th</sup> Street
Old Manwell House	416	7 <sup>th</sup> Street
n/a	417	7 <sup>th</sup> Street
n/a	419	7 <sup>th</sup> Street
n/a	518	7 <sup>th</sup> Street
n/a	530	7 <sup>th</sup> Street
n/a	722	7 <sup>th</sup> Street
n/a	728	7 <sup>th</sup> Street
E. P. McDaniels House	811	7 <sup>th</sup> Street
n/a	827	7 <sup>th</sup> Street
n/a	831	7 <sup>th</sup> Street
n/a	317	8 <sup>th</sup> Street
Marysville First Methodist Episcopal Church	414	8 <sup>th</sup> Street
Mooney House	526	8 <sup>th</sup> Street
Elizabeth Conrath House	603	8 <sup>th</sup> Street
George Herboth	605	8 <sup>th</sup> Street
E.E. Scott House	611	8 <sup>th</sup> Street
Tom Cumiskey House	615	8 <sup>th</sup> Street
J.C. Lynd House	619	8 <sup>th</sup> Street
J.H. Castro House	623	8 <sup>th</sup> Street
Le Bourian House	629	8 <sup>th</sup> Street
Waldo Johnson House	631	8 <sup>th</sup> Street
n/a	714	8 <sup>th</sup> Street
Arthur Gluckman House	716	8 <sup>th</sup> Street
G.E. McDaniels House	723	8 <sup>th</sup> Street
Mae La Rose Jones House	727	8 <sup>th</sup> Street
Ray Manwell House	731	8 <sup>th</sup> Street
n/a	307	B Street
Becker House	309	B Street
n/a	319	B Street
n/a	321	B Street
n/a	322	B Street
n/a	326	B Street
Couglan House	329	B Street

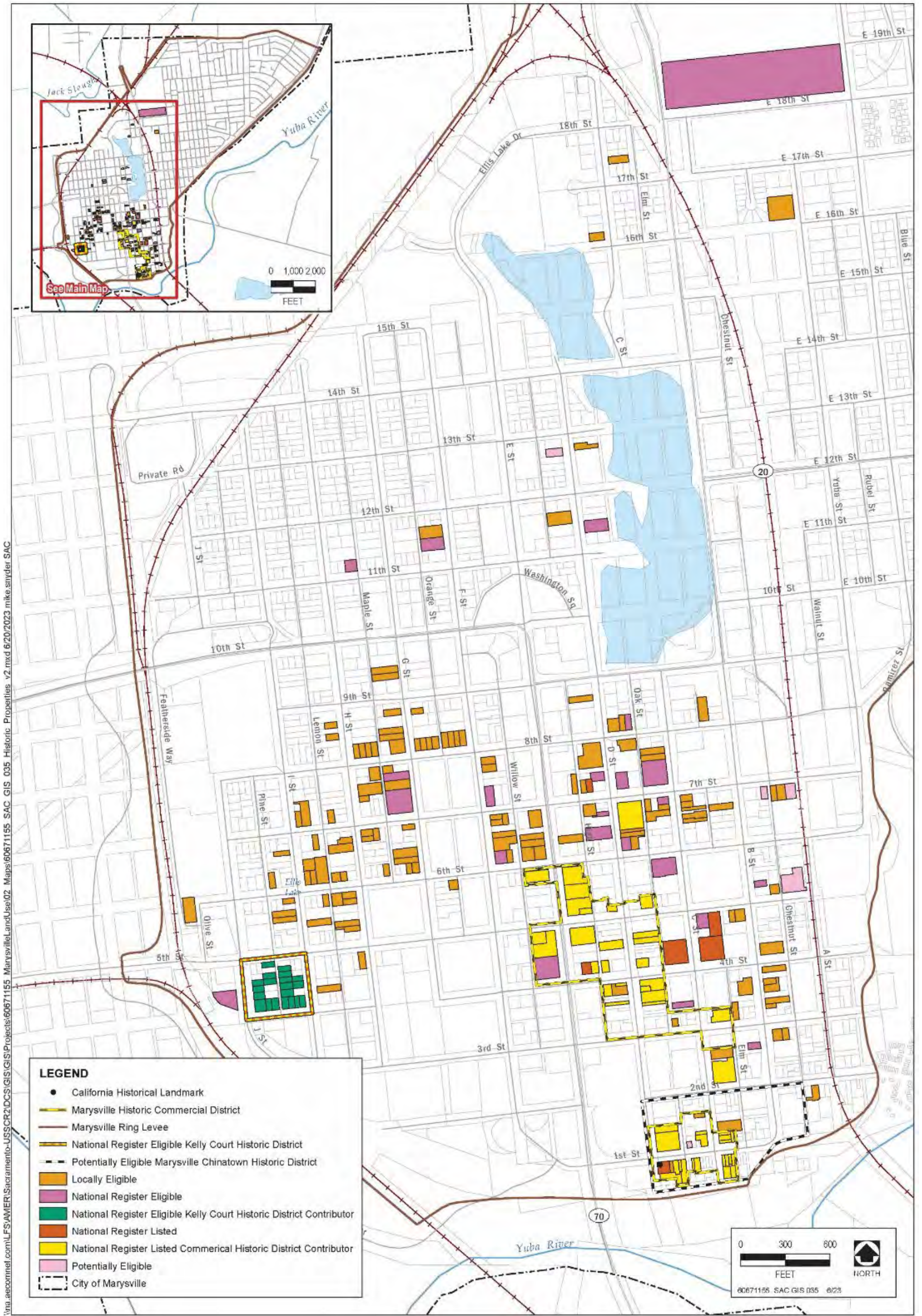
Identifier	Street Number	Street Name
Union Lumber Company	401	B Street
n/a	622	B Street
n/a	624	B Street
Hop Sing Society	109	C Street
n/a	120	C Street
n/a	1604	C Street
Twin Cities Poultry	215	C Street
Dalton House	615	C Street
Simon Fisher House	623	C Street
Powell House	624	C Street
A.R.P.	625	C Street
n/a	628	C Street
n/a	629	C Street
n/a	718	C Street
Ester Sullivan House	720	C Street
W.H. Lehman House	1120	D Street
W.B. Swain House / Robert Ayers House	803	D Street
Divver Apartment	611	E Street
William Parks Residence	612	E Street
n/a	616	E Street
Center for the Arts	630	E Street
E.A. Forbes House	1120	F Street
n/a	615	F Street
n/a	621	F Street
n/a	627	F Street
n/a	612	G Street
n/a	614	G Street
n/a	630	G Street
n/a	720	G Street
Waldo Johnson House	800	G Street
L.P. Farris House	810	G Street
L.P. Farris House	814	G Street
S.O. Gunning L.P. Farris House	821	G Street
A.A. Kimball L.P. Farris House	828	G Street
J.O. Palm L.P. Farris House	910	G Street
Ralph Palm House	912	G Street
W.P. Stuart House	510	H Street
James Brown House	514	H Street
Old Carlin Home	528	H Street
n/a	530	H Street
Peacock Home	622	H Street



Identifier	Street Number	Street Name
n/a	625	H Street
n/a	626	H Street
n/a	715	H Street
Hall House	719	H Street
Catherine Bennett House	810	H Street
Della Pierrat House	822	H Street
n/a	409	I Street
n/a	515	I Street
n/a	518	I Street
Robinson House	522	I Street
Mary Haggerty House	609	I Street
Miller House	626	I Street
n/a	110	2 <sup>nd</sup> Street
n/a	505	6 <sup>th</sup> Street
n/a	509	6 <sup>th</sup> Street
n/a	824	7 <sup>th</sup> Street
n/a	411	7 <sup>th</sup> Street
n/a	719	8 <sup>th</sup> Street
n/a	323	8 <sup>th</sup> Street
Wisconsin Hotel	229	B Street
n/a	828	D Street
n/a	1600	Yuba Street
Virden Packing Company	520	Olive Street
n/a	528	I Street
Hoffman Residence (Julia Morgan designed)	725	F Street
n/a	611	D Street
n/a	613	D Street
n/a	1227	D Street
n/a	722	C Street
n/a	617	C Street
n/a	1713	C Street
Mary Diver House	215	8 <sup>th</sup> Street
McCoy House / John Peffer House	214	5 <sup>th</sup> Street
Senator Hotel	324	1 <sup>st</sup> Street

n/a = not applicable





\\na.aecomnet.com\LF\JAWIER\Sacramento\USSCP2\DCS\GIS\Projects\60671155\_Marysville\LandUse\02\_Maps\60671155\_SAC\_GIS\_035\_Historic\_Properties\_v2.mxd 6/20/2023 mike.snyder SAC

Note: "Locally Eligible" are those properties that were included in the 1978 citywide survey.

**Exhibit 4.5-2. Potentially Eligible and Eligible Historical Resources**



## Native American Consultation

The City of Marysville contacted the NAHC pursuant to SB 18 and AB 52 consultation requirements, requesting a Native American contact list of tribes with traditional lands or cultural places located within the Planning Area. In addition, the City requested a search of the Sacred Land Files for the Planning Area. The City received a response from the NAHC in May 2022 identifying potential contacts. The result of the Sacred Land Files search was negative. AECOM, on behalf of the City, sent letters via email on July 20, 2022 to contacts provided by the NAHC serving as a formal notification of and invitation to consult regarding the proposed 2050 General, Downtown Specific Plan, and Zoning Code update for SB 18 and AB 52 to ensure consideration of Tribal Cultural Resources in the context of local land use policy.

United Auburn Indian Community (UAIC) requested consultation in an email message dated August 4, 2022. The UAIC reviewed draft analysis and found agreed with the text. The UAIC noted in June of 2024 agreement with the proposed mitigation and closed consultation.

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to cultural resources is considered significant if the proposed project would:

- ▶ Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5
- ▶ Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5
- ▶ Disturb any human remains, including those interred outside of dedicated cemeteries

Based on Appendix G of the CEQA Guidelines, an impact related to tribal cultural resources is considered significant if the proposed project would:

- ▶ Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:
  - 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
  - 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

All issues related to cultural and tribal cultural resources (including human remains) are discussed below.

## IMPACT ANALYSIS

IMPACT 4.5-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 *It is possible that development planned as a part of Planning Area buildout could adversely affect historical resources if existing buildings and structures are modified by demolition, deconstruction, relocation, or alteration, or if new land uses or incompatible infill development occurs within identified historic districts in a way that adversely affects the setting. The proposed 2050 General Plan includes goals, policies, implementation strategies which would reduce potential impacts and the updated Zoning Code and Downtown Specific Plan include standards designed to avoid adverse impacts. However, future development and infrastructure projects could adversely affect historical resources in the Planning Area. This impact is considered **significant**.*

Hundreds of significant and potentially significant built environment historical resources have been identified within the Planning Area, including a National Register-listed historic district composed of commercial buildings, a National Register-eligible residential historic district, and individual residential, religious, civic, educational, commercial, and other resources important to the history of Marysville. Every building within the City limits constructed prior to 1930 was surveyed in 1978 and since that time, approximately 20 percent of the identified significant buildings have been demolished. Future development and infrastructure improvement projects could result in significant impacts to known and as-yet-identified historical resources.

Direct physical impacts would result from activities such as demolition, destruction, relocation, or alteration of historical resources that would materially impair the qualities that contribute to its significance. Changes to the setting would occur where new land uses and/or new built environment features are developed that are inconsistent with the historical use. Changes to the setting could result in significant impacts where the historical integrity of the setting is adversely affected by new infill, such as a previously commercial area developed with residential, or where the size and scale of new infill affect the historical setting. Construction would result from buildout of property in areas where the City anticipates infill development will happen during the planning horizon, as well as in the Planning Area. Buildout of the General Plan has the potential to affect historical resources both directly and indirectly.

### Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan

The following proposed 2050 General Plan goal, policies, and implementation strategies would reduce the impact to historical resources:

**Goal LU+CD-5:** A preserved historic built environment with significant reinvestment.

- ▶ **Policy LU+CD-5.1:** Renovate and reuse historic buildings that have architectural value.
- ▶ **Policy LU+CD-5.2:** Avoid substantive adverse changes to historical resources, where feasible.
- ▶ **Policy LU+CD-5.3:** Design and locate new development adjacent to historical resources so that building placement and massing do not adversely affect the setting of adjacent historic buildings.

- ▶ **Policy LU+CD-5.4:** Encourage private property owners to maintain historic buildings and renovate historical resources, if needed, consistent with applicable standards maintained by the Secretary of the Interior for the treatment of historic properties.
- ▶ **Policy LU+CD-5.5:** Retain as many character-defining features as possible in the renovation of historic buildings.
  - **LU+CD Implementation Strategy 5.1.** The City will provide information to property owners regarding tax incentives and other federal and state programs, including the State Historical Building Code, to encourage the rehabilitation of historic structures.
  - **LU+CD Implementation Strategy 5.2.** The City will coordinate with the owners of historic buildings and potential users and tenants of space within these buildings with the goal of facilitating the adaptive reuse of such buildings.
  - **LU+CD Implementation Strategy 5.3.** The City will consider the benefits associated with establishing Marysville's Chinatown as a distinct historic district from the balance of the Marysville Historic Commercial District and pursue the establishment of such a district if there are material benefits.
  - **LU+CD Implementation Strategy 5.4.** The City will update and maintain standards for historical resources and development adjacent to historical resources that preserve important aspects of the historic character, while also promoting reinvestment.

### Relevant Development Standards of the Downtown Specific Plan

The following development standards in the Downtown Specific Plan would reduce the impact to historical resources in the Downtown Specific Plan Area:

- ▶ **Form & Scale. C. STEPBACKS:** Street setbacks. Except for buildings proposed within the Mixed-Use Neighborhood Zone and adjacent to properties with buildings three stories or fewer that are listed on the National Register of Historic Places or California Register of Historical Resources, proposed buildings over three stories tall shall be designed with a horizontal setback, at a minimum of 6 feet deep, from the front façade above the third floor. The setback area may be used for residential terraces.
- ▶ **Standards for New Development within the Historic District.** The following standards apply to new infill development within the Historic Commercial District to maintain and preserve the historic character of Downtown Marysville:
  - **Side Setbacks.** Primary building setbacks shall be within five feet of side setbacks of adjacent historic buildings of interest on the street.
  - **Materials.** The use of traditional building materials found on historic buildings in the historic district, such as wood siding and brick, shall be used on new infill construction and maintain compatibility with the size, scale, design, texture, reflectivity, and durability of historic materials used on comparable historic buildings of interest in a modern context.

- **Façade Articulation.** New construction shall have a main entrance and façade parallel to and facing the street and window and door openings shall designed based on the alignment, rhythm, size, shape, and pattern of openings of adjacent historic buildings of interest in a modern context.
  - **Massing, Scale, and Form.** New buildings shall maintain compatibility with the overall design characteristics, massing, scale, and form of adjacent contributing buildings of the historic district by procuring historic elements within a modern context. High contemporary or articulated buildings are not permitted.
  - **Height.** The height and roof form of new construction shall maintain compatibility in building height and roof form of traditional building forms of historic Marysville development.
- ▶ **California State Historic Building Code.** The City shall apply the California State Historic Building Code for use in historic structures as described and identified as “Eligible” structures by the architectural inventory in Section 3.4 of this Specific Plan. By implementing this section of the building code, it provides relief to certain current building codes that would otherwise constrain or act as a disincentive for the re-use of older buildings. The State Historic Building Code is written acknowledging the structural, design and site issues typically associated with older structures. The City may also extend this designation to other structures within the Plan when deemed necessary. Determination of application shall be granted by the Director.
  - ▶ **Demolition and Building Permit Review for Historical Resources.** Prior to the approval of demolition or building permits that would result in substantial alteration of any of the potentially significant buildings, as described in Section 3.4 of this Specific Plan, an evaluation of significance in accordance with the California Register of Historical Resources (CRHR) criteria shall be performed. If the evaluation indicates the property is not eligible for listing in the CRHR, no further action is required. If any of these buildings are found to be eligible for CRHR listing, renovations to retained structures shall be consistent with the Secretary of Interior’s standards for the treatment of historic properties. If the structure is being demolished, documentation of the structure, consistent to the Historic American Building Survey (HABS), shall first be conducted. Similar to these provisions, City-owned significant buildings will require Council approval of a development plan prior to their demolition.

## Conclusion

Policies and implementation strategies in the proposed 2050 General Plan would proactively help to maintain the integrity of historical resources and would direct new development and public infrastructure projects to avoid or minimize impacts, and to retain character-defining features of historical structures within the context of infill development and renovations. Development standards in the proposed Downtown Specific Plan would avoid adverse effects to the setting of significant historical resources, would allow the flexibility in reuse of potentially eligible resources, the implementation of Secretary of Interior standards, and documentation of resources prior to their demolition in cases where this is necessary. Through these policies and standards would reduce potential impacts, the impact is still considered **significant**.

## Mitigation Measure

Mitigation Measure 4.5-1: Update the City's Historic Building Survey and Require Date of Construction with Building Permit Applications.

The "Marysville Historic Building Survey List of Buildings" will be updated with the information from this draft environmental impact report and used by City staff in evaluating projects involving known and potential historical resources.

The City of Marysville Building Department's "Building Permit Application" shall add a "Date of Construction" entry to the permit application, as well as "Yes" and "No" checkboxes for "Over 50 years old?" This shall assist in the identification if historic-age resources (building, structure, or objects) 50 years or older from the current calendar year, will be directly (e.g. alteration, demolition, or relocation) or indirectly (alterations to the setting through a changed land use or density) affected by the project.

City of Marysville staff will consult the updated "Marysville Historic Building Survey List of Buildings" if a proposed project address is listed or located adjacent to a property in the list.

The City will implement the following actions or those determined to be equally as effective where there may be an adverse impact on potential or known historical resources:

1. If historic-age resources are identified in the project area and have not previously been evaluated for potential significance against California Register of Historical Resources (CRHR) and/or National Register of Historic Places (NRHP) evaluation criteria, or has not been presumed or determined to be historically significant by the City supported by substantial evidence as a historical resource for the purposes of CEQA, then the project proponent will be required to retain the services of a qualified architectural historian and/or historian that meets the Secretary of the Interior's Professional Qualification Standards, to conduct a study of the project area for potential historical resources.
2. The qualified architectural historian and/or historian will evaluate the significance of the historic-age resources that would be directly or indirectly affected by the project. The historical assessment will include field survey; background and archival research; consultation with local historical societies, museums, or other interested parties; and evaluation of the resources against CRHR and/or NRHP evaluation criteria. If the resource is recommended as a historical resource, character-defining features must be identified by the qualified architectural historian and/or historian.
3. If, after the historical resource assessment is concluded, and the qualified architectural historian and/or historian does not identify any historical resources that may be directly or indirectly impacted by project activities, there is no adverse change to historical resources and no further action is required.
4. If after the historical resources assessment is concluded, and the qualified architectural historian and/or historian does identify historical resources that may be directly or indirectly adversely affected by project activities, the qualified architectural historian will recommend appropriate minimization measures to alter the project design. Avoidance shall be considered the primary option. If avoidance is not feasible, then the maintenance, repair, stabilization, rehabilitation, restoration, preservation, or

reconstruction of the historical resource shall be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. If adherence to the Secretary of the Interior's Standards cannot avoid materially altering in an adverse manner the physical characteristics or historic character of the surrounding environmental setting that contribute to a resource's historic significance, additional mitigation may be required.

5. If avoidance is not feasible and minimizing measures through adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible, documentation of the adversely affected historical resource is required using, as appropriate, Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), and/or Historic American Landscapes Survey (HALS) guidelines before the historical resource is altered by project activities. The subsequent recordation will be submitted, at minimum, to the Yuba County Library.

### Significance after Mitigation

Implementing Mitigation Measure 4.5-1 would provide for the identification and evaluation of historical resources and strategies to reduce or avoid adverse effects to significant historical resources. Additionally, Mitigation Measure 4.5-1 would require projects that could adversely affect historical resources to be designed to avoid adverse impacts. Applicants for entitlements requiring General Plan consistency findings will need to comply with the policies described above. These policies and mitigation will help ensure new development is designed to maintain important elements of the historic setting of Marysville; preserve and rehabilitate historic buildings and structures in a way that preserves their historic integrity; and avoid impacts to historical resources. While the proposed General Plan policies and implementation strategies will reduce potential effects, the potential remains for residual effects. Although this mitigation measure will minimize the severity of significant impacts associated with development projects and public infrastructure improvements under the proposed 2050 General Plan and Downtown Specific Plan, it is possible that there could still be a significant impact. No additional feasible mitigation measure is available. Therefore, this impact is considered **significant and unavoidable**.

IMPACT 4.5-2 Cause a Substantial Adverse Change in the Significance of an Archaeological Resource pursuant to Section 15064.5. *Individual development and infrastructure projects within the Planning Area would involve grading, excavation, or other ground-disturbing activities which could disturb or damage unique archaeological resources. This impact is considered **significant**.*

Precontact and historic-era archaeological sites have been identified in the Planning Area. Because of the age of the community, the identification of known archaeological sites with precontact and historical-era deposits, and the number of historic built-environment resources within the Planning Area, there is a high potential to encounter subsurface historical archaeological deposits during ground-disturbance activities. In Marysville, such sites could represent the historical urban development with cultural deposits within known historical neighborhoods, such as Chinatown.

Individual development projects and infrastructure and utilities installation within the Planning Area would involve grading, excavation, and other ground-disturbing activities that could disturb or damage any as-yet-undiscovered archaeological resources. It is possible that precontact or historic-age archaeological resources have been covered by later deposits that could be removed, exposing cultural materials during project-related construction activities. Precontact archaeological indicators can include obsidian and chert flakes and flaked stone



tools; ground stone implements (grinding slabs, mortars, and pestles) and locally darkened midden soils containing some of the previously listed items plus fragments of burned and unburned faunal bone and fire-affected stones. Historic-era site indicators generally include fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations, privy pits, wells, and dumps.

## **Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals, policies, and implementation strategies would address the potential impact to archaeological resources:

**Goal OS-4:** Preserve archaeological, tribal cultural, and unique paleontological resources.

- ▶ **Policy OS-4.1:** Consult with local Native American Tribes that are traditionally and culturally affiliated with local resources, identify areas that may be of cultural or tribal cultural significance, and determine appropriate strategies to avoid adverse effects to these resources.
- ▶ **Policy OS-4.2:** Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of indigenous belongings and cultural site materials to determine the appropriate treatment.
- ▶ **Policy OS-4.3:** Where recreational improvements in parks and open spaces could affect significant cultural or tribal cultural resources, projects should be redesigned to avoid impacts by placing resources in preserved open space areas.

## **Mitigation Measures**

Mitigation Measure 4.5-2a: Gather Information Related to Archaeological Resources and Avoid or Reduce Impacts.

For discretionary projects that could have significant adverse impacts to potentially significant archaeological resources, including those which are tribal cultural resources, or are associated with a tribal cultural resource, the following steps, or those determined to be equally as effective by the City, are required:

1. Request information from the California Native American Heritage Commission to obtain a review of the Sacred Lands File and a list of local Native American groups and individuals that may have specific knowledge of cultural resources in the area that could be affected by project implementation. Each Native American group and individual identified by the Native American Heritage Commission will be contacted to obtain any available information on cultural resources in the project area.
2. Invite each traditionally and culturally affiliated California Native American tribe that has requested to be placed on the City's consultation list pursuant to AB 52 to consult and conduct consultation, if requested.
3. Request updated information from the North Central Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether archaeological resources were identified. In the event the records indicate that no

previous survey has been conducted or existing survey data is greater than five years old, the project applicant will retain the services of a qualified archaeologist to assess the adequacy of the existing data (if any) and assess the archaeological sensitivity of the area affected by construction. If the survey did not meet current professional standards or regulatory guidelines, or relies on outdated information, a qualified archaeologist will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.

4. If a survey is warranted, it will include an archaeological pedestrian survey, and based on findings of the survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis. A report will document the results of the survey and provide appropriate management recommendations.
5. Provide the City and North Central Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports for any resources identified.
6. If no archeological resources, including those which are tribal cultural resources or are associated with a tribal cultural resource, are identified that may be directly or indirectly impacted by project activities, mitigation is complete.
7. When a project will impact a known archaeological site and avoidance is not a feasible option, a qualified archaeologist, in consultation with traditionally and culturally affiliated California Native American tribes, shall evaluate the eligibility of the site for listing in the California Register of Historical Resources. If the archaeological site is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend mitigative treatment, which could include preservation in place or data recovery.
8. If a site is precontact, in consultation with appropriate traditionally and culturally affiliated California Native American tribal representatives, the City will determine the need for tribal monitoring and contact appropriate representatives to offer the opportunity to monitor during relevant phases of construction.
9. If significant archaeological resources that meet the definition of historical or unique archaeological resources, including those determined by the City based on input from traditionally and culturally affiliated California Native American tribal representatives to be tribal cultural resources, are identified in the project area, the preferred mitigation of impacts is preservation in place. If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required, which may consist of, but are not limited to actions, such as data recovery excavations. If only part of a site will be impacted by a project, data recovery will only be necessary for that portion of the site. Data recovery will not be required if the implementing agency determines prior testing and studies have adequately recovered the scientifically consequential information from the resources. Studies and reports resulting from the data recovery shall be deposited with the North Central Information Center. Archaeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code.

#### Mitigation Measure 4.5-2b: Reduce or Avoid Impacts to Discovered Cultural Resources.

For projects that could adversely affect previously unknown buried cultural resources (precontact indigenous or historical archeological sites) that could be found during construction, the following procedures shall be adopted to minimize impacts:

1. During ground-disturbing activities necessary to implement proposed development and infrastructure projects, if any prehistoric indigenous or historical subsurface cultural resources are discovered, all work within 100 feet of the find shall be halted and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualification Standards shall be consulted within 24 hours to assess the significance of the find, according to CEQA Guidelines Section 15064.5, and implement, as applicable, CEQA Guidelines Sections 15064.5(d), (e), and (f).
2. If the cultural material is found to be a historical resource as per CEQA Guidelines Section 15064.5 (a)(3), the qualified archaeologist shall recommend further mitigative treatment, which could include avoidance, preservation in place, or data recovery. If significant archaeological resources that meet the definition of historical or unique archaeological resources are identified in the project area, the preferred mitigation of impacts is preservation in place.
3. If avoidance through project design is not feasible, the qualified archaeologist shall develop and oversee the execution of a treatment plan. The treatment plan shall include, but shall not be limited to, data recovery procedures based on location and type of archaeological resources discovered and a preparation and submittal of report of findings to the North Central Information Center. Data recovery shall be designed to recover the significant information the archaeological resource is expected to contain, based on the scientific/historical research questions that are applicable to the resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable resource questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by project proponents' actions. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical. Archaeological sites containing human remains shall be treated in accordance with the provisions of Section 7050.5 of the Health and Safety Code.

#### Significance after Mitigation

Mitigation Measures 4.5-2a and 4.5-2b would provide for the identification and evaluation of archaeological resources and strategies to reduce or avoid adverse effects to significant archaeological resources. Applicants for entitlements requiring General Plan consistency findings will need to comply with the policies described above. These policies and mitigation will help ensure new development is designed to avoid impacts to archaeological resources. Although the policies and mitigation measures will minimize the severity of significant impacts associated with projects consistent with the proposed 2050 General Plan and Downtown Specific Plan, significant and unavoidable impacts may occur that cannot be reduced to a less-than-significant level through mitigation. While the proposed 2050 General Plan policies and mitigation measures will reduce potential effects, the potential remains for residual effects. No other feasible mitigation measure is available. Therefore, this impact is considered **significant and unavoidable**.

IMPACT 4.5-3 Disturb Any Human Remains, Including Those Interred Outside of Formal Cemeteries. *It is possible that development and infrastructure improvement projects under the proposed 2050 General Plan and Downtown Specific Plan involving grading, trenching, excavation, soil stockpiling, and other earthmoving activities, could impact human remains. There are no known interment sites within the areas planned for development within the Planning Area; however, there is the potential to encounter previously unknown precontact indigenous, historic-era, or other human remains during ground-disturbing activities. This impact is considered significant.*

The proposed 2050 General Plan and Downtown Specific Plan accommodate development and infrastructure improvement projects throughout the Planning Area that could involve grading, trenching, excavation, soil stockpiling, and other earthmoving activities that could result in the discovery of early historic period cemeteries whose locations are now unknown, as well as the potential for disturbance of an indigenous precontact period site with burials. The Marysville Cemetery is located outside of the City limits and neither the proposed 2050 General Plan nor the Downtown Specific Plan involve development or infrastructure improvements that would involve the construction or excavation of this dedicated cemetery. Although there is presently no indication that any particular area in the Planning Area has been used for human burial purposes in the recent or distant past, there is nonetheless the potential for discovery during construction of development and infrastructure projects facilitated under the proposed 2050 General Plan and Downtown Specific Plan.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains and the discovery is reported to the County Coroner. If the County Coroner determines the remains are Native American, the Coroner notifies the NAHC, who then designate a MLD for the project (California Public Resources Code Section 5097.98). The designated MLD has 48 hours to make recommendations concerning treatment. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate. If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (California Public Resources Code Section 5097.98).

### **Relevant Goals, Policies, and Implementation Strategies of the 2050 General Plan Update**

The following 2050 General Plan goal, policies, and implementation strategy would address the potential impact to human remains:

**Goal OS-4:** Preserve archaeological, tribal cultural, and unique paleontological resources.

- ▶ **Policy OS-4.1:** Consult with local Native American Tribes that are traditionally and culturally affiliated with local resources, identify areas that may be of cultural or tribal cultural significance, and determine appropriate strategies to avoid adverse effects to these resources.
- ▶ **Policy OS-5.2:** Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of indigenous belongings and cultural site materials to determine the appropriate treatment.
- ▶ **Policy OS-5.3:** Where recreational improvements in parks and open spaces could affect significant cultural or tribal cultural resources, projects should be redesigned to avoid impacts by placing resources in preserved open space areas.

- **Implementation Strategy OS 4.1-1:** For discretionary projects that could have significant adverse impacts to potentially significant archaeological resources, including those which are tribal cultural resources, or are associated with a tribal cultural resource, require tribal consultation, preparation of cultural resource analysis, monitoring and other steps consistent with the General Plan EIR.

## Conclusion

The proposed 2050 General Plan Policies OS-4.1 through OS-4.3 and Implementation Strategy OS 4.1-1 would protect cultural resources, including human remains. The potential remains for an impact. The impact is considered **significant**.

## Mitigation Measure

Mitigation Measure 4.5-3: Reduce or Avoid Impacts to Discovered Human Remains.

If human remains are discovered during construction, the project applicant shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5. In the event of an inadvertent discovery of cultural during construction or decommissioning, all work must halt within a 100-foot radius of the discovery. The project applicant shall commission a qualified professional archaeologist to evaluate the significance of the find. Work cannot continue within the 100-foot radius of the discovery site until the archaeologist and/or tribal monitor conducts sufficient research and data collection to make a determination that the resource is either (1) not cultural in origin; or (2) not potentially eligible for listing on the National Register of Historic Resources or the California Register of Historic Resources. If a potentially eligible resource would be adversely affected by project construction, the qualified archaeologist and/or tribal monitor, City staff, and the project applicant shall arrange for either (1) total avoidance of the resource, if possible; or (2) test excavations or total data recovery as mitigation.

## Significance after Mitigation

Mitigation Measures 4.5-2a and 4.5-2b would protect archaeological resources and provide for interagency cooperation to identify and preserve resources. These procedures conform to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Mitigation Measures 4.5-3 would additionally reduce the potential for an impact by requiring work stoppage if human remains are discovered during construction and appropriate steps to determine the nature of the resource and avoidance or data recovery, as appropriate. These goals, policies, and mitigation measures protect archaeological resources, including human remains. However, because indigenous precontact and historic-age archaeological sites that contain human remains can occur below ground with little or no surface manifestation it may not be feasible to entirely avoid impacts to interred human remains during buildout of the Planning Area. If buried human remains are encountered during construction without prior discovery, they may be inadvertently damaged or destroyed. No additional feasible mitigation is available. The impact is **significant and unavoidable**.

IMPACT 4.5-4 Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource. *Buildout of the Planning Area would result in development projects and infrastructure improvements that would involve earthmoving activities. While the Sacred Lands File search was negative, the Planning Area and vicinity are*

*known to have been used by Native American groups during the ethnohistoric and precontact periods. This impact is considered **significant**.*

As noted above, the City contacted the NAHC and requested a search of the Sacred Land Files for the Planning Area. The results of the Sacred Land Files search, which would indicate the potential presence of tribal cultural resources, was negative. However, archaeological sites with ethnohistoric and precontact components have been identified within the Planning Area overlaid by historical-era deposits. Precontact resources also may be considered tribal cultural resources and can include sites, features, and objects that are CRHR-listed, eligible to be listed, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Development projects within the Planning Area which would involve grading, excavation or other ground-disturbing activities could disturb or damage previously unidentified tribal cultural resources.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The California Public Resources Code Sections 21080.3.4, 21080.3.2, and 21082.3 define and address tribal cultural resources in the environmental review process.

### **Relevant Goals, Policies, and Implementation Strategies of the 2050 General Plan Update**

The following 2050 General Plan goal, policies, and implementation strategy would address the potential impact to tribal cultural resources:

**Goal OS-4:** Preserve archaeological, tribal cultural, and unique paleontological resources.

- ▶ **Policy OS-4.1:** Consult with local Native American Tribes that are traditionally and culturally affiliated with local resources, identify areas that may be of cultural or tribal cultural significance, and determine appropriate strategies to avoid adverse effects to these resources.
- ▶ **Policy OS-4.2:** Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of indigenous belongings and cultural site materials to determine the appropriate treatment.
- ▶ **Policy OS-4.3:** Where recreational improvements in parks and open spaces could affect significant cultural or tribal cultural resources, projects should be redesigned to avoid impacts by placing resources in preserved open space areas.
  - **Implementation Strategy OS 4.1-1:** For discretionary projects that could have significant adverse impacts to potentially significant archaeological resources, including those which are tribal cultural resources, or are associated with a tribal cultural resource, require tribal consultation, preparation of cultural resource analysis, monitoring and other steps consistent with the General Plan EIR.

### **Conclusion**

Policy OS-4.1 commits the City to consultation with Native American Tribes that are traditionally and culturally affiliated with local resources in order to identify areas that may be of cultural or tribal cultural significance and determine appropriate strategies to avoid adverse effects to these resources. In addition, the proposed 2050 General Plan includes Policies OS-4.2 and OS-4.3 and Implementation Strategy OS 4.1-1 to protect archaeological resources including tribal cultural resources, ensure proper treatment of materials encountered

during construction activities, and provide for interagency cooperation to identify and preserve resources. Mitigation Measure 4.5-2a requires the identification and evaluation of archaeological resources, including those that may be tribal cultural resources, and implementation of strategies to reduce or avoid adverse effects. While the existing laws along with proposed 2050 General Plan goals, policies, implementation strategies, and mitigation measures imposed by this EIR will reduce potential effects, the potential remains for residual effects. No other feasible mitigation measure is available. The impact is considered **significant and unavoidable**.

This page intentionally left blank



## **4.6 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES**

### **4.6.1 INTRODUCTION**

This section describes potential impacts related to seismic hazards, soil conditions, and other geotechnical considerations that could affect people and structures associated with implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. This section also addresses the potential for loss of regionally or locally important mineral resources, and the potential for damage to or destruction of unique paleontological resources.

Comments received on the Notice of Preparation were reviewed during preparation of this EIR. There were no comments related to geology, soils, minerals, or paleontological resources.

### **4.6.2 ENVIRONMENTAL SETTING**

#### **REGIONAL GEOLOGY**

Marysville is situated in the Sacramento Valley, which, together with the San Joaquin Valley, comprise the Central Valley Geomorphic Province. The Central Valley is a forearc basin composed of thousands of feet of sedimentary deposits, which has undergone alternating periods of subsidence and uplift over millions of years. The Central Valley basin began to form during the Jurassic period (approximately 206 to 145 million years ago) as the Pacific oceanic plate moved underneath the adjacent North American continental plate. During the Jurassic and Cretaceous periods of the Mesozoic era (approximately 144 to 66 million years ago), the Central Valley existed in the form of an ancient ocean. By the end of the Mesozoic, the northern portion of the Central Valley began to fill with sediment as tectonic forces caused uplift of the basin. Geologic evidence surrounding the Stockton Arch suggests that the Sacramento Valley and San Joaquin Valley gradually separated into two separate waterbodies as uplift and sedimentation continued. By the time of the Miocene epoch (approximately 24 million years ago), sediments deposited in the Sacramento Valley were mostly of terrestrial origin. In contrast, the San Joaquin Valley continued to be inundated with water for another 20 million years, as indicated by marine sediments dated to the late Pliocene (approximately 5 million years ago).

The surface of the Sacramento Valley, on the east side of the Feather River where Marysville is located, consists primarily of Holocene-age (the last 11,700 years) natural levee and channel deposits adjoining stream channels such as the Feather and Yuba Rivers, and adjacent low alluvial plains and fans to the east (i.e., the Pleistocene-age Modesto and Riverbank Formations). Buried at depths of approximately 500–1,000 feet below these Quaternary deposits are Miocene-age volcanic deposits associated with the Sutter Formation, which originated from volcanic episodes in the Sierra Nevada. Dissected alluvial uplands (i.e., the Pliocene-age Laguna Formation), are exposed approximately 6.5 miles west of the city. The uplands transition on the east side to northward-trending ridges of the Sierra Nevada.

#### **PALEONTOLOGICAL RESOURCES**

As shown in Exhibit 4.6-1, recent Holocene-age natural levee and channel deposits are present along the Feather River and Yuba River floodplains in the western, southern, and northeastern portions of the City limits. Native

materials in the developed portion of the city within the Marysville Ring Levee, including the Downtown Specific Plan Area, consist of the Pleistocene-age Riverbank Formation. A small area of the late Pleistocene-age Modesto Formation is present within the northern City limits along the southern edge of Jack Slough (Saucedo and Wagner 1992).

## **Paleontological Sensitivity Assessment**

The potential paleontological sensitivity of an area can be assessed by identifying the paleontological importance of rock units that are exposed there. A paleontologically sensitive rock formation is one that is rated high for potential paleontological productivity (i.e., the recorded abundance and types of fossil specimens, and the number of previously recorded fossil sites) and is known to have produced unique, scientifically important fossils.

Exposures of a specific rock formation at any given site are most likely to yield fossil remains representing particular species or quantities similar to those previously recorded from the rock formation in other locations. Therefore, the paleontological sensitivity determination of a rock formation is based primarily on the types and numbers of fossils that have been previously recorded from that rock unit.

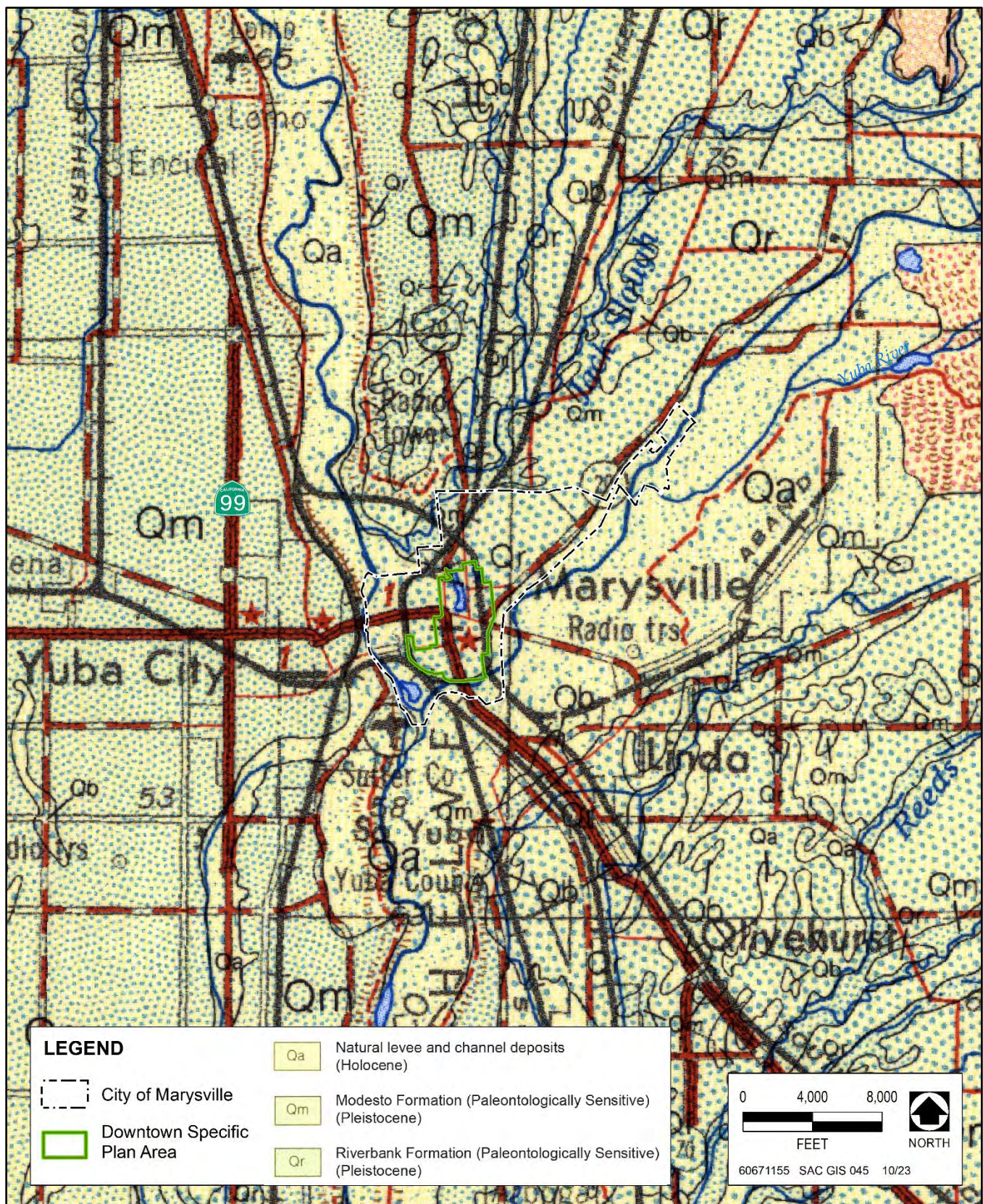
An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- ▶ a type specimen (i.e., the individual from which a species or subspecies has been described);
- ▶ a member of a rare species;
- ▶ a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- ▶ a skeletal element different from, or a specimen more complete than, those now available for its species; or
- ▶ a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates are generally common; the fossil record is well developed and well documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils are generally considered scientifically important because they are relatively rare.

In its standard guidelines for assessment and mitigation of adverse impacts on paleontological resources, the Society of Vertebrate Paleontology (SVP 2010) established four categories of sensitivity for paleontological resources: high, low, no, and undetermined. Areas where fossils have been previously found are considered to have a high sensitivity and a high potential to produce fossils. Areas that are not sedimentary in origin and that have not been known to produce fossils in the past typically are considered to have low sensitivity. Areas consisting of high-grade metamorphic rocks (e.g., gneisses and schists) and plutonic igneous rocks (e.g., granites and diorites) are considered to have no sensitivity. Areas that have not had any previous paleontological resource surveys or fossil finds are considered to be of undetermined sensitivity until surveys are performed.





Source: Saucedo and Wagner 1992

#### Exhibit 4.6-1. Geologic Formations and Paleontological Sensitivity



After reconnaissance surveys, a qualified paleontologist can determine whether the area of undetermined sensitivity should be categorized as having high, low, or no sensitivity. In keeping with the Society of Vertebrate Paleontology significance criteria, all vertebrate fossils are generally categorized as being of potentially significant scientific value.

### ***Paleontologically Sensitive Rock Formations in the Planning Area***

Table 4.6-1 presents the results of the paleontological sensitivity assessment for the Planning Area based on a review of geologic maps, a literature review, and a records search performed at the University of California, Berkeley Museum of Paleontology (UCMP) on March 16, 2023. The Modesto and Riverbank Formations in the city and the Downtown Specific Plan Area are of high paleontological sensitivity because numerous vertebrate fossils have been recovered from these formations through the Sacramento and San Joaquin Valleys. The Holocene-age natural levee and channel deposits are not paleontologically sensitive because they are too young to contain unique paleontological resources.

### **REGIONAL SEISMICITY AND FAULT ZONES**

Geologists have determined that the greatest potential for surface fault rupture and strong seismic ground shaking is from active faults; that is, faults with evidence of activity during the Holocene epoch (the last 11,700 years). Faults classified as “potentially active” (where there is evidence that movement has occurred during the last 1.6 million years), have a lower potential for surface fault rupture and strong seismic ground shaking.

Marysville is located within an area with relatively low historic seismic activity. As shown in Exhibit 4.6-2, there are no known fault traces within or adjacent to the City limits or the Downtown Specific Plan Area. The nearest active fault is the Cleveland Hill Fault, approximately 20 miles to the northeast (discussed further below). Other active faults are located in the Sierra Nevada approximately 60–70 miles east and northeast (Jennings and Bryant 2010). The Willows Fault Zone, west of the city, is not active and has shown no evidence of activity in the last 1.6 million years.

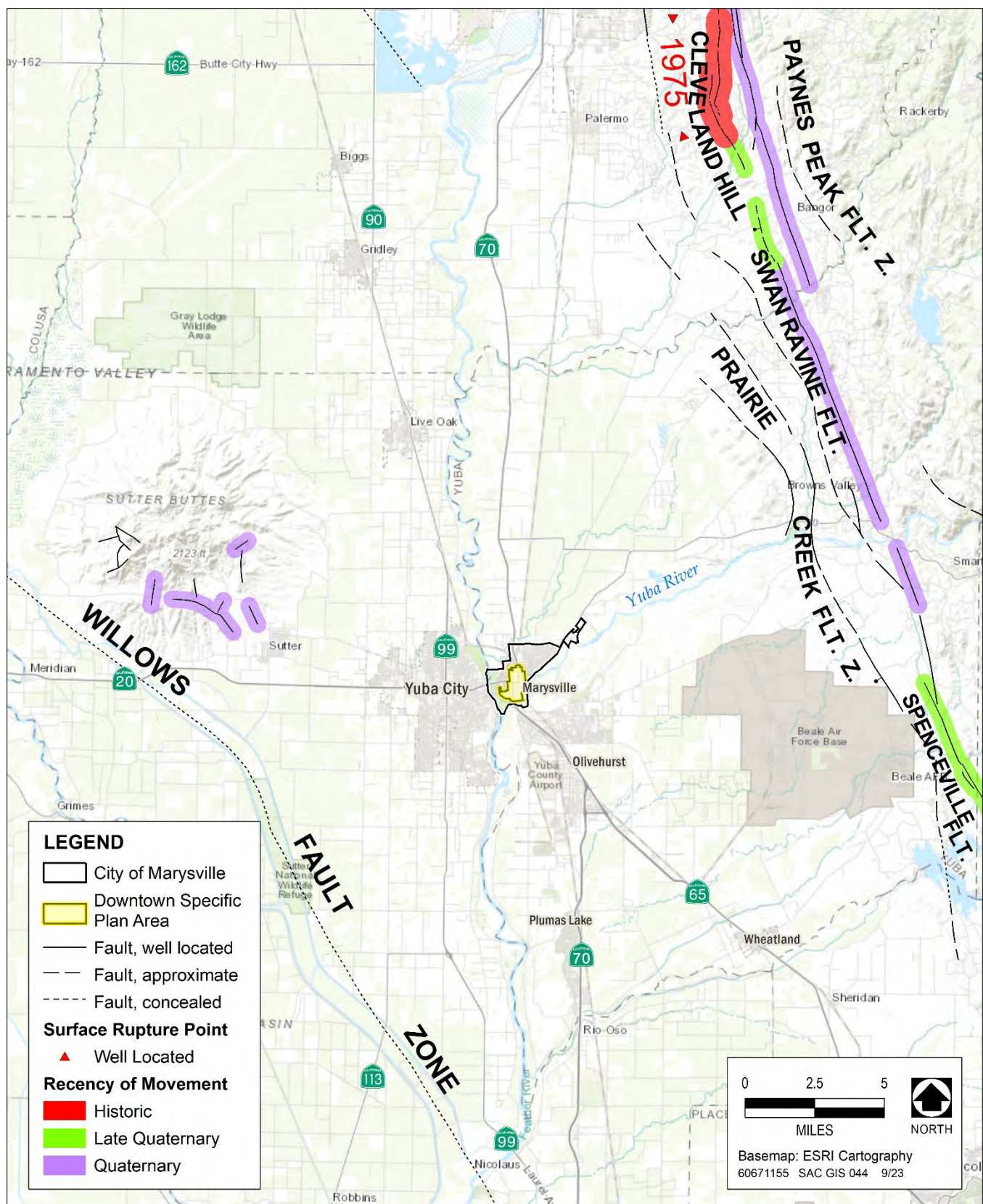
The Foothills Fault System is approximately 13 miles east of the city (Jennings and Bryant 2010). This fault system includes a number of smaller fault zones and individual faults, including the Prairie Creek Fault Zone, Swain Ravine Fault Zone, and the Spenceville Fault. The age of the most recent activity along the Prairie Creek Fault Zone is pre-Quaternary. However, the northern portion of the Swain Ravine Fault, and the Spenceville Fault, have exhibited movement within the last 700,000 years; therefore, these faults are considered potentially active. Approximately 10 miles to the west of the city are several unnamed faults of Quaternary age in the Sutter Buttes (i.e., the age of most recent activity is unknown, but within the last 1.6 million years), and therefore these faults are also considered potentially active.

**Table 4.6-1. Paleontological Sensitivity Assessment**

Formation Name and Map Unit Abbreviation	Description and Age	Fossils	Paleontological Sensitivity
Holocene Levee and Channel Deposits (Qha)	Deposits of active stream channels and their natural levees as well as adjacent broad alluvial fans. Composed of sand, gravel, and silt that are poorly to moderately sorted (11,700 years Before Present to Present Day).	Holocene deposits contain only the remains of extant, modern taxa (if any resources are present), which are not considered “unique” paleontological resources.	None
Modesto Formation (Qm)	Late Pleistocene tan and light-gray gravely sand, silt, and clay forming alluvial terraces, alluvial fans, and abandoned channel ridges of major streams and rivers. Composed of unconsolidated, unweathered to slightly weathered deposits of gravel, sand, silt, and clay (12,000 to 42,000 years Before Present).	Fossil specimens from sediments referable to the Modesto Formation have been reported at a variety of locations throughout the Sacramento and San Joaquin Valleys. The Oswald Road locality in Sutter County (UCMP V-3915), approximately 7.5 miles southwest of the Marysville City limits, yielded one specimen of bison. Locality UCMP V-4043, near the Sutter Buttes, yielded one specimen of Hipparion, an extinct species of small horses. Another locality in Sutter County near Gilsizer Slough, approximately 6 miles west of Plumas Lake (UCMP V-6426), yielded one specimen from the order Proboscidea (which includes the extinct mammoths, mastodons, and gomphotheres). Locality UCMP V-5430 in Yolo County, south of Davis near Putah Creek, yielded one specimen of Smilodon (an extinct sabre-toothed cat). Other localities have been reported in Stockton, Tracy (along the Delta-Mendota Canal), Manteca, Modesto, and Merced. The Tranquility site in Fresno County (UCMP V-4401), has yielded more than 130 Rancholabrean-age fossils of fish, turtles, snakes, birds, moles, gophers, mice, wood rats, voles, jack rabbits, coyote, red fox, grey fox, badger, horse, camel, pronghorn antelope, elk, deer, and bison from sediments referable to the Modesto Formation.	High
Riverbank Formation (Qr)	Pleistocene deposits of weathered reddish gravel, sand, and silt that form higher alluvial fans and terraces of major rivers. In the Sacramento Valley, this formation contains more mafic igneous rock fragments as compared to the San Joaquin Valley, where the Riverbank tends to contain more arkosic alluvium (130,000 to 450,000 years Before Present).	There are nine recorded vertebrate fossil localities in the Sacramento area in sediments referable to the Riverbank Formation. Localities have yielded remains of Rancholabrean-age mammoth, bison, camel, coyote, horse, Harlan’s ground sloth, mammoth, antelope, deer, rabbit, woodrat, fish, mole, mice, squirrel, snake, and gophers, dire wolf, frog, Pacific pond turtle, and the family Anatidae (ducks, geese, and swans). There are numerous additional vertebrate fossil localities from the Riverbank Formation and from similar unnamed Rancholabrean-age alluvial sediments in Yolo, San Joaquin, Merced, Stanislaus, Fresno, and Madera Counties.	High

Note: UCMP = University of California Museum of Paleontology

Sources: Dundas et al. 1996, Hay 1927, Helley and Harwood 1985, Hilton et al. 2000, Jefferson 1991a and 1991b, Kolber 2004, Marchand and Allwardt 1981, Piper et al. 1939, Saucedo and Wagner 1992, UCMP 2023



Source: Jennings and Bryant 2010

## Exhibit 4.6-2. Earthquake Fault Zones

Potential seismic hazards resulting from an earthquake consist of surface fault rupture, ground shaking, liquefaction, and landslides, each of which are discussed below.

## **Surface Fault Rupture**

Surface rupture is the actual cracking or breaking of the ground surface along a fault during an earthquake. Structures built over an active fault can be torn apart if the ground ruptures. However, surface ground rupture along a fault generally is limited to a linear zone that is only a few yards wide. The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (see Section 4.6.3, “Regulatory Framework,” below) was created to help reduce the loss of life and property from an earthquake by prohibiting the construction of structures designed for human occupancy across the traces of active faults. The city and the Downtown Specific Plan area are not located within or adjacent to an Alquist-Priolo Earthquake Fault Zone (CGS 2022a). The nearest fault zoned under the Alquist-Priolo Act is the Cleveland Hill Fault, approximately 20 miles to the northeast.

## **Seismic Ground Shaking**

Ground shaking—motion that occurs as a result of energy released during faulting—could potentially result in the damage or collapse of buildings and other structures, depending on the magnitude of the earthquake, the location of the epicenter, and the character and duration of the ground motion. Other important factors to be considered are the characteristics of the underlying soil and rock and, where structures exist, the building materials used and the workmanship of the structures.

In 1975, a Magnitude 5.7 earthquake occurred south of Lake Oroville along the Cleveland Hill Fault (which is part of the Swain Ravine Fault Zone), approximately 20 miles northeast of Marysville. Although the earthquake was felt in Marysville, no damage occurred in the city. As noted by the California Department of Water Resources (DWR) during its investigation following the 1975 earthquake, most fault movements in the Foothills Fault System are caused by east-west extensional stresses that re-activate older, pre-existing faults such as the Cleveland Hill. However, earthquakes can be caused by reservoir-induced stress, and although the study conducted by DWR in 1979 indicated there was no direct evidence for a causal relationship (DWR 1979), subsequent studies have indicated that reservoir-induced stress could have been involved (Berkeley Seismological Laboratory 2017, Lahontan Geoscience Inc. 2019).

Calculations of earthquake shaking hazard for California are part of a cooperative project between the U.S. Geological Survey (USGS) and the California Geological Survey, and are part of the National Seismic Hazard Mapping program. Earthquake shaking hazards are calculated by projecting earthquake rates based on earthquake history and fault slip rates, the same data used for calculating earthquake probabilities. Fault parameters are developed for these calculations by the Working Group on California Earthquake Probabilities. A probabilistic seismic hazard map is a map that shows the hazard from earthquakes that geologists and seismologists agree could occur in California. It is “probabilistic” in the sense that the analysis takes into consideration the uncertainties in the size and location of earthquakes and the resulting ground motions that can affect a particular site. The 2016 map showing the probabilistic *Earthquake Shaking Potential for California* (digitized by the California Department of Conservation [DOC]) indicates that the area within the Marysville Ring Levee is in an area of low potential shaking hazard intensity, but the shaking hazard intensity increases in the younger, unconsolidated alluvial deposits outside of the levee (Branum, et al. 2016).

## Liquefaction

Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and become fluid, similar to quicksand. The liquefaction potential depends on the type of soil, the level and duration of seismic ground motions, and the depth to groundwater. The locations that are most susceptible to liquefaction-induced damage are composed of loose, Holocene-age, water-saturated, granular sediments that are within 40 feet of the ground surface. Liquefaction poses a hazard to engineered structures, such as buildings, bridges, and underground utility pipelines, because the loss of soil strength can result in bearing capacity insufficient to support foundation loads and increased lateral pressure on retaining walls. The average depth to groundwater in Marysville is approximately 25 feet below the ground surface (DWR 2022). However, most of the city is composed of well-consolidated Pleistocene-age deposits (i.e., the Riverbank Formation), and active seismic sources are at least 20 miles away. Therefore, it is unlikely that the developed portions of the city within the Marysville Ring Levee or the Downtown Specific Plan Area would be subject to liquefaction in the event of a large magnitude earthquake.

As required by the Seismic Hazards Mapping Act (discussed further below in the “Regulatory Framework” subsection), the California Geological Survey has established Earthquake Zones of Required Investigation for designated active faults where special studies are required prior to issuance of building permits. The zones of required investigation encompass areas where strong seismic ground shaking could result in liquefaction or seismically induced landslides. Marysville is not situated within an Earthquake Zone of Required Investigation (CGS 2022b).

Site-specific evaluations would be required to determine the liquefaction potential for public facility improvements in areas around the periphery of the City limits, which are composed of unconsolidated, Holocene-age levee and channel deposits (see Exhibit 4.6-1).

## Landslides

Landslide susceptibility is based on various combinations of factors such as rainfall, rock and soil types, slope, vegetation, seismic conditions, and human construction activities. Generally, landslides are expected to occur most often on slopes steeper than 15 percent, in areas with a history of landslides, and in areas underlain by geologic units that are weakly cemented.

Elevations in the southern and southwestern portions of the city limits range from approximately 45–55 feet above mean sea level (amsl). Elevations within the developed portions of the city inside the Marysville Ring Levee slope gently upwards towards the east (towards the Sierra Nevada foothills) over a distance of approximately 2.5 miles, increasing to approximately 70 feet amsl. Elevations in the northeast corner of the city limits (south of Plantz Road) also slope gently upwards towards the east, from approximately 89 feet amsl to 100 feet amsl. Due to the presence of existing development, land within the city limits has been graded nearly flat. Therefore, landslides do not represent a hazard in the city.

There are no mapped Earthquake Zones of Required Investigation (EZRI) for landslide hazards in or near Marysville (CGS 2023a). There are no mapped historic, dormant, or active landslides in or near Marysville (CGS 2023b) (Saucedo and Wagner 1992). California Geological Survey Map Sheet 58, *Susceptibility to Deep-Seated Landslides in California* (CGS 2011), shows the areas mapped by the California Geological Survey for that study as being subject to landslide hazards based on the presence of weak rocks and steep slopes, which are most likely



to generate landslides. The landslide classes in Map Sheet 58 express the generalization that on very low slopes, landslide susceptibility is low even in weak materials, and that landslide susceptibility increases with slope and in weak rocks. For that study, levees along the Feather and Yuba Rivers were mapped with moderate landslide susceptibility. However, levees along the east bank of the Feather River and the north and south banks of the Yuba River (in the Yuba Goldfields) have been subject to substantial improvements and upgrades in the last 10 years that were specifically designed to provide improved stability. The levees now include cut-off walls, which are areas where bentonite slurry has been injected in a linear fashion effectively forming a “concrete wall,” with a low soil berm on top. Furthermore, the Marysville Ring Levee, and other flood control levees along the Yuba and Feather Rivers, have been specifically designed and engineered by agencies such as the California Department of Water Resources and the U.S. Army Corps of Engineers to provide stability from the erosive scouring forces of moving water and from seismic hazards such as strong seismic shaking; therefore, the levees do not represent landslide hazards.

## **Seismic Seiches**

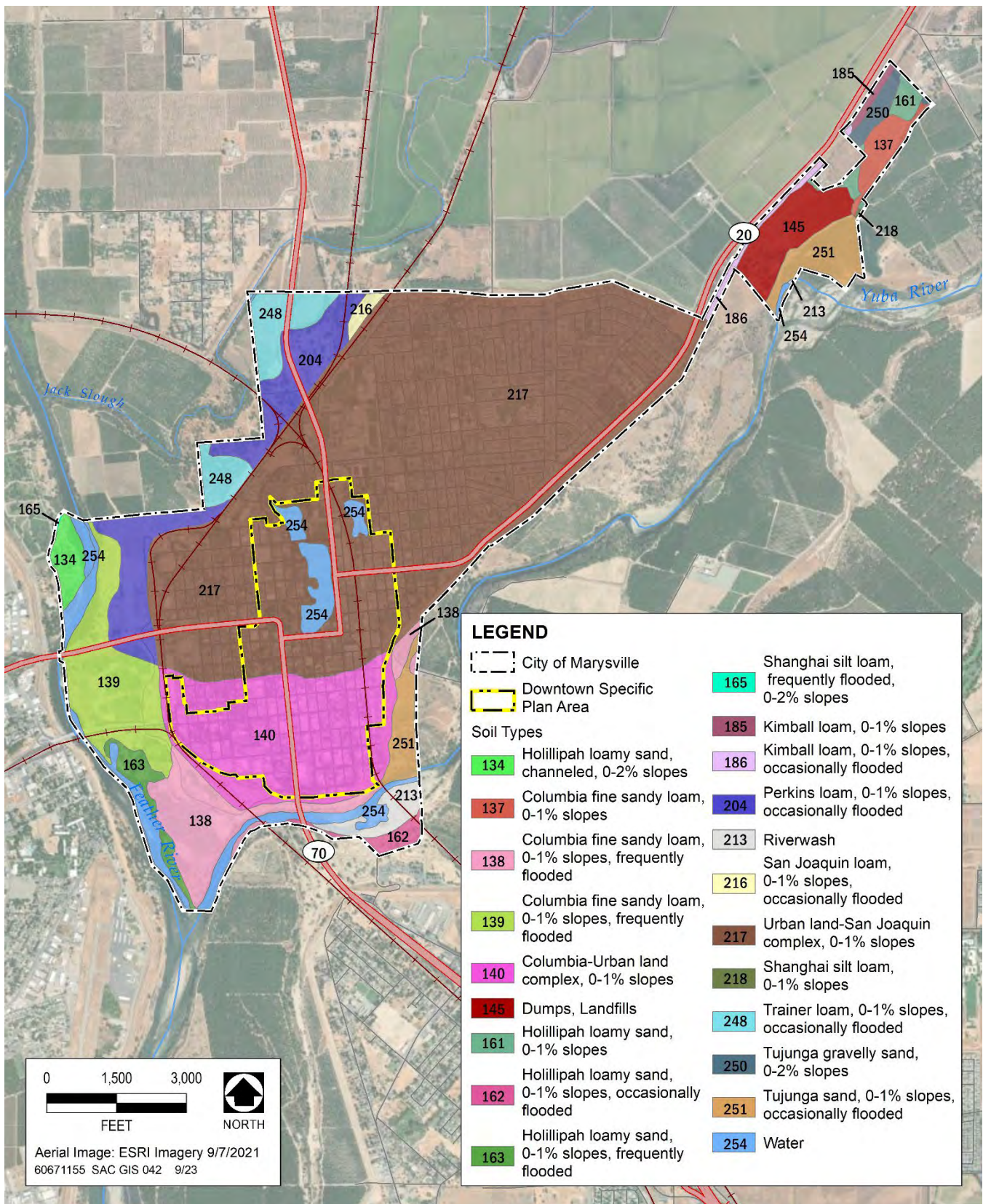
Earthquakes may affect open bodies of water by creating seismic sea waves and seiches. Seismic sea waves (often called “tidal waves”) are caused by abrupt ground movements (usually vertical) on the ocean floor in connection with a major earthquake. Because of the Planning Area’s long distance from the Pacific Ocean, seismic sea waves do not represent a hazard. A seiche is a sloshing of water in an enclosed or restricted water body, such as a basin, river, or lake, which is caused by earthquake motion; the sloshing can occur for a few minutes or several hours. Although a seiche could occur on the Feather or Yuba Rivers, seismic hazards in the Sacramento Valley are very low, and therefore the risk of a seismic seiche that would overtop Feather or Yuba River levees and result in downstream flooding in the city is also considered very low. Furthermore, DWR design criteria requires State Plan of Flood Control levees to be engineered to incorporate risk from hazards such as seismic seiches. Ellis Lake is too small to be subject to seismic seiche hazards.

## **SOILS**

The U.S. National Resources Conservation Service (NRCS) provides soils surveys and reports for Yuba County, which includes the Marysville area. Exhibit 4.6-3 shows the soil types in the City limits and the Downtown Specific Plan Area (NRCS 2022). Most of the soil within the developed part of Marysville (inside the Marysville Ring Levee) consists of “Urban Land” mixed with San Joaquin and Columbia soils. “Urban Land” soils have been altered or obscured by urban works and structures; buildings and pavement cover more than 85 percent of the surface of this soil type. Therefore, Urban Land is not rated by the NRCS in terms of soil characteristics. A variety of native soils are present around the perimeter of the city, outside of the Marysville Ring Levee.

## **Soil Properties**

Soil properties influence the development of building sites, including the engineering design, construction techniques, and site maintenance. The NRCS soil database provides an indication of the limitations of soils for dwellings without basements, small commercial buildings, and local roads and streets. The rating system indicates the extent to which the soils are limited by the soil features that affect building site development. NRCS soil limitations are based on the soil properties that affect the capacity of the soil to support a load without movement, and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity consist of depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell



Source: NRCS 2022

### Exhibit 4.6-3. Marysville Soils

potential), and compressibility. The properties that affect the ease and amount of excavation consist of flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

All of the soils in the city have some limitations with respect to dwellings, small commercial buildings, and local streets as rated by the NRCS. In general, these limitations are related to a high potential for flooding and a moderate to high shrink-swell potential (NRCS 2022).

Most soils can be categorized into hydrologic soil groups (which apply only to surface soil layers) based on runoff-producing characteristics. Hydrologic soil groups are factored into calculations of erosion and stormwater runoff potential when drainage plans are prepared for new development. Soils are assigned to groups A, B, C, or D. Group D soils have a very slow water infiltration rate and therefore have a very high stormwater runoff potential; Group A soils have a rapid water infiltration rate and therefore have a low stormwater runoff potential. Most soils within the City limits fall into Hydrologic Group A (NRCS 2022).

Soils within the Marysville Ring Levee are rated with a moderate water erosion hazard and a low wind erosion hazard, while soils outside the levee are rated with a moderate to high water and wind erosion hazard (NRCS 2022).

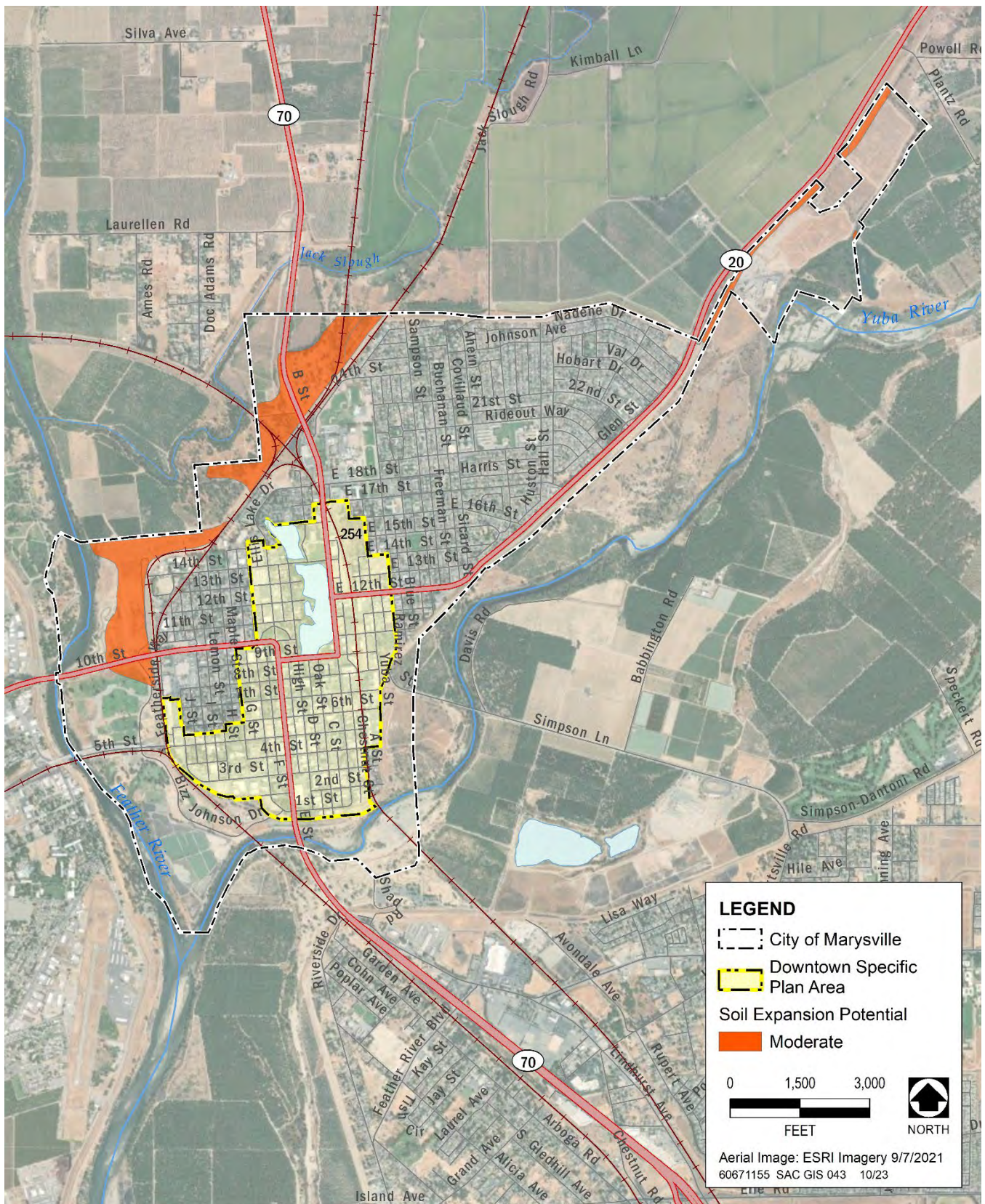
Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. Because of this shrink-swell effect, structural foundations may rise during the rainy season and fall during the dry season. If this expansive movement varies beneath different parts of a structure, the foundation may crack, and portions of the structure may become distorted. Retaining walls and underground utilities may be damaged for the same reasons. Soils within the Marysville Ring Levee are generally rated by the NRCS with a low expansion potential. Some of the soils outside of the levee are rated with a moderate expansion potential (see Exhibit 4.6-4). There are no soils in the City limits that are rated with a high expansion potential. Proper foundation design and soil treatment can generally eliminate the problems caused by expansive soils.

### ***Suitability for Septic Systems***

For a septic system to function properly, soils must percolate (or “perc”) properly—that is, a certain volume of wastewater must flow through the soil in a certain time period, as determined by a licensed geotechnical engineer. Wastewater is “treated” as soil bacteria feed on the waste material and in the process, breaking down the material into more basic elements that are dispersed into the lower layers of the soil horizon. If wastewater percolates through the soil too quickly, there is insufficient time for the bacteria to digest this material. Conversely, if wastewater percolates through the soil too slowly, the bacteria die from oxygen deprivation.

Development within the Marysville Ring Levee is served by conventional wastewater treatment systems—wastewater is pumped south for treatment at the Linda County Water District’s Wastewater Treatment Plant in Olivehurst. Properties within the City limits but outside the Marysville Ring Levee may have individual on-site septic systems. A review of NRCS soil survey data (NRCS 2022) indicates that most of these soils are rated as somewhat limited to very limited for suitability as on-site wastewater treatment systems; however, this rating is based primarily on the potential for these soils to experience flooding, rather than the ability of the soils to “perc” properly.





Source: NRCS 2022

#### Exhibit 4.6-4. Areas of Moderate Soil Expansion Potential

# VOLCANIC ACTIVITY

The Sutter Buttes, which rise vertically approximately 2,000 feet above the surrounding flat valley floor, are approximately 11 miles west of Marysville. The Sutter Buttes are remnants of a volcano that was active from approximately 1.6 to 1.4 million years ago during the Pleistocene epoch. The central core of the Buttes is characterized by lava domes—piles of viscous lava that erupted onto the surface and were built higher with each successive layer. Today, these lava domes form the high central hills of the Sierra Buttes. An apron of fragmented debris created by occasional eruptions of the lava domes surrounds the central core within a radius of approximately 3 miles. A third geomorphic region of valleys, known as the “moat,” lies between the core and the debris apron, and was formed by erosion of older, exposed sedimentary rocks that underlie the volcanic rocks (National Aeronautics and Space Administration [NASA] 2012, USGS 2011).

Volcanos are classified as active, dormant, or extinct. Active volcanoes have a recent history of eruptions, and they are likely to erupt again. Dormant volcanoes have not erupted for a very long time, but may erupt at a future time. Extinct volcanoes are not expected to erupt in the future. The Sutter Buttes volcano is “extinct.”

# MINERAL RESOURCES

The loss of access to regionally important mineral deposits as a result of land uses that preclude mining is one of the issues that the California Surface Mining and Reclamation Act of 1975 (SMARA) was framed to address. SMARA mandates a two-phased mineral resource conservation process called classification–designation. Under SMARA, the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The Board’s decision to designate an area is based on a classification report prepared by the California Geological Survey (formerly California Division of Mines and Geology) and on input from agencies and the public. CGS’ priority for mineral land classification studies is based on areas that are most likely to urbanize in the future, with the goal of establishing an awareness of the availability of important resources by communicating with the appropriate lead agencies regarding the presence, location, and significance of mineral deposits within a particular region.

The city and the Downtown Specific Plan Area are situated within the designated Yuba City–Marysville and the Greater Sacramento Area Production-Consumption Region for Portland cement concrete-grade aggregate, which includes all designated lands within the marketing area of the active aggregate operations supplying the Yuba City–Marysville and Greater Sacramento urban centers (Habel and Campion 1988; O’Neal and Gius 2018). In compliance with SMARA, the California Geological Survey has established the classification system shown in Table 4.6-2 to denote both the location and significance of key extractive resources.

**Table 4.6-2. California Division of Mines and Geology Mineral Land Classification System**

Classification	Description
MRZ-1	Areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.
MRZ-2	Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
MRZ-3	Areas containing mineral deposits, the significance of which cannot be evaluated from existing data.
MRZ-4	Areas where available data are inadequate for placement in any other mineral resource zone.

Note: MRZ = Mineral Resource Zone

Source: Habel and Campion 1988

Marysville incorporated as a City in 1851, during the gold rush days, when the city was the northernmost port of access for goods and materials headed to the hundreds of gold mining claims in the western Sierra Nevada mountains and foothills. Active gold and construction aggregate (i.e., sand and gravel) production areas in the region are currently located along the Yuba River, east of the City limits. The Yuba Goldfields, along the south side of the Yuba River approximately two miles east of the northeastern City limits (east of Dantoni), were formed by dredging hydraulic mining debris in the search for gold from the Yuba River floodplain, which began in the early 1900s. The remnant mounds of mixed sand, gravel, and cobbles (in places up to 90 feet tall) were deposited along the active riverbank and interior floodplain, generating irregular gravel/cobble hills and an undulating terrain interspersed with ponds. In more recent years, the Yuba Goldfields have been used to produce aggregate. Current operations in the Yuba Goldfields include gold mining by Cal Sierra Development, Inc. and aggregate production by Western Aggregates, Inc. Active aggregate production is also ongoing in this area on the north side of the Yuba River, associated with Teichert Aggregates and the Knife River Corporation. As shown in Exhibit 4.6-5, most of the City limits, and all of the Downtown Specific Plan Area, have been classified as MRZ-3: areas where the importance of mineral deposits is unknown. A small area in the northern portion of the city within the Marysville Ring Levee is classified as MRZ-4: areas where inadequate data is available. However, the southeastern and northeastern portions of the city are part of the larger MRZ-2 classification that extends along the Yuba River floodplain from the confluence with the Feather River eastward into the Sierra Nevada. The MRZ-2 classification means that regionally important known deposits of mineral resources are present (Habel and Campion 1988, O’Neal and Gius 2018). The City has determined that the areas classified by the State as MRZ-2 will also be considered locally important mineral resources.

In addition to the MRZ-2 classification, mineral resource areas along the Yuba River have been further subdivided into resource sectors (see Exhibit 4.6-6). Sectors are areas classified as MRZ-2 where current land uses have been deemed compatible with possible future mining by CGS.<sup>1</sup> The southeastern City limits are within Sectors 10 and 11, and the northeastern City limits are within Sector 14. Within these sectors, regionally significant concrete aggregate resources are known to be present (O’Neal and Gius 2018:Plate 2A).

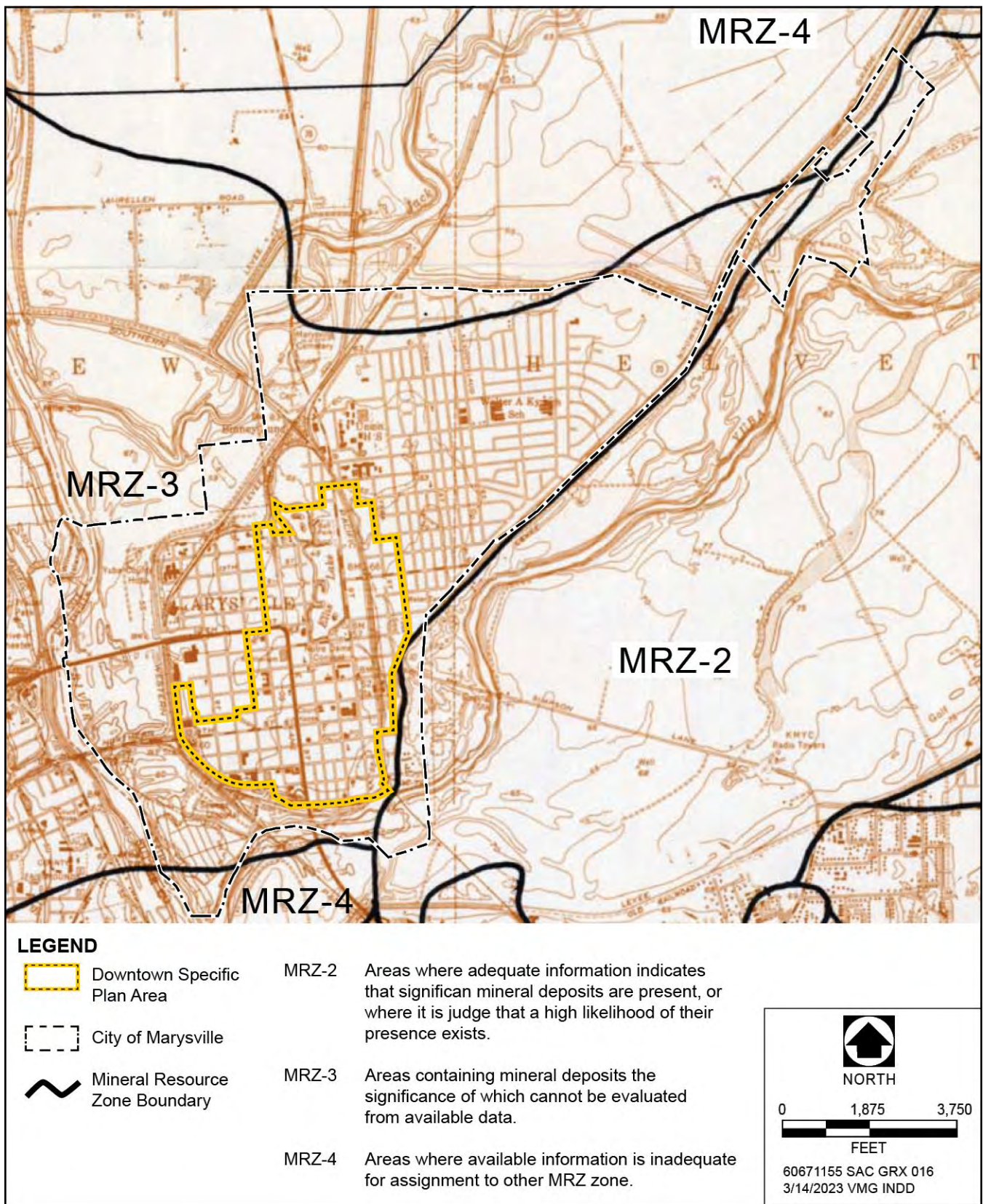
The City has adopted a surface mining ordinance (Marysville Municipal Code Title 21, Chapter 21.04), which regulates surface mining and reclamation activities consistent with SMARA (see Section 4.6.3, “Regulatory Framework,” for details). At the present time, there are no surface mining activities within the City limits or the Downtown Specific Plan Area. However, mining activities could occur in the future in the undeveloped areas outside the Marysville Ring Levee (and outside of the Downtown Specific Plan Area) in the areas that are classified as MRZ-2.

There are no producing or exploratory oil or gas wells within or near the City limits. The nearest natural gas wells are located south of the Sutter Buttes, approximately 12 miles west of Marysville (California Geologic Energy Management Division [CalGEM] 2023).

---

<sup>1</sup> CGS makes the determination of “compatible land uses” based on information from remotely sensed imagery, field reconnaissance, and recent land use maps.





Source: Habel and Campion 1988

#### Exhibit 4.6-5. State-Designated Mineral Resource Zones







### **4.6.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **Earthquake Hazards Reduction Act, Public Law 95–124**

In October 1977, the U.S. Congress passed the Earthquake Hazards Reduction Act to reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives.

The mission of the National Earthquake Hazards Reduction Program includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improved building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improved mitigation capacity; and accelerated application of research results. The National Earthquake Hazards Reduction Program Act designates the Federal Emergency Management Agency as the lead agency of the program and assigns several planning, coordinating, and reporting responsibilities. Other National Earthquake Hazards Reduction Program Act agencies include the National Institute of Standards and Technology, National Science Foundation, and USGS.

#### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code Sections 2621–2630**

The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) (California Public Resources Code Sections 2621–2630) was passed in 1972 to reduce the hazard of surface faulting on structures designed for human occupancy. The main purpose of the law is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The law addresses only the hazard of surface fault rupture and is not directed toward other earthquake hazards. The Alquist-Priolo Act requires the State Geologist to establish regulatory zones known as Earthquake Fault Zones around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning efforts. Before a project can be permitted in a designated Alquist-Priolo Earthquake Fault Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. Alquist-Priolo Fault Zones include both sides of a fault; although the width varies on a case-by-case basis, on average the width of an Alquist-Priolo Fault Zone (where special studies are required) is approximately 1,000 feet.

##### **Seismic Hazards Mapping Act, California Public Resources Code Sections 2690–2699.6**

The Seismic Hazards Mapping Act of 1990 (California Public Resources Code Sections 2690–2699.6) addresses earthquake hazards from non-surface fault rupture, including liquefaction and seismically induced landslides. The act established a mapping program (Earthquake Zones of Required Investigation) for areas where strong seismic ground shaking may cause liquefaction or seismically induced landslides. The act also specifies that the lead

agency for a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

### **National Pollutant Discharge Elimination System**

In California, the State Water Resources Control Board administers regulations promulgated by the U.S. Environmental Protection Agency (55 Code of Federal Regulations 47990) requiring the permitting of stormwater-generated pollution under the National Pollutant Discharge Elimination System (NPDES). In turn, the State Water Resources Control Board's (SWRCB) jurisdiction is administered through nine regional water quality control boards. Under these federal regulations, an operator must obtain a general permit through the NPDES Stormwater Program for all construction activities with ground disturbance of 1 acre or more. The SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ) [Construction General Permit] requires the implementation of best management practices (BMPs) to reduce sedimentation into surface waters and to control erosion (SWRCB 2022). One element of compliance with the NPDES permit is preparation of a storm water pollution prevention plan (SWPPP) that addresses control of water pollution, including sediment, in runoff during construction. (See Section 4.9 of this EIR, "Hydrology and Water Quality," for more information about the NPDES permit program and SWPPPs.)

### **California Building Standards Code, California Code of Regulations Title 24**

The California Building Standards Commission is responsible for coordinating, managing, adopting, and approving building codes in California. The State of California provides minimum standards for building design through the California Building Standards Code (CBC) (California Code of Regulations Title 24). Where no other building codes apply, Chapter 29 of the CBC regulates excavation, foundations, and retaining walls. The CBC applies to building design and construction in the state and is based on the Federal Uniform Building Code used widely throughout the country (generally adopted on a state-by-state or district-by-district basis). The CBC has been modified for California conditions with numerous more detailed or more stringent regulations.

The state earthquake protection law (California Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. The CBC requires an evaluation of seismic design that falls into Categories A–F (where F requires the most earthquake-resistant design) for structures designed for a project site. The CBC philosophy focuses on "collapse prevention," meaning that structures are designed for prevention of collapse for the maximum level of ground shaking that could reasonably be expected to occur at a site. Chapter 16 of the CBC specifies exactly how each seismic design category is to be determined on a site-specific basis through the site-specific soil characteristics and proximity to potential seismic hazards.

Chapter 18 of the CBC regulates the excavation of foundations and retaining walls. This chapter regulates the preparation of a preliminary soil report, engineering geologic report, geotechnical report, and supplemental ground-response report. Chapter 18 also regulates analysis of expansive soils and the determination of the depth to groundwater table. For Seismic Design Category C, Chapter 18 requires analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading. For Seismic Design Categories D, E, and F, Chapter 18 requires these same analyses plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It

also requires mitigation measures to be considered in structural design. Mitigation measures may include ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The potential for liquefaction and soil strength loss must be evaluated for site-specific peak ground acceleration magnitudes and source characteristics, consistent with the design earthquake ground motions. Peak ground acceleration must be determined from a site-specific study, the contents of which are specified in CBC Chapter 18.

Finally, Appendix Chapter J of the CBC regulates grading activities, including drainage and erosion control, and construction on unstable soils, such as expansive soils and areas subject to liquefaction.

### **Surface Mining and Reclamation Act, California Public Resources Code Section 2710-2796**

SMARA (California Public Resources Code Sections 2710-2796) addresses surface mining of minerals and requires prevention of adverse environmental effects caused by mining, reclamation of mined lands for alternative uses, and elimination of hazards to public health and safety from the effects of mining activities. SMARA also encourages production, conservation, and protection of California's mineral resources. California Public Resources Code Section 2207 provides annual reporting requirements for all mines in the State, under which the State Mining and Geology Board is also granted authority and obligations. SMARA is implemented through ordinances that permit mining, as developed by local government agencies that provide the regulatory framework under which local mining and reclamation activities are conducted. The State Mining and Geology Board reviews the local ordinances to ensure that they meet the procedures established by SMARA. The general process consists of obtaining a permit to mine material, implementing a reclamation plan to protect environmental resources during mining activities and return the land to a useable condition after mining is completed, and providing financial assurances to ensure the feasibility of the reclamation plan. The process of reclamation includes maintaining water and air quality and minimizing flooding, erosion, and damage to wildlife and aquatic habitats caused by surface mining.

Under SMARA, Reclamation Plans must first be approved by the local lead agency and then submitted to the California Department of Conservation for review and approval. SMARA requires that documentation be provided to the California Department of Conservation demonstrating that surface and groundwater will be protected in accordance with the Porter-Cologne and Clean Water Acts, and Regional Water Quality Control Board requirements. Erosion and sediment control plans, and groundwater studies, are also required. Approval of the Reclamation Plan is required prior to the start of mining activities.

### **California Public Resources Code Section 5097.5 – Paleontological Resources**

California Public Resources Code Section 5097.5 prohibits excavation or removal of any "...vertebrate paleontological site, including fossilized footprints...or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands." Section 5097.5 also states that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor. Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof.

## REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

### Existing City of Marysville General Plan

The existing City of Marysville General Plan Safety Element (City of Marysville 2022<sup>2</sup>) includes the following goals and policies related to geologic and soils hazards. There are no goals or policies in the existing Marysville General Plan (1985, and as updated in 2021 and 2022) related to mineral or paleontological resources.

#### ***Safety Element***

**Goal CS-1:** Avoid the loss of life and injury and minimize property damage from seismic and related geological hazards.

- ▶ **Policy CS-1:** The City shall require development projects to implement applicable state and local building code requirements, including structural and seismic safety measures, to reduce risks associated with seismic events and unstable or expansive soils.
- ▶ **Policy CS-2:** The City shall require erosion and sediment control plans that meet City standards for preventing increased discharge of sediment for:
  - Projects that propose to grade more than 10,000 square feet of area having a slope greater than 10 percent;
  - Clearing and grubbing areas of one acre or more regardless of slope;
  - Projects where more than 2,500 square feet will be inadequately protected from erosion during any portion of the rainy season;
  - Projects that involve grading will occur within 50 feet of any watercourse and levees; or
  - Where the City determines that the grading will or may pose a significant erosion or sediment discharge hazard for any reason.
- ▶ **Policy CS-3:** The City shall require that grading activities be designed, per City standards, to avoid obstructing or impeding the natural flow of stormwaters, causing accelerated erosion or aggravating any existing flooding condition.
- ▶ **Policy CS-4:** The City shall require that peak off-site stormwater discharge from projects with engineered grading do not exceed pre-construction conditions unless the applicant demonstrates that downstream stormwater conveyance systems have sufficient capacity to handle the increased flow rate without exceeding established design standards, subject to City approval.
- ▶ **Policy CS-5:** The City shall require that grading activities and land disturbance are conducted such that the smallest practicable area of erodible land is exposed at any one time.

---

<sup>2</sup> As noted in Chapter 3, “Project Description,” the Safety Element was recently updated in 2022, and no additional updates are proposed as part of the proposed 2050 General Plan.

- ▶ **Policy CS-6:** The City shall require that grading activities preserve natural features, including vegetation, terrain, watercourses, and similar resources, wherever feasible.
- ▶ **Policy CS-7:** The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code to reduce risks to structures and lives from seismic shaking hazards.
- ▶ **Policy CS-8:** The City shall continue to require that geological and geotechnical investigations for new development proposals in areas with potential earthquake-induced liquefaction, landslides, or settlement. The City will restrict intensive developments and land uses along rivers and waterways where it is likely that erosion could cause property damage or threaten life during high-precipitation events.
- ▶ **Policy CS-9:** The City shall develop a program to identify and mitigate hazards of unreinforced masonry buildings and encourage building retrofits that improve resiliency to seismic hazards.
- ▶ **Policy CS-10:** The City shall enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures, focusing on unreinforced masonry structures. The City shall also work to secure funding and other resources and establish inter-agency coordination to support this effort.

### **City of Marysville Surface Mining Ordinance**

Marysville Municipal Code Chapter 21.04 regulates surface mining and reclamation activities within the City limits as required by SMARA. Mining operations involving less than 1,000 cubic yards of material within an area that is 1 acre or less, and surface mining operations that are required solely by federal law in order to protect a mining claim, are exempt from the ordinance.

Surface mining operations include the process involved in the mining of minerals by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine. Surface mining operations include, but are not limited to: (1) in-place distillation or retorting or leaching; (2) production and disposal of mining waste; and (3) prospecting and exploratory activities. (Municipal Code Section 21.04.020[x])

Surface mining activities in the City limits require a permit application, approval of a reclamation plan, and approval of financial assurances filed with the Public Works Department and approved by the Planning Commission (Municipal Code Section 21.04.030[a]). An Interim Management Plan is required within 90 days of an active mining operation becoming an idle mine; the Interim Management Plan must be approved by the City Planning Commission (Municipal Code Section 21.04.030[h]). Any mining operations that would be conducted within a 100-year floodplain and also within one mile of a State highway bridge require notification to the California Department of Transportation (Caltrans) and consideration of Caltrans comments on the surface mining application, before permit approval by the City Planning Commission (Municipal Code Section 21.04.040).

Municipal Code Section 21.04.050 provides the detailed specifications that are required as part of surface mining reclamation plans, including, but not limited to, the following:

- ▶ A grading and erosion control plan for overburden and waste deposit sites.
- ▶ A drainage and erosion control plan for stockpiles of mined and processed materials.

- ▶ Plans showing the location, design, and program for continuing maintenance of proposed protection works, settling ponds, and other bodies of water, including a description of provisions for the conservation and protection of quality and quantity of groundwater and streams, and the disposition of surface drainage and control of erosion.
- ▶ A detailed description of the manner in which contaminants will be controlled, and mining waste will be disposed.
- ▶ A detailed description of the manner in which rehabilitation of affected streambed channels and streambanks to a condition minimizing erosion and sedimentation will occur.
- ▶ A landscape rehabilitation plan prepared by a qualified professional with expertise in preparing such a plan, designed to prevent erosion and protect natural appearance, and containing a soils report, list of plant materials, and details related to irrigation.

### **City of Marysville Urban Stormwater Quality Management and Discharge Control Ordinance**

Marysville Municipal Code Chapter 6.20 regulates stormwater management, including source control requirements, and includes requirements for development projects to reduce stormwater pollution and erosion during the construction and operational phases. Minor discharges of clean water, such as landscape irrigation water, and uncontaminated pumped groundwater (e.g., construction dewatering) are exempt from the ordinance (Section 6.20.130). (See Section 4.9, “Hydrology and Water Quality,” of this EIR for additional details.)

Municipal Code Section 6.20.160 requires that any person subject to a construction activity NPDES stormwater discharge permit must comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the City prior to or as a condition of a subdivision map, site plan, building permit, or development or improvement plan; and upon inspection of the facility.

Municipal Code Section 6.20.170 (4) requires that any person performing construction work within the city must implement appropriate BMPs to prevent the discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment to the stormwater drainage system.

### **City of Marysville Subdivision Standards, Sewer Connections**

Marysville Municipal Code Chapter 17.32, Section 17.32.130 requires that all new subdivisions (defined as two or more lots) must install sanitary sewer facilities that connect with the existing City sewer system. Septic systems are expressly prohibited for new subdivisions.

### **Yuba County Local Agency Management Program (Wastewater)**

Development within the city is connected to the City’s sewer system. Beyond the developed portion of the city within the Ring Levee and beyond in unincorporated Yuba County, septic systems (also known as Onsite Wastewater Treatment Systems, or OWTS) are regulated by the County under the Yuba County Local Agency Management Program (LAMP), as approved by the Central Valley Regional Water Quality Control Board (RWQCB) in 2018. The LAMP includes the County OWTS requirements contained in Yuba County Municipal Code Chapter 7.07 and in the County’s *On-Site Sewage Manual* (Yuba County Department of Environmental Health [DEH] 2018).

Yuba County Municipal Code Section 7.07.204 requires a variety of materials to be submitted in support of a permit application, as detailed in the *On-Site Sewage Manual*. Section 7.07.207 sets forth the required distances between septic tanks and leach fields. Section 7.07.208 states that prior to receiving approval, a land use project proposing to utilize on-site sewage disposal must complete the County's site evaluation process as described below and in the *On-Site Sewage Manual* (Yuba County DEH 2018) to determine the suitability of on-site sewage disposal, as part of the septic system permit application process.

Each project must include soils testing that includes soil profile excavations and a percolation rate determination. A site evaluation report must be prepared that verifies all of the following minimum site characteristics:

- ▶ Minimum vertical separation of 48 inches of defined effective soil with a percolation rate between six minutes per inch and 60 minutes per inch.
- ▶ For sites that do not meet these criteria, acceptable alternative systems designs are identified and described in the *On-Site Sewage Manual*.

Yuba County Municipal Code Section 7.07.210 requires that when a public sewer system is available in a city, town, sanitary district, or sewer maintenance district, a sewer connection must be made to that system for all new construction.

Once constructed, septic systems are subject to the County's Operation, Maintenance, and Monitoring Program as specified in the *On-Site Sewage Manual* (Yuba County 2018).

## **4.6.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

The analysis prepared for this EIR relies on published geologic literature and maps, NRCS soil survey data, the California Geological Survey mineral resource data, and a records search performed at the UCMP. The information obtained from these sources was reviewed and summarized to present the existing conditions and to identify potential environmental impacts, based on the thresholds of significance presented in this section.

### **THRESHOLDS OF SIGNIFICANCE**

#### **Geology, Soils, and Mineral Resources**

Based on Appendix G of the CEQA Guidelines, an impact related to geology, soils, and minerals is considered significant if the proposed project would:

- ▶ directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;
  - 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;
  - strong seismic ground shaking;

- seismic-related ground failure, including liquefaction;
  - landslides.
- ▶ result in substantial soil erosion or the loss of topsoil;
  - ▶ be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
  - ▶ be located on expansive soil, creating substantial direct or indirect risks to life or property;
  - ▶ 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;
  - ▶ directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
  - ▶ 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; or
  - ▶ 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.

## **Paleontological Resources**

Based on Appendix G of the CEQA Guidelines, the proposed project would have a significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site. A “unique paleontological resource or site” is one that is considered significant under the following professional paleontological standards.

An individual vertebrate fossil specimen may be considered unique or significant if it is identifiable and well preserved, and it meets one of the following criteria:

- ▶ a type specimen (i.e., the individual from which a species or subspecies has been described);
- ▶ a member of a rare species;
- ▶ a species that is part of a diverse assemblage (i.e., a site where more than one fossil has been discovered) wherein other species are also identifiable, and important information regarding life history of individuals can be drawn;
- ▶ a skeletal element different from, or a specimen more complete than, those now available for its species; or
- ▶ a complete specimen (i.e., all or substantially all of the entire skeleton is present).

The value or importance of different fossil groups varies, depending on several factors: the age and depositional environment of the rock unit that contains the fossils; their rarity; the extent to which they have already been identified and documented; and the ability to recover similar materials under more controlled conditions (such as for a research project). Marine invertebrates generally are common, the fossil record is well developed and well



documented, and they would generally not be considered a unique paleontological resource. Identifiable vertebrate marine and terrestrial fossils generally are considered scientifically important because they are relatively rare.

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

**Expose People or Structures to Hazards from Surface Fault Rupture**—Surface fault rupture is most likely to occur in a narrow zone on active faults. There are no active faults within or adjacent to the City limits or the Downtown Specific Plan Area. The nearest active fault, which is also delineated as an Alquist-Priolo Earthquake Fault Zone, is approximately 20 miles to the northeast near Lake Oroville (i.e., the Cleveland Hills Fault) (CGS 2022a). Faults in the Foothills Fault System to the east are not considered “active” by the California Geological Survey (Jennings and Bryant 2010), and thus the potential for surface fault rupture is extremely remote. Thus, there would be no impact, and this issue is not addressed further in this EIR.

**Expose People or Structures to Hazards from Landslides**—There are no mapped landslides and no landslide Seismic Hazard Zones delineated by the California Geological Survey within or near the City limits. Due to the presence of existing development, land within the City limits has been graded nearly flat, and there are no steep slopes that would represent a hazard. The Marysville Ring Levee, and other flood control levees along the Yuba and Feather Rivers, have been substantially upgraded over the last 10 years and have been specifically designed and engineered by agencies such as DWR and the U.S. Army Corps of Engineers to provide stability from the erosive scouring forces of moving water and from seismic hazards, therefore they do not represent landslide hazards. Thus, there would be no impact related to landslides, and this issue is not addressed further in this EIR.

## IMPACT ANALYSIS

IMPACT 4.6-1 Substantial Adverse Effects Related to Strong Seismic Ground Shaking or Liquefaction. *Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, and the utilities and public facilities required to serve such development, could subject people and structures to hazards associated with strong seismic ground shaking and liquefaction. Implementation of the policies in the City's existing General Plan, and compliance with relevant laws and ordinances, would reduce the potential for loss or damage from seismic hazards. Therefore, this impact is considered less than significant.*

The nearest known active fault, which is also designated under the Alquist-Priolo Act, is approximately 20 miles to the northeast near Lake Oroville. Other faults that are considered potentially active are approximately 13 miles to the east in the Foothills Fault System, and approximately 10 miles to the west in the Sutter Buttes. Seismic activity on any of these regional faults could result in strong seismic ground shaking throughout the city, including the Downtown Specific Plan Area. Damage from strong seismic ground shaking is most likely to occur to older buildings that consist of unreinforced masonry.

The average depth to groundwater in Marysville is approximately 25 feet, which is relatively shallow; however, most of the city is composed of well-consolidated Pleistocene-age deposits (i.e., the Riverbank Formation), and active seismic sources are at least 20 miles away. Therefore, it is unlikely that the developed areas of the city within the Marysville Ring Levee, including the Downtown Specific Plan Area, would be subject to liquefaction in the event of a large magnitude earthquake. However, development and public infrastructure and public facility

improvements in areas around the periphery of the City limits, which consist of unconsolidated, Holocene-age levee and channel deposits (see Exhibit 4.6-1), could be subject to liquefaction hazards.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The State earthquake protection law (Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes. The CBC, which has been adopted by the City, requires a site-specific analysis of seismic hazards by a licensed engineer, and incorporation of a variety of design features (such as metal bars designed to tie the structural elements of a building together) based on the results of the site-specific assessment, which are intended to prevent structural damage and collapse from strong seismic ground shaking and liquefaction, and thereby protect human life, to the maximum extent practicable.

### **Relevant Policies of the Existing General Plan**

The following existing Safety Element policies would address the impacts related to strong seismic ground shaking and liquefaction throughout the city, including the Downtown Specific Plan Area.

**GOAL CS-1:** Avoid the loss of life and injury and minimize property damage from seismic and related geological hazards.

- ▶ **Policy CS-1:** The City shall require development projects to implement applicable state and local building code requirements, including structural and seismic safety measures, to reduce risks associated with seismic events and unstable or expansive soils.
- ▶ **Policy CS-7:** The City shall continue to require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the California Building Standard Code to reduce risks to structures and lives from seismic shaking hazards.
- ▶ **Policy CS-8:** The City shall continue to require that geological and geotechnical investigations for new development proposals in areas with potential earthquake-induced liquefaction, landslides, or settlement. The City will restrict intensive developments and land uses along rivers and waterways where it is likely that erosion could cause property damage or threaten life during high-precipitation events.
- ▶ **Policy CS-9:** The City shall develop a program to identify and mitigate hazards of unreinforced masonry buildings and encourage building retrofits that improve resiliency to seismic hazards.
- ▶ **Policy CS-10:** The City shall enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures, focusing on unreinforced masonry structures. The City shall also work to secure funding and other resources and establish inter-agency coordination to support this effort.

### **Conclusion**

Development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan could lead to an increase in the number of people and structures exposed to hazards associated with ground shaking and liquefaction from seismic activity on regional faults; however, all structures intended for human habitation are required by law to incorporate the engineering requirements set forth in the CBC. Furthermore, implementation of

existing Policies CS-1 and CS-7 through CS-10 would reduce the potential for adverse impacts to people or structures related to ground shaking and liquefaction because a geotechnical analysis would be prepared and submitted for City review prior to issuance of building permits. Building plans would be reviewed by the City to ensure that structures are consistent with standard engineering practices and requirements contained in the CBC, which are specifically designed to prevent the collapse of structures during seismic ground shaking and liquefaction. Therefore, this impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.6-2 Result in Substantial Soil Erosion or the Loss of Topsoil. *Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, would result in grading, excavation, and movement of earth associated with site preparation activities. These activities would increase the potential for construction-related soil erosion from wind and water, and the potential for siltation of local drainages. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant laws and ordinances, would reduce the potential for construction-related soil erosion. Therefore, this impact is considered less than significant.*

Development anticipated as a part of buildout of the proposed 2050 General Plan and Downtown Specific Plan, along with construction of public infrastructure and facilities required to support such development, would involve grading, excavation, and other earth-moving activities. Construction would result in the temporary disturbance of soil and would expose disturbed areas to winter storm events. Rain of sufficient intensity could dislodge soil particles from the soil surface. If the storm is large enough to generate runoff, localized construction-related erosion could occur. In addition, soil disturbance during the summer from construction activities could result in soil loss because of wind erosion. (Operational erosion and water quality issues are evaluated in Section 4.9, “Hydrology and Water Quality.”)

A review of NRCS soil survey data indicates that soils within the Marysville Ring Levee are rated with a moderate water erosion hazard and a low wind erosion hazard, while soils outside the levee are rated with a moderate to high water and wind erosion hazard (NRCS 2022).

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Projects that disturb more than one acre of land must comply with the requirements in the SWRCB’s *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order WQ 2022-0057-DWQ) (SWRCB 2022). The SWRCB’s Construction General Permit contains a numeric, two-part, risk-based analysis process. It also identifies the need to address hydromodification (stream channel modification and alterations in the natural hydrology of a watershed that result from changes in land cover/land use), and requires low impact development (LID) controls to more closely mimic the pre-developed hydrologic condition. The SWPPP must include a site map and a description of construction activities, and must identify the BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants.

Marysville Municipal Code Section 6.20.160 requires that any person subject to an NPDES Construction General Permit must comply with and provide proof of such compliance to the City. Municipal Code Section

6.20.170(4) requires that any person performing construction work within the city must implement appropriate BMPs to prevent the discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment to the stormwater drainage system.

### **Relevant Policies of the Existing and Proposed 2050 General Plan**

The following existing Safety Element policies and proposed Open Space, Conservation, and Recreation Element policies and implementation strategy would address the impacts related to construction-related soil erosion throughout the city, including the Downtown Specific Plan Area.

#### ***Safety Element***

**GOAL CS-1:** Avoid the loss of life and injury and minimize property damage from seismic and related geological hazards.

- ▶ **Policy CS-2:** The City shall require erosion and sediment control plans that meet City standards for preventing increased discharge of sediment for:
  - Projects that propose to grade more than 10,000 square feet of area having a slope greater than 10 percent;
  - Clearing and grubbing areas of one acre or more regardless of slope;
  - Projects where more than 2,500 square feet will be inadequately protected from erosion during any portion of the rainy season;
  - Projects that involve grading will occur within 50 feet of any watercourse and levees; or
  - Where the City determines that the grading will or may pose a significant erosion or sediment discharge hazard for any reason.
- ▶ **Policy CS-3:** The City shall require that grading activities be designed, per City standards, to avoid obstructing or impeding the natural flow of stormwaters, causing accelerated erosion or aggravating any existing flooding condition.
- ▶ **Policy CS-4:** The City shall require that peak off-site stormwater discharge from projects with engineered grading do not exceed pre-construction conditions unless the applicant demonstrates that downstream stormwater conveyance systems have sufficient capacity to handle the increased flow rate without exceeding established design standards, subject to City approval.
- ▶ **Policy CS-5:** The City shall require that grading activities and land disturbance are conducted such that the smallest practicable area of erodible land is exposed at any one time.
- ▶ **Policy CS-6:** The City shall require that grading activities preserve natural features, including vegetation, terrain, watercourses, and similar resources, wherever feasible.

#### ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.7:** Discourage grading activities during the rainy season and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.
- ▶ **Policy OS-2.8:** Design, construct, and maintain new development and redevelopment projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality to the maximum extent feasible.
  - **Implementation Strategy OS 2.2-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.

## Conclusion

Development occurring as part of buildout of the proposed 2050 General Plan and the Downtown Specific Plan, and the utilities and public facilities required to serve such development, have the potential to cause an increase in construction-related soil erosion due to increased grading, excavation, movement of construction vehicles, and other construction activities. Eroded soil can be transported into local waterways, resulting in a degradation of water quality. However, compliance with existing and proposed General Plan Policies CS-2 through CS-6, OS-2.7, OS-2.8, and OS-2.12, and Implementation Strategy OS 2.2-1 would reduce construction-related soil erosion by requiring grading and erosion control plans, requiring the smallest practicable area be disturbed during construction, discouraging grading during the rainy season, and ensuring that construction-related runoff does not flow into watercourses. Furthermore, compliance with the SWRCB's Construction General Permit requirements to prepare and implement a SWPPP with associated BMPs specifically designed to reduce erosion, and the City's Municipal Code requirements to implement appropriate BMPs to prevent discharge from each site of soil or construction wastes or debris, would minimize construction-related soil erosion and degradation of water quality to the maximum extent feasible. Therefore, this impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.6-3 Risks from Construction in Unstable or Expansive Soil. *Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, could occur in areas of unstable and/or expansive soil. Implementation of the policies in the City's General Plan, and compliance with relevant laws and ordinances, would reduce the potential for damage from construction in unstable or expansive soil. Therefore, this impact is considered less than significant.*

Based on a review of NRCS (2022) soil survey data, development occurring as a part of buildout of the proposed 2050 General Plan and the Downtown Specific Plan could place buildings and infrastructure in areas of unstable

soils, and soils with moderate shrink-swell potential. Construction in unstable soils could result in structural damage to buildings, roads, and bridges. Expansive soils shrink and swell as a result of moisture change. These volume changes can result in damage to building foundations, underground utilities, and other subsurface facilities and infrastructure if they are not designed and constructed appropriately to resist the damage associated with changing soil conditions. Based on a review of NRCS (2022) soil survey data, some of the soil types around the periphery of the City limits, but not in the Downtown Specific Plan Area, have a moderate shrink-swell potential, indicating that the soils are expansive (see Exhibit 4.6-4).

## **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The CBC, which has been adopted by the City, requires a site-specific analysis of soil expansion potential by a licensed engineer, and incorporation of a variety of design or soil treatment features (such as post-tension cable concrete slabs or soil treatment with lime) based on the results of the site-specific assessment, which are intended to prevent structural damage from expansive soils to the maximum extent practicable.

## **Relevant Policies of the Existing General Plan**

The following General Plan policies would address the impacts related to unstable and expansive soils throughout the city, including the Downtown Specific Plan area.

### ***Safety Element***

**Goal CS-1:** Avoid the loss of life and injury and minimize property damage from seismic and related geological hazards.

- ▶ **Policy CS-1:** The City shall require development projects to implement applicable state and local building code requirements, including structural and seismic safety measures, to reduce risks associated with seismic events and unstable or expansive soils.
- ▶ **Policy CS-8:** The City shall continue to require that geological and geotechnical investigations for new development proposals in areas with potential earthquake-induced liquefaction, landslides, or settlement. The City will restrict intensive developments and land uses along rivers and waterways where it is likely that erosion could cause property damage or threaten life during high-precipitation events.

## **Conclusion**

Development associated with the proposed 2050 General Plan and the Downtown Specific Plan could encounter unstable soils, and development around the periphery of the city associated with the 2050 General Plan could encounter expansive soils. However, where such soils are present, proper foundation design and soil treatment would generally eliminate the resulting problems.

Compliance with existing City General Plan Policies CS-1 and CS-8 would reduce the geologic and soils hazards associated with unstable and expansive soils, in the areas where such soils are present, by requiring new development proposals to prepare a site-specific geotechnical analysis and include features to minimize risk. Furthermore, building plans would be reviewed by the City to ensure that structures are consistent with standard engineering practices and requirements contained in the CBC, which are specifically designed to prevent

structural damage from construction in unstable and expansive soils. Therefore, this impact is considered **less than significant**.

## **Mitigation Measures**

No mitigation is required.

IMPACT 4.6-4 Soil Suitability for Septic Systems. *Development occurring through buildout of the proposed 2050 General Plan could result in the installation of on-site wastewater treatment systems in areas that are outside the Marysville Ring Levee. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant laws and ordinances, would enable septic system operation even where soil conditions are not optimal. Therefore, this impact is considered less than significant.*

Most development and public infrastructure and public facility improvements under the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update will occur within the Marysville Ring Levee, and development wastewater collection and conveyance service will connect to the City’s sewer system. The City will not permit new septic systems. During the construction, temporary portable restrooms would be used at individual project sites. The construction contractor would contract with a portable restroom supplier to provide facilities and to pump wastewater for off-site disposal.

Outside of the Marysville Ring Levee, some wastewater is treated by on-site private septic systems, where sanitary sewer service is not available or where main lines are located too far from a property for a connection. NRCS (2022) soil survey data indicate that soils outside the Marysville Ring Levee are rated as either “somewhat limited” or “very limited” for conventional septic systems. However, this NRCS rating is based primarily on the potential for flooding, rather than an inability of the soil to “perc” properly.

## **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Marysville Municipal Code Chapter 17.32, Section 17.32.130 requires that all new subdivisions (defined as two or more lots) must install sanitary sewer facilities that connect with the existing City sewer system. Septic systems are expressly prohibited for new Marysville subdivisions.

Individual homeowners developing single lots are required to follow the Yuba County Department of Environmental Health Services septic system permitting process. This process includes a site-specific soil investigation, including a perc test, the results of which would be used to inform an appropriate engineered septic system design. All on-site septic systems must meet the engineering and design requirements that are specified in County Municipal Code Chapter 7.07 and the County’s *On-Site Sewage Manual* (Yuba County Department of Environmental Health 2018).

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategy would address the impacts related to on-site wastewater treatment systems throughout the City, including the Downtown Specific Plan area.

## ***Land Use and Community Development Element***

- ▶ **Policy LU+CD-3.7:** Partner with other agencies to upgrade infrastructure necessary to support reinvestment in Marysville.
- ▶ **Policy LU+CD-7.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy LU+CD-7.2:** Collaborate with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public services, facilities, and utilities.
- ▶ **Policy LU+CD-7.3:** Maintain information on the condition and capacity of infrastructure required to serve infill development and improve infrastructure as funding is available.
- ▶ **Policy LU+CD-7.4:** Support development of new community facilities in locations within one-half mile of lower-income communities and public transit.
- ▶ **LU+CD Implementation Strategy 3.3:** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.

## **Conclusion**

Because construction contractors would use portable restroom facilities during construction of individual future projects contemplated under the proposed 2050 General Plan and Downtown Specific Plan, there would be **no impact** related to soil suitability for septic systems during the construction phase of any individual project.

Implementation of proposed 2050 General Plan Policies LU+CD 3.7, LU+CD 7.1, LU+CD 7.2, LU+CD 7.3, and LU+CD 7.4 would ensure that appropriate infrastructure for utilities, including wastewater, is provided in coordination with development of new and infill land uses. Implementation Strategy LU+CD 3.3 would require future development impact fees to provide funding for new utilities infrastructure, including wastewater. Although most development within the City limits, including all of the Downtown Specific Plan Area, is connected to the City's sewage disposal system, individual on-site septic systems associated with some of the future urban development that would occur outside of the Marysville Ring Levee may continue to be necessary.

Although the soils in the Planning Area are generally rated as unsuitable for operation of conventional septic systems, in most instances, a licensed engineer can design an alternative septic system that is suitable for single-lot residential use even where soil conditions are not optimal. However, any on-site septic systems (which would only be implemented along the periphery of the City limits) must meet the engineering and design requirements that are specified in County Municipal Code Chapter 7.07 and the County's *On-Site Sewage Manual* (Yuba County Division of Environmental Health 2018). Therefore, appropriate on-site septic systems, where necessary, would be designed and installed to meet County requirements to protect human health and the environment, and most new and infill development contemplated under the proposed 2050 General Plan, and all development



contemplated under the Downtown Specific Plan, would be connected to the City's sewer system. Thus, the impact related to soil suitability for septic systems as designed and engineered for long-term operational use would be **less than significant**.

## Mitigation Measures

No mitigation is required.

IMPACT 4.6-5 Destruction of Unique Geologic Features or Unique Paleontological Resources. *Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, could result in accidental damage to or destruction of unique paleontological resources. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant laws that protect resources on public land, would protect any unique paleontological resources that may be present throughout the city from damage or destruction. Therefore, this impact is considered less than significant.*

## Unique Geologic Features

A unique geologic feature consists of a major natural element that stands out in the landscape, such as a large and scenic river, gorge, major waterfall, volcanic cinder cone, lava field, or glacier. The Yuba and Feather Rivers are unique geologic features. Areas within the City limits that are adjacent to the Feather River (on the west and southwestern sides of the city) are currently used for parks and recreation and are designated for continued use as Open Space. Land at the southern end of the City limits along the Yuba River is currently undeveloped, and is also designated as Open Space. Finally, the northeastern corner of the City limits currently includes the Recology Yuba-Sutter Transfer Station and the former Recology Yuba-Sutter Landfill. Land in the northeastern corner of the city would be designated for a mix of Open Space and Fabrication and Services.

## Unique Paleontological Resources

As shown in Exhibit 4.6-1 most of area within the City limits, and all of the area encompassed by the Downtown Specific Plan Area, is underlain by the Pleistocene-age Riverbank Formation. A very small area underlain by the late-Pleistocene Modesto Formation is present on the west side of SR 70 and south of Jack Slough, within the City limits. Holocene-age Natural Levee and Channel Deposits are present along the Feather and Yuba Rivers outside of the Marysville Ring Levee but within the City limits. The northeastern corner of the City limits (south of Plantz Road) is composed entirely of Holocene-age Natural Levee and Channel Deposits.

As discussed in the paleontological sensitivity analysis presented in Table 4.6-1, Holocene-age deposits contain only the remains of extant, modern taxa (if any fossil specimens are present), and therefore are not considered unique paleontological resources.

As further discussed in Table 4.6-1, the Riverbank and Modesto Formations are considered to be of high paleontological sensitivity, because numerous vertebrate fossil specimens have been recovered from these formations throughout the Sacramento and San Joaquin valleys. These formations are present both at and beneath the surface throughout the Planning Area outside of the Marysville Ring Levee. Native deposits within the Marysville Ring Levee, including the Downtown Specific Plan Area, consist of the Riverbank Formation. However, the area within the Marysville Ring Levee is developed, and the existing development and

redevelopment over the last 100 years has resulted in excavation and grading activities throughout the area, and likely imported fill material, such that any fossil resources that may have originally been present in near-surface soils would have been long since destroyed. Therefore, redevelopment in areas that are within the Marysville Ring Levee, including the Downtown Specific Plan Area, would only encounter intact unique paleontological resources in native, undisturbed materials at depths greater than six feet below the ground surface. Future development in areas underlain by the Riverbank or Modesto Formations outside of the Marysville Ring Levee could encounter unique paleontological resources at any depth, including on top of the ground surface.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Public Resources Code Section 5097.5 prohibits excavation or removal of vertebrate paleontological sites or any other paleontological feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Removal of paleontological resources from public lands is a misdemeanor. Public lands are defined to include lands owned by or under the jurisdiction of the state or any city, county, district, authority, or public corporation, or any agency thereof.

There are no laws, regulations, or policies that protect paleontological resources or unique geologic features on private land.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address the impacts related to unique geologic features and unique paleontological resources throughout the city, including the Downtown Specific Plan Area.

#### ***Open Space, Conservation, and Recreation Element***

- ▶ **Policy OS-1.4:** Encourage compatible recreational uses in floodplains of the Feather and Yuba Rivers and Jack Slough that will enhance access to scenic vistas.
- ▶ **Policy OS-1.6:** Incorporate flood control, habitat preservation, and habitat restoration objectives, as appropriate for improvements to recreational open space along rivers and sloughs.
- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.
  - **Implementation Strategy OS 5.1-1:** Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining

operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

- ▶ **Policy OS-4.4:** Avoid damage to unique paleontological resources and preserve intact fossil specimens if discovered.
- **Implementation Strategy OS 4.1-2:** For discretionary projects that are subject to CEQA within the City limits but outside of the Marysville Ring Levee, and where earthmoving activities will occur in either the Riverbank or Modesto Formations, the project applicant shall arrange for a qualified paleontologist or archaeologist to present construction worker personnel training prior to the start of construction activities. The training shall include the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.
- **Implementation Strategy OS 4.1-3:** For all discretionary projects that are subject to CEQA within the Marysville Ring Levee, if earthmoving activities would occur to a depth greater than six feet below the ground surface, the project applicant shall arrange for a qualified paleontologist or archaeologist to present construction worker personnel training prior to the start of construction activities. The training shall include the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.
- **Implementation Strategy OS 4.1-4:** If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the project applicant and the City. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the applicant and the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resource was discovered.

## Conclusion

### *Unique Geologic Formations*

Implementation of proposed 2050 General Plan Policies OS-1.4, OS-1.6, OS-2.4, OS-2.12, and Implementation Strategy OS 5.1-1 would reduce impacts to the Feather and Yuba Rivers, which are considered unique geologic formations, by preserving open space and recreational land uses along the Feather and Yuba Rivers and protecting the associated floodplains and habitat. In addition, Policy OS-5.2 would provide for mineral extraction in areas zoned MRZ-2, but would also require 100-foot setbacks from the Yuba River where riparian habitat is present (which occurs in most of the areas where mining could occur). The 100-foot setback required by Policy OS-5.2 would protect the visual appearance of the Yuba River from the standpoint of aesthetic resources associated with unique geologic features in terms of the river's physical appearance during active mining operations. Implementation Strategy OS 5.1-1 requires that reclamation plans be prepared, in compliance with SMARA and the City's SMARA ordinance, such that disturbance along the Yuba River from mining activities would be reclaimed and restored. Therefore, the impact of future land uses envisioned under the proposed project on unique geologic formations would be **less than significant**.

## Unique Paleontological Resources

Because Holocene-age rock formations are not paleontologically sensitive, earthmoving activities in the Holocene-age Natural Levee and Channel Deposits (shown in Exhibit 4.6-1) associated with buildout of the proposed 2050 General Plan and the Downtown Specific Plan would have **no impact** related to damage to or destruction of unique paleontological resources.

In locations where the Modesto or Riverbank Formations are present (shown in Exhibit 4.6-1), earthmoving activities deeper than six feet below the ground surface in the Downtown Specific Plan Area and within the Marysville Ring Levee, and at any depth including surficial clearing and grubbing elsewhere within the City limits, could encounter and potentially damage or destroy unique paleontological resource. On private lands, compliance with proposed 2050 General Plan Policy OS-4.4, and Implementation Strategies OS 4.1-, 4.1-3, and 4.1-4 would reduce the potential impacts to unique paleontological resources by requiring new development and redevelopment that is subject to CEQA to implement construction worker personnel training, and to implement appropriate recovery and curation procedures if paleontological resources are discovered. Furthermore, Public Resources Section 5097.5 protects paleontological resources on public lands. Therefore, the impact related to accidental damage to or destruction of unique paleontological resources would be **less than significant**.

## Mitigation Measures

No mitigation is required.

IMPACT 4.6-6      Loss of Regionally or Locally Important Mineral Resources. *Development occurring through buildout of the proposed 2050 General Plan could result in the loss of access to regionally and locally important mineral resource deposits along the Yuba River. Implementation of the policies in the proposed 2050 General Plan, and compliance with relevant SMARA regulations and City ordinances, would continue to allow mining activities within areas known to contain important mineral resources (classified as MRZ-2). Therefore, this impact is considered less than significant.*

The city and the Downtown Specific Plan Area are situated within the designated Yuba City–Marysville Production-Consumption Region for Portland cement concrete-grade aggregate. As shown in Exhibit 4.6-5, the southeastern and northeastern corners of the City limits are within an area classified by the California Geological Survey as MRZ-2 and designated by the State Mining and Geology Board as an area that contains known, regionally significant mineral resource deposits. This MRZ-2 designation continues eastward from Marysville along the Yuba River and includes the Yuba Goldfields. As shown in Exhibit 4.6-6, the southeastern City limits are within Mineral Resource Sectors 10 and 11, and the northeastern City limits are within Sector 14, as classified by CGS. Within these sectors, regionally significant concrete aggregate resources are known to be present and, as determined by CGS, mining may be compatible with existing land use designations. Based on a review of NRCS soil survey data, these sectors within the City limits consist of Riverwash (a mix of sand, gravel, and cobbles), sand, and gravelly sand (see Exhibit 4.6-3); sand and gravel are construction aggregate mineral resources. The proposed 2050 General Plan considers these areas classified by the California Geological Survey as MRZ-2 to be locally important mineral resource recovery areas. Proposed development in these areas through buildout of the proposed 2050 General Plan could result in the loss of access to regionally and locally important mineral resource deposits along the Yuba River. There are no known mineral resource deposits within the Downtown Specific Plan Area.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

Marysville Municipal Code Chapter 21.04 regulates surface mining and reclamation activities within the City limits as required by SMARA. Surface mining activities in the City limits require a permit application, approval of a reclamation plan, and approval of financial assurances filed with the Public Works Department and approved by the City Planning Commission (Municipal Code Section 21.04.030[a]).

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following proposed 2050 General Plan policies and implementation strategies would address the impacts related to mineral resources throughout the city, including the Downtown Specific Plan Area.

### ***Open Space, Conservation, and Recreation Element***

**Goal OS-5:** Orderly extraction of minerals while protecting sensitive environmental resources.

- ▶ **Policy OS-5.1:** Facilitate the production, conservation, and protection of mineral resources within State-designated mineral resource sectors, balanced with the need for environmental stewardship.
- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.
- ▶ **Policy OS-5.3:** Allow uses such as plant nurseries, recreational open space, and other temporary uses in State-designated mineral resource sectors prior to and pending their use for mineral extraction.
  - **Implementation Strategy OS 5.1-1:** Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

## Conclusion

Development that includes large areas of buildings and pavement associated with buildout of the proposed 2050 General Plan could restrict access to known aggregate mineral resources in areas classified as MRZ-2 in portions of State-designated Mineral Resource Sectors 10, 11, and 14. However, compliance with proposed 2050 General Plan Policies OS-5.1 through OS-5.3 and Implementation Strategy OS 5.1-1 would reduce impacts to mineral resources by protecting areas classified as MRZ-2 so that future extraction via mining activities could occur, requiring compliance with the City's SMARA ordinance, and protecting riparian habitat and visual and unique geologic resources along the Yuba River. Therefore, the impact related to loss of regionally and locally important mineral resources would be **less than significant**.

## Mitigation Measures

No mitigation is required.

This page intentionally left blank

## **4.7 GREENHOUSE GASES AND ENERGY**

### **4.7.1 INTRODUCTION**

This section describes potential impacts related to greenhouse gases (GHGs) and energy associated with the proposed City of Marysville proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. Implementation of the proposed 2050 General Plan and Downtown Specific Plan would not, by itself, contribute significantly to climate change; however, cumulative emissions from many projects and plans all contribute to global GHG concentrations and the climate system. Therefore, this section considers the proposed 2050 General Plan and Downtown Specific Plan's cumulative contribution to the significant cumulative impact of climate change. The analysis presented in this section is based on an assessment of anticipated development under the proposed 2050 General Plan and under the Downtown Specific Plan.

Regarding energy, this section provides a brief overview of State and local laws and regulations pertaining to energy, and an evaluation of the potential energy demand of projects under the proposed 2050 General Plan and Specific Plan. The analysis considers the primary uses of energy; the benefit of existing regulations that require energy-efficient construction and operation; the location, design, and allowable mix of uses of the proposed 2050 General Plan and Downtown Specific Plan relative to energy use; as well as proposed regulations, development standards, and design guidelines in the proposed 2050 General Plan, which is inclusive of the Specific Plan Area, that will result in more energy-efficient construction and operation. The discussion of electrical and natural gas infrastructure is provided in Section 4.15, "Utilities and Service Systems."

Comments received on the Notice of Preparation (NOP) were reviewed during preparation of this EIR. The Feather River Air Quality Management District recommended that the City include analysis of the GHG emissions associated with the proposed project. The City reviewed and considered this information during preparation of this GHG and energy section.

### **4.7.2 ENVIRONMENTAL SETTING**

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space through the atmosphere. However, infrared radiation is selectively absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Anthropogenic (e.g., human caused) emissions of GHGs lead to atmospheric levels in excess of natural ambient concentrations and have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change.

The transportation sector (predominantly from vehicles) produces the most GHG emissions and is by far the largest consumer of energy, accounting for 38 percent of end-use energy consumption in California (U.S. Energy Information Administration [EIA] 2024). There is a direct link between the vehicle miles traveled (VMT) and energy use, as well as related GHG emissions. In addition to mobile sources in the transportation sector, energy is

consumed from residential and commercial/industrial building usage. Energy is consumed in the built environment primarily in the form of electricity and natural gas, and by transportation uses primarily in the form of gasoline and diesel fuel.

## **GREENHOUSE GAS EMISSIONS**

The Intergovernmental Panel on Climate Change concluded that variations in natural phenomena, such as solar radiation and volcanoes, produced most of the warming of the earth from pre-industrial times to 1950. Some variations in natural phenomena also had a small cooling effect. From 1950 to the present, increasing GHG concentrations resulting from human activity, such as fossil fuel burning and deforestation, have been responsible for most of the observed temperature increase (IPCC 2021).

Global surface temperature has increased by approximately 1.96 degrees Fahrenheit (°F) over the last 140 years (IPCC 2021); the likely total human-caused global surface temperature increase is 1.93°F. The rate of increase in global average surface temperature has not been consistent; the last four decades have warmed at a much faster rate per decade (IPCC 2021).

During the same period when increased global warming has occurred, many other changes have occurred in other natural systems. Sea levels have risen; precipitation patterns throughout the world have shifted, with some areas becoming wetter and others drier; snowlines have increased elevation, resulting in changes to the snowpack, runoff, and water storage; and numerous other conditions have been observed. Although it is difficult to prove a definitive cause-and-effect relationship between global warming and other observed changes to natural systems, there is a high level of confidence in the scientific community that these changes are a direct result of increased global temperatures caused by the increased presence of GHGs in the atmosphere (IPCC 2021).

### **Principal Greenhouse Gases and Sources**

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic (human-caused) sources, and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; volcanic activity; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels by stationary and mobile sources, waste treatment, and agricultural processes. The following are the principal GHG pollutants that contribute to climate change and their primary emission sources:

- ▶ Carbon Dioxide (CO<sub>2</sub>): Natural sources of CO<sub>2</sub> include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; and evaporation from oceans. Anthropogenic (human) sources include burning of coal, oil, natural gas, and wood.
- ▶ Methane (CH<sub>4</sub>): CH<sub>4</sub> is emitted during the production and transport of coal, natural gas, and oil. CH<sub>4</sub> emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- ▶ Nitrous Oxide (N<sub>2</sub>O): N<sub>2</sub>O is produced by both natural and human-related sources. Primary human-related sources of N<sub>2</sub>O are agricultural soil management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N<sub>2</sub>O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests.



- ▶ Fluorinated gases: These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes called High Global Warming Potential (High GWP) gases. These High GWP gases include:
  - Chlorofluorocarbons (CFCs): These GHGs are used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants.
  - Perfluorinated Chemicals (PFCs): PFCs are emitted as by-products of industrial processes and are also used in manufacturing.
  - Sulfur hexafluoride (SF<sub>6</sub>): This is a strong GHG used primarily as an insulator in electrical transmission and distribution systems.
  - Hydrochlorofluorocarbons (HCFCs): These have been introduced as temporary replacements for CFCs and are also GHGs.
  - Hydrofluorocarbons (HFCs): These were introduced as alternatives to ozone-depleting substances in serving many industrial, commercial, and personal needs. HFCs are GHGs emitted as by-products of industrial processes and are also used in manufacturing.

GHGs are not monitored at local air pollution monitoring stations and do not represent a direct impact to human health. Rather, GHGs generated locally contribute to global concentrations of GHGs, which result in changes to the climate and environment.

## **Global Warming Potential**

GWP is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere (its “atmospheric lifetime”). The GWP of each gas is measured relative to CO<sub>2</sub>. Therefore, CO<sub>2</sub> has a GWP of 1. GHGs with lower emissions rates than CO<sub>2</sub> may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO<sub>2</sub> (i.e., high GWP). For example, SF<sub>6</sub>, while comprising a relatively small fraction of the total GHGs emitted annually worldwide, has a GWP of 22,800, meaning that 1 ton of SF<sub>6</sub> has the same contribution to the greenhouse effect as approximately 22,800 tons of CO<sub>2</sub>. The concept of CO<sub>2</sub> equivalence (CO<sub>2</sub>e) is used to account for the different GWP potentials of GHGs. GHG emissions are typically measured in terms of pounds or tons of CO<sub>2</sub>e and are often expressed in metric tons (MT) CO<sub>2</sub>e.

Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. Cumulative emissions from many projects and activities affect global GHG concentrations and the climate system, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern (see Section 4.3, “Air Quality”). Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years), or long enough to be dispersed around the globe.

## Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The Intergovernmental Panel on Climate Change's 2021 Synthesis Report indicated that warming of the climate system is unequivocal and, since the 1950s, many of the observed changes are unprecedented over decades to millennia. Signs that global climate change has occurred include warming of the atmosphere and ocean, diminished amounts of snow and ice, and rising sea levels (IPCC 2021).

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. As noted in California's Fourth Climate Change Assessment, climate change is expected to make the Sacramento region hotter, drier, and increasingly prone to extremes like megadroughts, flooding, and large wildfires. These changing conditions are likely to affect water and energy availability, agricultural systems, plants and wildlife, public health, housing, and quality of life. In the Sacramento region, primary effects of climate change include increased temperature, changes in precipitation patterns, and sea level rise and secondary consequences include increased frequency, intensity, and duration of extreme heat days and heat waves/events; loss of snowpack and decreased water supplies; increased wildfire; and increased flooding (Bedsworth, et. al. 2018).

**Agriculture.** Some of the specific challenges faced by the agricultural sector and farmers include more drastic and unpredictable precipitation and weather patterns; extreme weather events; significant shifts in water availability and water quality; changes in pollinator lifecycles; temperature fluctuations; increased risks from invasive species and weeds, agricultural pests, and plant diseases; and disruptions to the transportation and energy infrastructure supporting agricultural production.

**Biodiversity and Habitat.** Specific climate change challenges to biodiversity and habitat include species migration, range shift, and novel combinations of species; pathogens, parasites, and disease; invasive species; extinction risks; changes in the timing of seasonal life-cycle events; food web disruptions; and threshold effects (i.e., a change in the ecosystem that results in a "tipping point" beyond which irreversible damage or loss occurs).

**Energy.** Specific climate change challenges for the energy sector include temperature, fluctuating precipitation patterns, increasing extreme weather events, and sea level rise. Increasing temperatures and reduced snowpack negatively affect the availability of a steady flow of snowmelt to hydroelectric reservoirs. Higher temperatures also reduce the capacity of thermal power plants since power plant cooling is less efficient at higher ambient temperatures.

**Forestry.** The most significant climate change related risk to forests is accelerated risk of wildfire and more frequent and severe droughts. Droughts have resulted in more large-scale mortalities and, combined with increasing temperatures, have led to an overall increase in wildfire risks. Increased wildfire intensity subsequently increases public safety risks, property damage, fire suppression and emergency response costs, watershed and water quality impacts, and vegetation conversions. These factors contribute to decreased forest growth, geographic shifts in tree distribution, loss of fish and wildlife habitat, and decreased carbon absorption.

**Ocean and Coastal Ecosystems and Resources.** Sea level rise, changing ocean conditions, and other climate change stressors are likely to exacerbate longstanding challenges related to ocean and coastal ecosystems in

addition to threatening people and infrastructure located along the California coastline and in coastal communities.

**Public Health.** Climate change can affect public health through various environmental changes. Changes in precipitation patterns affect public health primarily through potential for altered water supplies and extreme events such as heat, floods, droughts, and wildfires. Increased frequency, intensity, and duration of extreme heat and heat waves is likely to increase the risk of mortality due to heat-related illness, as well as exacerbate existing chronic health conditions. Other extreme weather events are likely to negatively affect air quality and increase or intensify respiratory illness such as asthma and allergies.

**Transportation.** Transportation is vulnerable to climate change risks, including sea level rise and erosion, which threaten many coastal California roadways, airports, seaports, transit systems, bridge supports, and energy and fueling infrastructure. Increasing temperatures and extended periods of extreme heat threaten the integrity of the roadways and rail lines. Other forms of extreme weather events, such as extreme storm events, can negatively affect infrastructure, which can impair movement of people and goods, or potentially block evacuation routes and emergency access roads. Increased wildfires, flooding, erosion risks, landslides, mudslides, and rockslides can all profoundly affect the transportation system and pose a serious risk to public safety.

**Water.** Climate change could seriously affect the timing, form, amount of precipitation, runoff patterns, and frequency and severity of precipitation events. Higher temperatures reduce the amount of snowpack and lead to earlier snowmelt, which can affect water supply availability, natural ecosystems, and winter recreation. Water supply availability during the intense dry summer months is heavily dependent on the snowpack accumulated during the wintertime. Increased risk of flooding has a variety of public health concerns including water quality, public safety, property damage, displacement, and post-disaster mental health problems. Prolonged and intensified droughts can also negatively affect groundwater reserves and result in increased overdraft and subsidence.

## **Greenhouse Gas Emissions Inventory and Trends**

### **State**

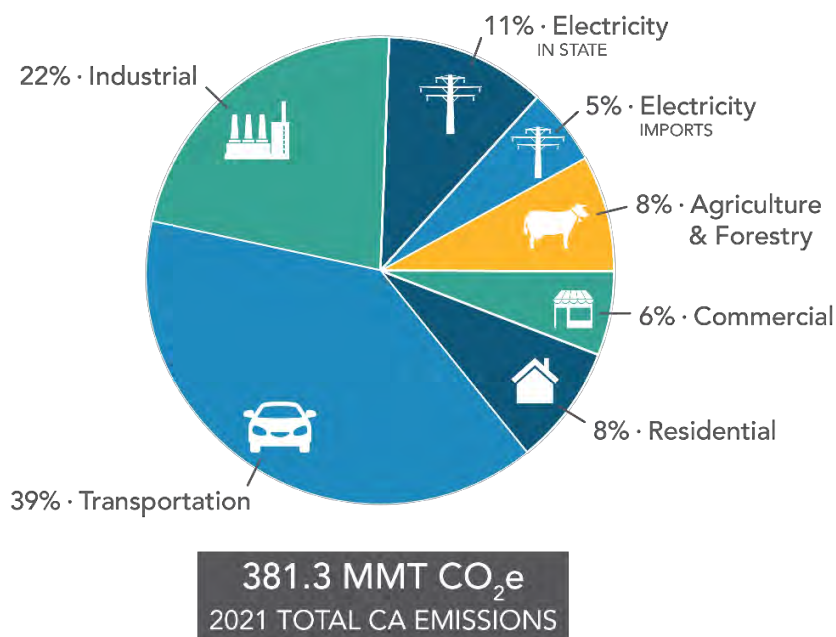
The California Air Resources Board (ARB) prepares an annual inventory of statewide GHG emissions. GHGs are typically analyzed by sector, a term that refers to the type of activity. As shown in Exhibit 4.7-1, 381.3 million MT CO<sub>2</sub>e were generated in 2021. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 39 percent of total GHG emissions. Transportation was followed by industry, which accounted for 22 percent, and then the electric power sector (including in-state and out-of-state sources), which accounted for 16 percent of total GHG emissions (ARB 2023).

California has implemented several programs and regulatory measures to reduce GHG emissions. Exhibit 4.7-2 demonstrates California's progress in reducing statewide GHG emissions. Since 2007, California's GHG emissions have been declining, with the exception of 2021<sup>1</sup>, even as population and gross domestic product have increased. Per-capita GHG emissions in 2021 were 30 percent lower than the peak per-capita GHG emissions

---

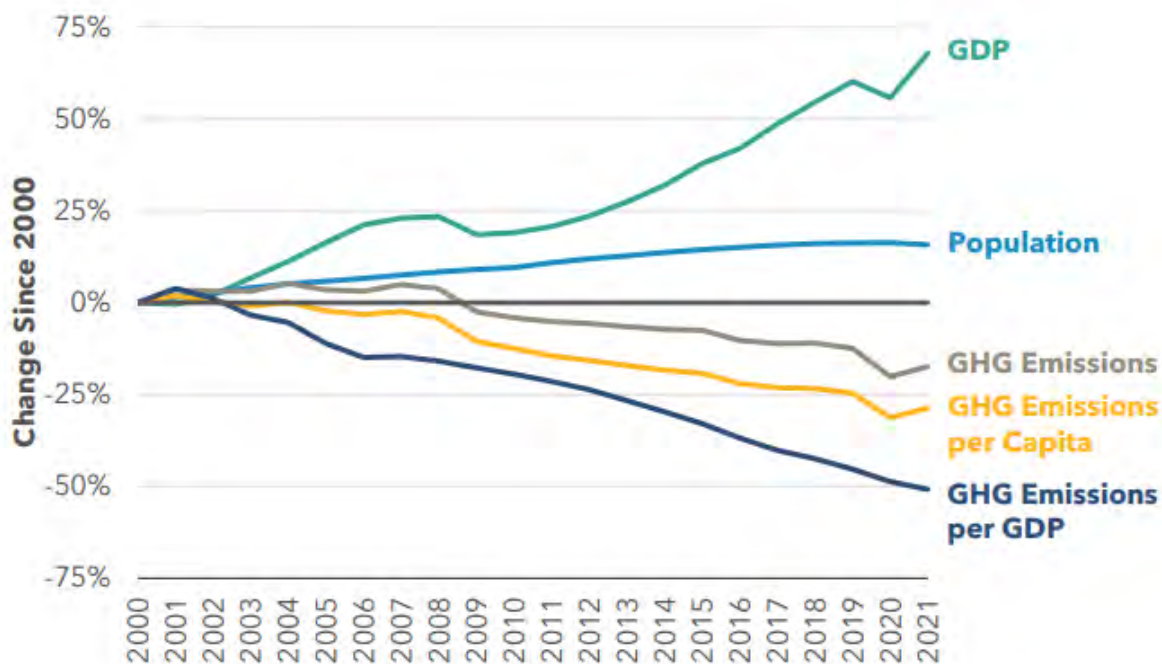
<sup>1</sup> Both the 2019 to 2020 decrease and the 2020 to 2021 increase in emissions are likely due in large part to the impacts of the COVID-19 pandemic. Emissions levels in 2020 are anomalous to the long-term trend, and the one-year increase from 2020 to 2021 should be considered in the broader context of the pandemic and subsequent economic recovery that took place over 2021 (ARB 2023).

recorded in 2001. Similarly, GHG emissions per million dollars of gross domestic product have decreased by 51 percent since the peak in 2001.



Source: ARB 2023

**Exhibit 4.7-1. 2021 California Greenhouse Gas Emissions Inventory by Sector**



Source: ARB 2023

**Exhibit 4.7-2. Trends in California Greenhouse Gas Emissions (Years 2000 to 2021)**

# ENERGY

As discussed above, the transportation sector (predominantly from vehicles) accounts for 38 percent of end-use energy consumption in California (EIA 2024). Since transportation accounts for more energy consumption than heating, cooling, and powering of buildings, powering industry, or any other use, the travel demand reducing features of the proposed 2050 General Plan and Downtown Specific Plan are important for consideration in an assessment of energy efficiency. Environmental effects associated with the use of energy in the transportation sector are evaluated in this section, as well as Section 4.3 of this EIR, “Air Quality,” and Section 4.14 of this EIR, “Transportation.”

## Electrical and Natural Gas Service and Resources

Within the Marysville area, electrical and natural gas services are provided by Pacific Gas & Electric Company (PG&E). PG&E serves approximately 10 million customers through 125,000 circuit miles of electric transmission and distribution lines within its 70,000-square-mile service area in northern and central California (PG&E 2024). In 2022, PG&E provided 77,886,999 megawatt hours (MWh) of electricity to its customers (CEC 2024a). Electricity is generated from a variety of sources, including hydropower, natural-gas-fired generators, renewable resources eligible under the state’s Renewable Portfolio Standards (RPS) program (e.g., solar, wind, geothermal, hydroelectric, and bioenergy), and purchases from other energy suppliers. PG&E’s electricity base mix as of 2022 was provided by 38 percent qualified renewable energy sources and 95 percent by GHG-free sources (PG&E 2023). In addition, the proportion of PG&E-delivered electricity for all customers generated from eligible renewable energy sources is anticipated to increase to 100 percent by 2040. The general electrical power mix for PG&E as of 2022 is presented in Table 4.7-1, below.

**Table 4.7-1. PG&E Electrical Power General Mix, 2022**

Energy Source	Percentage (%)
Eligible Renewable, Total	38.3
<i>Biomass and Biowaste</i>	4.6
<i>Geothermal</i>	0.5
<i>Eligible Hydroelectric</i>	1.8
<i>Solar</i>	22.0
<i>Wind</i>	9.4
Coal	0.0
Large Hydroelectric	7.6
Natural Gas	4.8
Nuclear	49.3
Other	0.0
Unspecified Power	0.0
<b>Total</b>	<b>100.0</b>

Notes:

<sup>1</sup> As defined in Senate Bill 1078, and Senate Bill 1038, which modified the definition of “in-state renewable electricity generation technology,” an eligible renewable resource includes geothermal facilities, hydroelectric facilities with a capacity rating of 30 MW or less, biomass and biogas, selected municipal solid waste facilities, photovoltaic, solar thermal, and wind facilities, ocean thermal, tidal current, and wave energy generation technologies.

<sup>2</sup> Unspecified Power” sources refer to electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

Source: PG&E 2023

Natural gas service is provided to Marysville, Yuba County, and the surrounding areas of northern and central California by PG&E through portions of PG&E's approximately 43,000 miles of natural gas distribution pipelines (PG&E 2024). Natural gas consumption within the PG&E service area was approximately 4,421 million therms in 2022 (CEC 2024b), approximately 0.3 percent (11.2 million therms) of which was provided to users in Yuba County (CEC 2024c).

## **Energy Use for Transportation**

As discussed above, transportation is the largest energy consuming sector in California, accounting for approximately 47 percent of all energy use in the state (EIA 2024). More motor vehicles are registered in California than in any other state, and commute times in California are among the longest in the country. Since transportation accounts for more energy consumption than other end-use sectors, the fuel use and travel demand due to the buildout of the proposed 2050 General Plan and Downtown Specific Plan are important for consideration in an assessment of energy efficiency.

Transportation fuel has, and will continue to diversify in California and elsewhere. While historically gasoline and diesel fuel accounted for nearly all demand, there are now numerous options, including ethanol, natural gas, electricity, and hydrogen. Currently, despite advancements in alternative fuels and clean vehicle technologies, gasoline and diesel remain the primary fuels used for transportation in California, and California remains the second highest consumer of motor gasoline of any state in the country (EIA 2024).

### **4.7.3 REGULATORY FRAMEWORK**

Approaches to addressing climate change and energy consumption in California are governed by an evolving body of laws, regulations, and case law. Key laws and regulations are summarized below.

#### **FEDERAL REGULATIONS AND LAWS**

EPA is the federal agency responsible for implementing the federal CAA. The U.S. Supreme Court ruled on April 2, 2007, that CO<sub>2</sub> is an air pollutant as defined in the CAA, and that EPA has the authority to regulate emissions of GHGs. In *Massachusetts v. Environmental Protection Agency et al.*, 12 states and cities (including California) along with several environmental organizations sued to require EPA to regulate GHGs as pollutants under the CAA (127 S. Ct. 1438 [2007]). The Supreme Court ruled that GHGs fit within the CAA's definition of a pollutant and that EPA had the authority to regulate GHGs. The Inflation Reduction Act, signed on August 16, 2022, affirms EPA's authority to regulate greenhouse gas emissions under the CAA.

#### **Energy Independence and Security Act of 2007, Corporate Average Fuel Economy Standards and Safer Affordable Fuel-Efficient Standards**

The Energy Independence and Security Act of 2007 amended the Energy Policy and Conservation Act to further reduce fuel consumption and expand production of renewable fuels. The EISA's amendment statutorily mandated that the National Highway Traffic Safety Administration (NHTSA) set light duty cars and trucks average fuel economy (CAFE) standards for each model year.

In 2018, EPA issued a final determination that the current standards should be revised. This determination was not a final agency action but rather led to the rule making of the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule

(EPA 2018). The SAFE Vehicle Rule was made effective on June 29, 2020. However, following an Executive Order signed by President Biden in 2021 directing consideration of labor unions, States, and industry views to propose suspension, revision, or rescindment of the SAFE Vehicles Rule (The White House 2021), the NHTSA finalized the CAFE Preemption rulemaking to withdraw its portion of the SAFE Part One Rule (NHTSA 2021). On March 31, 2022, the NHTSA finalized CAFE Standards for model years 2024 through 2026. The final rule established standards that would require an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026 (NHTSA 2022). The 2024-2026 standards are anticipated to save approximately 200 billion gallons of oil and reduce GHG emissions by 2.5 billion metric tons CO<sub>2</sub>e.

In addition to the standards for light-duty vehicles, USDOT and EPA adopted complementary standards to reduce GHG emissions and improve the fuel efficiency of heavy-duty trucks and buses on September 15, 2011. The Phase 1 standards together form a comprehensive heavy-duty national program for all on-road vehicles rated at a gross vehicle weight at or above 8,500 pounds for model years 2014 through 2018. The standards were phased in with increasing stringency in each model year from 2014 through 2018. Building on the success of the Phase 1 standards, EPA and NHTSA finalized Phase 2 standards for medium- and heavy-duty vehicles through model year 2027. The Phase 2 standards are expected to lower CO<sub>2</sub> emissions by approximately 1.1 billion MT.

On July 28, 2023, NHTSA announced a new proposal for CAFE standards for passenger cars and light trucks built in model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 through 2035. The pre-publication version of the final rule was made available in June 2024, and requires an industry fleet-wide average of approximately 50.4 miles per gallon for passenger cars and light trucks in model year 2031. This will be a phased approach which increases fuel economy requirements by 2 percent year over year for passenger cars, and by 0 percent year over year for light trucks model years 2027 and 2028 then 2 percent for light trucks model years 2029 through 2031. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year for model years 2030 through 2032 and 8 percent for model years 2033 through 2035. These standards will become effective 60 days after the rule is published in the Federal Register.

## **Renewable Fuel Standard Program**

The Energy Policy Act of 2005, which amended the CAA, created the 2005 Renewable Fuel Standard Program (RFS) to reduce the reliance on fossil fuels. The RFS established requirements for volumes of renewable fuel used to replace petroleum-based fuels. The four renewable fuels accepted as part of RFS are biomass-based diesel, cellulosic biofuel, advanced biofuel, and total renewable fuel. The 2007 Energy Independence and Security Act expanded the program and its requirements to include long-term goals of using 36 billion gallons of renewable fuels and extending annual renewable fuel volume requirements to year 2022, and requires EPA to set renewable fuel volumes for 2023 and beyond in coordination with the Secretary of Energy and according to certain criteria defined in the statute. The four renewable fuels have specific renewable fuel-blending requirements for obligated parties, such as refiners and importers of gasoline or diesel fuel. EPA implements the program in consultation with U.S. Departments of Agriculture and Energy. Gasoline and diesel refiners and importers (Obligated Parties) are required to demonstrate compliance with the Renewable Fuel Standard program.

## STATE PLANS, POLICIES, REGULATIONS, AND LAWS

The legal framework for GHG emission reductions has come about through Executive Orders, legislation, and regulations. The major components of California's climate change initiatives are outlined below.

### Greenhouse Gas Reduction Targets

#### ***Executive Order S-3-05***

Executive Order (EO) S-3-05, issued in 2005 in recognition of California's vulnerability to the effects of climate change, set forth the following target dates by which statewide GHG emissions would be progressively reduced:

- ▶ by 2010, reduce GHG emissions to 2000 levels;
- ▶ by 2020, reduce GHG emissions to 1990 levels; and
- ▶ by 2050, reduce GHG emissions to 80 percent below 1990 levels.

#### ***Assembly Bill 32***

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 further details and puts into law the mid-term GHG reduction target established in Executive Order S-3-05: reduce GHG emissions below 1990 levels by 2020. AB 32 also identifies the ARB as the State agency responsible for the design and implementation of emissions limits, regulations, and other measures to meet the target. With the approval of the First Update to the Scoping Plan on May 22, 2014, ARB approved 431 million MT CO<sub>2</sub>e as the 2020 emission limit, described in more detail below (ARB 2014). In 2014, statewide GHG emissions dropped below the 2020 GHG limit and have remained below the limit since that time (ARB 2023).

#### ***Executive Order B-30-15, Senate Bill 32, and Assembly Bill 197***

Signed in 2015, EO B-30-15 establishes a statewide GHG emissions reduction goal of 40 percent below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and the EO S-3-05 goal of reducing statewide emissions 80 percent below 1990 levels by 2050. In addition, the executive order aligns California's 2030 GHG reduction goal with the European Union's reduction target (i.e., 40 percent below 1990 levels by 2030) that was adopted in October 2014. EO B-30-15 also requires all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures within their statutory authority for achieving reductions in greenhouse gas emissions and meeting the 2030 and 2050 greenhouse gas emission reduction targets.

On August 24, 2016, the California Legislature passed Senate Bill (SB) 32 (California Health and Safety Code division 25.5, section 38566) thereby amending the California Global Warming Solutions Act of 2006. SB 32 directed ARB to adopt, to the extent technologically feasible and cost effective, the rules and regulations necessary to achieve a reduction in statewide greenhouse gas emissions (i.e., to 40 percent below 1990 levels by 2030). The passage of SB 32 codified the 2030 interim greenhouse gas emissions reduction target established by Executive Order B-30-15.



The companion bill to SB 32, AB 197, provides additional guidance on how to achieve the reduction targets established in EO B-30-15 and SB 32. AB 197 requires additional annual reporting of emissions, and requires Scoping Plan updates to include alternative compliance mechanisms for each statewide reduction measure, along with market-based compliance mechanisms and potential incentives.

### ***Executive Order B-55-18 and Assembly Bill 1279***

For the post-2030 period, EO B-55-18 establishes a new statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. The EO states that this new goal is in addition to the existing statewide targets of reduced GHG emissions.

Signed September 16, 2022, AB 1279, the California Climate Crisis Act, codified EO B-55-18. This bill declares the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. It as requires that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below the 1990 levels.

### ***Climate Change Scoping Plan***

In December 2008, ARB adopted the Climate Change Scoping Plan (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32 (ARB 2008). The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of California's GHG inventory. ARB acknowledges that land use planning decisions will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors. The Scoping Plan details the regulations, alternative compliance mechanisms, voluntary actions and incentives, etc. proposed to meet the target emission reduction levels.

ARB is required to update the Scoping Plan at least once every five years to evaluate progress and develop future inventories that may guide this process (ARB 2016, 2017, 2022c). The most current update, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), was approved by ARB in December of 2022. The 2022 Scoping Plan lays out a path to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. This plan extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as directed by AB 1279. This plan also takes the step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. The plan outlines how carbon neutrality can be achieved. The 2022 Scoping Plan Update focuses on actions needed to achieve carbon neutrality, including bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches.

### ***Executive Order N-19-19***

EO N-19-19 directs the Department of Finance to create a Climate Investment Framework that shifts investments into sectors that have more growth potential due to their focus on carbon reduction and climate resiliency. This Executive Order also directs the State Transportation Agency to align transportation spending with the State's Climate Change Scoping Plan, including directing investments to support housing production near available jobs and directs the California Air Resources Board to take actions that would encourage manufacturers to produce

clean vehicles, increase demand for electric vehicles, and achieve needed reductions from the transportation sector.

## **Transportation Sector Regulations to Reduce Greenhouse Gas Emissions**

### ***Executive Order B-16-12***

Executive Order B-16-12 orders State entities under the direction of the Governor including ARB, the Energy Commission, and Public Utilities Commission to support the rapid commercialization of zero emission vehicles (ZEV). It directs these entities to achieve various benchmarks related to zero emission vehicles, including:

- ▶ Infrastructure to support up to one million zero emission vehicles by 2020;
- ▶ Widespread use of zero emission vehicles for public transportation and freight transport by 2020;
- ▶ Over 1.5 million zero emission vehicles on California roads by 2025;
- ▶ Annual displacement of at least 1.5 billion gallons of petroleum fuels by 2025; and
- ▶ A reduction of GHG emissions from the transportation sector equaling 80 percent below 1990 levels by 2050.

### ***Executive Order S-01-07 (Low Carbon Fuel Standard)***

EO S-01-07 (17 California Code of Regulations [CCR] 95480 et seq.) requires the State to achieve a 10 percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by ARB. ARB identified the Low Carbon Fuel Standard (LCFS) as a discrete early action item under AB 32, and the final ARB resolution (No. 09-31) adopting the LCFS was issued on April 23, 2009. ARB re-adopted LCFS in 2015. The LCFS was amended in 2018 to further reduce the carbon intensity to 20 percent or greater by 2030 to align with the 2030 GHG reduction target enacted through SB 32.

### ***Executive Order N-79-20***

Signed September 23, 2020, EO N-79-20 sets the goal to transition to 100 percent ZEVs for in-state sales of new passenger cars and trucks by 2035 and for medium-and heavy-duty vehicles by 2045. In addition, EO N-79-20 sets the goal for California to transition to 100 percent zero-emission off-road vehicles and equipment by 2035. While in-state sales of EVs will increase through 2045, the State does not have legislation which will restrict or preclude the use of fossil-fueled vehicles purchased out of state by or after 2045.

### ***ARB Advanced Clean Cars Program/Zero Emission Vehicle Program***

AB 1493 (Chapter 200, Statutes of 2002), also known as the Pavley regulations, required ARB to adopt regulations by January 1, 2005, that would result in the achievement of the “maximum feasible” reduction in GHG emissions from vehicles used in the state primarily for non-commercial, personal transportation.

In January 2012, ARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars (13 CCR 1962.1 and 1962.2). The Advanced Clean Cars requirements include GHG standards for model year 2017 to 2025 vehicles.

The Advanced Clean Cars Program also includes the Low Emission Vehicle (LEV) III amendments to the LEV regulations (13 CCR 1900 et seq.); ZEV Program and the Clean Fuels Outlet Regulation. The Zero Emission

Vehicle Program is designed to achieve California’s long-term emission reduction goals by requiring manufacturers to offer for sale specific numbers of the very cleanest cars available. These zero-emission vehicles, which include battery electric, fuel cell, and plug-in hybrid electric vehicles, have now entered the marketplace. The Clean Fuels Outlet regulation ensures that fuels, such as electricity and hydrogen, are available to meet the needs of the new advanced technology vehicles as they come to market. ARB projects that the LEV III standards will reduce motor vehicle GHG emissions by 04 percent in 2025 (ARB 2022b). In June 2022, in support of EO N-79-20, ARB proposed the Advanced Clean Cars II Regulations requiring manufacturers of light-duty passenger cars, trucks, and SUVs to transition to electric zero-emission vehicles beginning with model year 2026 and phasing in of increasingly stringent requirements through 2035. By 2035, under the proposed Advanced Clean Cars II Regulations, all new passenger vehicles sold within the state would be zero emission.

### ***Senate Bill 375***

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS), which will prescribe land use allocation in that MPO’s Regional Transportation Plan (RTP). ARB adopted regional GHG targets for passenger vehicles and light trucks for 2020 and 2035 for the 18 MPOs in California. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate “alternative planning strategy” to meet the targets.

## **Energy Sector Regulations to Reduce Greenhouse Gas Emissions**

### ***California Energy Commission***

The California Energy Commission (CEC) was created in 1974 and is the state’s primary energy policy and planning agency to regulate energy efficiency standards. The CEC is tasked with reducing energy costs and environmental impacts of energy use - such as greenhouse gas emissions - while ensuring a safe, resilient, and reliable supply of energy. Among other work, the CEC collects and conducts analysis of energy-related data, including energy production, transportation, delivery, and distribution, in order to provide both historical and forecast data on energy usage. It also develops energy policy recommendations and plans for the state, and is in charge of energy efficiency programs and the enforcement of appliance and building energy efficiency standards (CEC 2022).

SB 1389 requires the CEC to prepare a biennial integrated energy report. In accordance, the CEC prepares the Integrated Energy Policy Report, which provides a cohesive approach to identifying and address the state’s energy requirements and challenges. The report develops and lays the framework for implementation of energy plans and policies. The report contains an integrated assessment of major energy trends and issues facing California’s electricity, natural gas, and transportation fuel sectors. The report provides policy recommendations to conserve resources, protect the environment, ensure reliable, secure, and diverse energy supplies, enhance the state’s economy, and protect public health and safety.

### ***Senate Bill 1078 (2002), Senate Bill 100 (2018) – California Renewable Portfolio Standard***

Established in 2002 by SB 1078, California’s RPS requires electricity providers (i.e., utilities, cooperatives, and community choice aggregators) to provide a specified minimum portion of their electricity supply from eligible renewable resources by milestone target years. Since 2002, state legislative actions have modified and accelerated

the RPS several times, resulting in one of the most ambitious renewable energy standards in the country. Per SB 100, the RPS requires retail sellers of electricity to serve 60 percent of their electric load with renewable energy by 2030 with new interim targets of 44 percent by 2024 and 52 percent by 2027, as well as requiring that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

### ***California Code of Regulations Title 20 and Title 24***

New buildings constructed in California must comply with the standards contained in California Code of Regulations, including Title 20, Energy Building Regulations, and Title 24, Energy Conservation Standards.

California Code of Regulations, Title 20: Division 2, Chapter 4, Article 4, Sections 1601-1608: Appliance Efficiency Regulations regulates the sale of appliances in California. Title 20 standards range from power plant procedures and siting to energy efficiency standards for appliances, ensuring reliable energy sources are provided and diversified through energy efficiency and renewable energy resources. California's 2009 Appliance Efficiency Regulations (20 CCR 1601–1608) were adopted by the CEC on December 3, 2008, and approved by the California Office of Administrative Law on July 10, 2009. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

Title 24 is California's Building Standards Code and includes the Energy Code requirements in Title 24, Part 6, and the California Green Building Standards Code (CALGreen) in Title 24, Part 11. The Energy Code requires the design of building shells and building components to conserve energy. This includes the HVAC system; water heating; and some fixed lighting. Non-building energy use, or "plug-in" energy use, is not covered by Title 24. CALGreen first became effective on January 1, 2011, as part of the California Building Standards Code and as the first of its kind in the country. CALGreen is intended to enhance the design and construction of buildings through the use of building concepts that benefit the environment and public health and encourage sustainability in construction and operations of a building. The provisions of the code apply to the planning, design, construction, use and occupancy of all newly constructed buildings and structures throughout California. Some key provisions of the code include, but are not limited to, requirements related to the installation of electric vehicle charging infrastructure in residential and nonresidential developments, establishment of maximum fixture water use rates to reduce indoor water use consumption, diversion of 65 percent of construction and demolition waste from landfills, and mandatory use of low pollutant emitting interior finish materials such as paints, carpet, and flooring.

The standards are updated on an approximately three-year cycle to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The most recent update was in 2022 and took effect January 1, 2023. The California Energy Commission updates the Building Energy Efficiency Standards every three years. In addition to strengthening standards, updates allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. One of the improvements included within the 2022 Building Energy Efficiency Standards is a transition from natural gas furnaces to electric heat pumps for certain new residential developments. The CEC estimates that this change will reduce net CO<sub>2</sub> emissions by 16,320 MT per year compared to the 2019 Energy Code (EnergyCodeAce 2023a). For nonresidential buildings, the CEC estimates that the 2022 Energy Code improvements in efficiency for new nonresidential buildings and covered processes, in addition to the transition towards all-electric design, will reduce net CO<sub>2</sub> emissions by 142,858 MT per year compared to the 2019 Energy Code (EnergyCodeAce 2023b). Through iterative updates to the Building Energy Efficiency Standards, increasingly stringent requirements are

implemented which reduce energy consumption from new development over time. The Building Standards Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary related to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code. The City has adopted these energy efficiency standards and the City's Climate Action Plan encourages compliance with the Tier 1 set of energy efficiency standards in CALGreen, including a 15 percent improvement over minimum Title 24 Part 6 Building Energy Efficiency Standards

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goals and policies related to greenhouse gas emissions and energy.

#### ***Conservation and Preservation of Resources***

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizen needs.

- ▶ **Policy 5:** Encourage energy conservation in new developments.
- ▶ **Policy 11:** Maintain the air in the community as free from un-necessary air pollutants as is feasible.

#### ***Circulation and Scenic Highways***

**Goal:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

- ▶ **Policy 3:** Promote and support coordinated public transit service that meets residents' needs.
- ▶ **Policy 4:** Promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.
- ▶ **Policy 5:** Require landscaping and tree planting along major streets and highways.
- ▶ **Policy 7:** Support a new river crossing alternative which will lessen downtown traffic congestion caused by intra-urban traffic.
- ▶ **Policy 8:** Provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.
- ▶ **Policy 9:** Encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic.

## ***Housing Quality***

**Goal:** Promote the construction of a variety of housing types that meet the safe standards with a minimum of environmental impact and that provide a choice of location, preserve existing neighborhoods, and have adequate public services.

- ▶ **Policy 1:** Ensure that new housing efficiently uses land, is energy efficient, and causes a minimal environmental impact.

## ***Energy Conservation***

**Goal:** Encourage energy conservation in new and existing housing.

- ▶ **Policy 1:** Participate with other local, state and federal agencies, public utilities and community organizations to implement energy conservation programs.

## **Sacramento Area Council of Governments**

The Sacramento Area Council of Governments (SACOG) serves as the Metropolitan Planning Organization for the Sacramento region, maintaining the regional Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in coordination with each of the local 28 member cities and counties, including the City of Marysville. SACOG plays a central role in transportation infrastructure planning for the region, while also serving as a forum for the study, planning, and resolution of other planning issues facing the local member governments.

The most recently adopted MTP/SCS for the SACOG region is the 2020 MTP/SCS, which lays out a plan for the region through 2040 that links land use planning, air quality, greenhouse gas emissions, and transportation needs and addresses State climate goals. The Plan emphasizes compact growth, local job opportunities, reduced traffic congestion and an investment in public transportation infrastructure. An updated 2023 federal MTP was adopted in November 2023, and was developed to largely carry forward the projects, programs, and policies included in the 2020 MTP/SCS but with projections out through 2044. The 2020 MTP/SCS has a 19-percent greenhouse gas reduction target – a 19-percent reduction in passenger vehicle greenhouse gas emission per capita compared to the level that existed in 2005.

## **4.7.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

Construction-related and operational GHG emissions associated with buildout of the proposed 2050 General Plan and Downtown Specific Plan were modeled using the same methods and assumptions as those described in Section 4.3, “Air Quality,” of this EIR. In addition to criteria air pollutants, the California Emissions Estimator Model (CalEEMod) also estimates GHG emissions associated with both construction and operational activities, and energy demand from operational activities. For construction, GHG emissions were estimated for off-road construction equipment, material delivery trucks, haul trucks, and construction worker vehicles. For operational activities, CalEEMod estimates GHG emissions associated with mobile, area, and energy sources, similar to criteria air pollutant emissions. However, CalEEMod also estimates indirect GHG emissions associated with solid waste disposal and water consumption. For the purposes of fuel consumption associated with construction

vehicles and equipment, as well as operational vehicle activity, GHG emissions estimates were converted to an estimated fuel consumption using EIA's GHG equivalency factors for diesel and gasoline fuel (EIA 2023).

For GHG emissions associated with existing land uses within the Planning Area, historical Citywide electricity and natural gas usage for the most recent available year (2022) and GHG emission factor data were provided by PG&E upon request. Solid waste data for the city of Marysville was pulled from the CalRecycle Waste Characterization Web Tool<sup>2</sup>, and emissions were estimated using CalEEMod default emission factors. As electricity usage, natural gas usage and solid waste data was provided for the entire city of Marysville, GHG emissions generated by existing land uses within the Downtown Specific Plan Area were estimated by applying the ratio of the residents and employees within the Downtown Specific Plan Area to the residents and employees within city as a whole. As existing data regarding wood-burning stove and fireplace use is not readily available, emissions from this existing source were modeled in CalEEMod for existing land uses within the Planning Areas.

As with the data used to inform the criteria air pollutant emissions estimates and the air quality analysis, the GHG emissions and energy demand from operational mobile sources are based upon the projected 2050 General Plan area and Downtown Specific Plan Area VMT and trip generation rates provided by SACOG and the CalEEMod default fleet mix. Please see Appendix B of this Draft EIR for model details, assumptions, inputs, and outputs.

## **THRESHOLDS OF SIGNIFICANCE**

### **Greenhouse Gas Thresholds**

GHG emissions have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. It is unlikely that a single project or plan will contribute significantly to climate change, but cumulative emissions from many projects could affect global GHG concentrations and the global climate system. Therefore, impacts are analyzed within the cumulative context of the General Plan and the Downtown Specific Plan's potential contribution to the significant impact of global climate change.

Based on Appendix G of the CEQA Guidelines, the proposed 2050 General Plan and Downtown Specific Plan would result in a significant impact from GHG emissions if they would:

- ▶ generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- ▶ conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Section 15064.4(b) of the CEQA Guidelines, concerning determining the significance of impacts from GHG emissions, states that a lead agency may consider the following three factors in assessing the significance of impacts from GHG emissions.

- ▶ The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- ▶ Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

---

2 <https://www2.calrecycle.ca.gov/WasteCharacterization/>

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Addressing GHG emissions impacts requires an agency to determine what constitutes a significant impact. As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to support determinations of significance. Marysville is within Yuba County in an area regulated by the Feather River Air Quality Management District (FRAQMD). The latest version of the FRAQMD CEQA guidance document (FRAQMD 2010) notes that thresholds of significance for GHG emissions have not yet been established.

For development projects, an effective way to evaluate the significance of GHG emissions is to evaluate whether a subject project “incorporates efficiency and conservation measures sufficient to contribute its portion of the overall greenhouse gas reductions necessary” for the State to achieve its own mandates (*Center for Biological Diversity, et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company*, California Supreme Court, Case No. 5217763). If a project or plan demonstrates that the *rate* of GHG emissions is efficient enough to provide its share of State emissions reduction targets, the impact is not cumulatively considerable (*Center for Biological Diversity, et al. v. California Department of Fish and Wildlife*, page 12; Crockett 2011). The GHG emissions efficiency of a project or plan is the amount of emission per some unit of measurement. To create an efficiency target, one would simply divide the emissions target for a specified target year by the forecast population for the same year. This EIR uses an efficiency threshold to quantify consistency with statewide GHG reduction targets based on the service population of the Planning Area. A per-capita analysis measures only the residential population, while a per service population analysis measures the total of the residential population *and* employment. For development projects and plans, an appropriate metric is service population.

In the context of statewide emissions, to create an efficiency target, the statewide mass emissions target for a specified target year can be divided by the forecast population and employment (i.e. service population) statewide for the same year. This yields an emissions “budget” for each California resident and employee. This GHG efficiency rate can be applied in a manner, as detailed below, that allows a community to assess whether or not its emissions rate is consistent with the statewide emissions budget, and therefore the regulatory framework for statewide GHG emissions reductions. The threshold used in this analysis is 0.68 MT CO<sub>2</sub>e per service population per year, with a target year of 2050 (the proposed 2050 General Plan horizon year and the proposed Specific Plan horizon year). The discussion below describes how this target was calculated.

As noted above in Section 4.7.3, “Regulatory Framework,” State legislation and executive orders have established GHG reduction targets for several target years: 2020, 2030, 2045, and 2050. Table 4.7-2 shows the State’s 2030, 2045 and 2050 emissions targets based on the approved 1990 limit for 2020 established by AB 32. As the 2045 target from AB 1279 of an 85-percent reduction is more stringent than the 80 percent reduction target by 2050 set



by SB 32, the 2050 efficiency target, which represents the horizon year for the proposed 2050 General Plan and Specific Plan, was determined based on the 85-percent reduction target by 2045.<sup>3</sup>

The carbon neutrality target set in the 2022 Scoping Plan Update is not a standard to be achieved on an individual project basis or even by an individual municipality. Instead, evaluating consistency with the State’s emissions reduction target for 2045 shows alignment with the State’s approach to reduce the generation of GHG emissions from existing and anticipated future sources, a key component of the 2022 Scoping Plan.

Comparison of the proposed 2050 General Plan and Downtown Specific Plan’s amortized construction plus operational emissions in terms of efficiency relative to the service population, alongside evaluation of the consistency with relevant strategies of the 2022 Scoping Plan for the proposed 2050 General Plan and Downtown Specific Plan, allows the City to assess its “fair share” of GHG reductions for 2030, 2045 and 2050 within the city, while supporting, and not conflicting with the state’s goal of carbon neutrality by 2045.

**Table 4.7-2. Statewide Emissions Inventory and Reduction Targets**

Year	1990	2030	2045	2050
Amount below 1990 Levels	0%	40%	85%	85%
Statewide Emissions Targets (MMT CO <sub>2</sub> e)	431	259	65	65

Note: MMT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent  
The California 1990 Greenhouse Gas Emissions Level is from California Air Resources Board:  
<<http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>>

As previously stated, statewide emissions reduction targets can be adjusted and expressed on a per-capita or per-service population basis, called an efficiency target, to represent the rate of emissions needed statewide to achieve targets. For example, to create an efficiency target that achieves the SB 32 target, one would divide the statewide emissions target for 2030 by the statewide population and employment forecasts for 2030 to yield an emissions “budget” for each California resident and employee in that same year.

Local governments do not have control over all the statewide emissions sources – many emissions sources reflected in the ARB inventories are not relevant in every town, city, or county. The statewide emissions targets, population, and employment can be tailored to focus on the emission sources and service population that are relevant for the Planning Area. Some emissions sources and employment sectors are not relevant to the proposed 2050 General Plan nor the Downtown Specific Plan (such as commercial scale agriculture and forestry), and the efficiency threshold developed for this EIR removes consideration of irrelevant emissions sources and employment that are not found in the Planning Area to provide a customized threshold that is appropriate for Marysville specifically. Note that, due to the Downtown Specific Plan Area being within the General Plan’s Planning Area, one efficiency threshold has been developed for this EIR for both proposed plans, as well as for the Zoning Code Update, which implements the proposed 2050 General Plan.

In order to develop a GHG efficiency target that is specific to Marysville, the non-land use-related emissions and jobs must be removed from consideration. Therefore, a scaled version of the full statewide emissions inventory was developed as part of this analysis, which is based on the land uses over which the City can have some influence through land use planning, zoning, development approval, and permitting authority. The revised

3 Note that achieving these targets will rely on state actions such as cap and trade, offset programs, etc.

inventory is more appropriate for use in GHG emissions target-setting because it focuses attention on the emissions sources that can be influenced and are applicable locally.

The GHG targets have been adjusted from Table 4.7-2 to remove consideration of non-relevant land uses including commercial scale agriculture and forestry, aviation, industrial combined heat and power, manufacturing, mining, national security, oil and gas extraction, petroleum refining, pipelines, rail, and water-borne vehicles.

Table 4.7-3 presents a revised version of the 1990 statewide emissions shown in Table 4.7-2 and includes only the sectors and sub-sectors over which the City has some influence, and which are present in the Planning Area. This data was used to generate the significance threshold for the purposes of this EIR.

**Table 4.7-3. Adjusted Statewide Emissions Inventory – Land Use-Related Sectors**

Main Sector / Sub Sector Level 1	Total Emissions (MMT CO <sub>2</sub> e/yr)	Adjusted Land Use- Related Emissions (MMT CO <sub>2</sub> e/yr)	Notes/Adjustments
Agriculture & Forestry	<b>18.9</b>	0.0	Not included in land use sector <sup>1</sup>
Commercial	<b>14.4</b>	13.9	Excludes National Security emissions
Electricity Generation (Imports)	<b>61.5</b>	61.5	Land use sector includes all emissions
Electricity Generation (In State)	<b>49.0</b>	34.4	Excludes Combined Heat and Power: Industrial from Sub Sector Level 1
Industrial	<b>105.3</b>	11.7	Industrial emissions excluded from land use sector, except as described in sub sectors below
<i>CHP: Industrial</i>	<i>9.7</i>	<i>0.0</i>	
<i>Flaring</i>	<i>0.1</i>	<i>0.0</i>	
<i>Landfills</i>	<i>7.5</i>	<i>7.5</i>	
<i>Manufacturing</i>	<i>32.1</i>	<i>0.7</i>	<i>Sub Sector emissions from construction included</i>
<i>Mining</i>	<i>0.03</i>	<i>0.0</i>	
<i>Not Specified</i>	<i>2.7</i>	<i>0.0</i>	
<i>Oil &amp; Gas Extraction</i>	<i>14.8</i>	<i>0.0</i>	
<i>Petroleum Marketing</i>	<i>0.02</i>	<i>0.0</i>	
<i>Petroleum Refining</i>	<i>32.8</i>	<i>0.0</i>	
<i>Pipelines</i>	<i>1.92</i>	<i>0.0</i>	
<i>Waste Water Treatment</i>	<i>3.6</i>	<i>3.6</i>	
Not Specified	<b>1.3</b>	1.3	Land use sector includes all emissions
Residential	<b>29.7</b>	29.7	Land use sector includes all emissions
Transportation	<b>150.6</b>	140.9	Excludes Aviation, Rail <sup>2</sup> , and Water-borne emissions
<b>Total</b>	<b>431.0</b>	<b>293.5</b>	

<sup>1</sup> While there may be agricultural uses within the city, they are not at the commercial scale considered in this land use sector used for the purposes of establishing tailored efficiency thresholds, which are intended more to serve as evaluation of efficiency of the land use development under the proposed 2050 General Plan Land Use Diagram and Downtown Specific Plan Land Use Zoning Map.

<sup>2</sup> Rail lines not under the jurisdiction of the City of Marysville would not be included in consideration of the land use development under the proposed 2050 General Plan and Downtown Specific Plan.

Notes: Sectors/sub-sectors may not sum exactly due to rounding.

Source: <http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>

Population estimates were obtained from the California Department of Finance projections. Tailored employment numbers for 2030 shown in this table are Employee Development Department (EDD) Employment Projections. Note that EDD does not provide employment estimates to 2050, so employment projections were extrapolated out beyond the 2030 projection for 2045 and 2050 to estimate employment in those years. These employment populations are revised estimates (i.e., land-use related) and exclude jobs from consideration associated with farming, fishing, forestry, mining, logging, quarrying, oil and gas, heavy industry with substantial process/stationary source emissions, and construction.

Using tailored demographic forecasts and GHG targets, both per capita and per service population emissions efficiency targets have been developed for the 2030, 2045, and 2050 target years, as shown in Table 4.7-4. For this EIR, the most appropriate threshold is the 2050 threshold of **0.68 MT CO<sub>2</sub>e per service population**, because this aligns with the 2050 General Plan’s and Downtown Specific Plan’s horizon year and the per service population metric is most appropriate for development projects involving a broad range of land uses, such as this proposed 2050 General Plan and Downtown Specific Plan.

**Table 4.7-4. Efficiency Thresholds Based on Tailored Statewide Demographics**

Metric	2030	2045	2050
Emissions Targets (MT CO <sub>2</sub> e/yr)	176,077,461	44,019,365	44,019,365
Percent Mass Emissions Reduction	40% below 1990	85% below 1990	85% below 1990
Population	39,430,871	40,152,224	40,049,519
Employment	19,176,200	23,326,400	24,709,800
Service Population (SP)	58,607,071	63,478,624	64,759,319
Per Service Population Emissions Efficiency Targets (MT CO <sub>2</sub> e/SP/yr)	<b>3.00</b>	<b>0.69</b>	<b>0.68</b>

Note: MMT CO<sub>2</sub>e = million metric tons of carbon dioxide equivalent; Service Population (SP) = population + employment; yr = year

Source for CO<sub>2</sub>e emissions: <http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>; targets for future years in alignment with state reduction targets presented in Table 4.7-1 with non-applicable sectors excluded, as detailed in Table 4.7-2.

Source for Current Population and Projected Population: <http://www.dof.ca.gov/Forecasting/Demographics/projections/>

Source for Employment Numbers: <http://www.labormarketinfo.edd.ca.gov/data/employment-projections.html>. Employment projections and have been extrapolated out for 2030, 2045 and 2050.

See Appendix B for detailed calculations and data inputs.

With respect to the State’s long-term target recently established through AB 1279 for carbon neutrality no later than the year 2045, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving an 85-percent reduction in anthropogenic GHG emissions along with achieving carbon neutrality no later than 2045. Carbon neutrality is not a standard to be achieved on an individual project basis, but through the implementation of best available technology, increasingly stringent regulations to reduce emissions from various sources, state and regional plans to reduce VMT and increase carbon-free vehicle use, and carbon capture and sequestration actions focused on the natural and working lands sector, as identified in the 2022 Scoping Plan. Evaluating consistency with the State’s emissions reduction targets shows alignment with the State’s approach to reduce the generation of GHG emissions from existing and anticipated future sources, a key component of the 2022 Scoping Plan.

Comparison of the proposed 2050 General Plan and Downtown Specific Plan’s amortized construction plus operational emissions in terms of efficiency relative to the employment and residents accommodated under this Plans, alongside evaluation of the General and Specific Plans’ consistency with relevant strategies of the 2022 Scoping Plan, demonstrates the ability of the 2050 General Plan and of the Downtown Specific Plan to achieve a “fair share” of the state’s GHG reduction targets, while not conflicting with the state’s target of carbon neutrality by 2045, as well as demonstrating consistency with the State Scoping Plan.

Having established the State policy and regulatory framework for assessing cumulative significance of GHG emissions and using the specific GHG emissions efficiency threshold to demonstrate the required GHG emissions rate to achieve consistency with State legislation and Executive Orders, this analysis answers the two checklist

questions provided by CEQA Guidelines Appendix G in a single impact assessment. Whether or not the proposed 2050 General Plan or Downtown Specific Plan would generate GHG emissions that would result in a substantial contribution to the significant impact of climate change or conflict with an applicable plan, policy, or regulation adopted for the purposes of reduction GHG emissions depends on whether the rate of GHG emissions (per service population) from planned development would include a fair share of emissions reduction, consistent with the State's own reduction targets.

## Energy

Based on Appendix G of the CEQA Guidelines, the proposed project would have significant energy impacts if it would:

- ▶ Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- ▶ Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Appendix F of the CEQA Guidelines provides guidance on determining whether a project would result in wasteful, inefficient, or unnecessary consumption of energy resources. As stated in Appendix F, the goal of conserving energy implies the wise and efficient use of energy, and the means of achieving this goal includes the following.

- ▶ Decreasing overall per-capita energy consumption.
- ▶ Decreasing reliance on fossil fuels such as coal, natural gas, and oil.
- ▶ Increasing reliance on renewable energy sources.

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

All issues related to GHG emissions and energy are discussed below.

## IMPACT ANALYSIS

IMPACT 4.7-1	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and conflict with an applicable plan, policy, or regulation adopted for the purposes of reduction GHG emissions. <i>Implementation of the proposed 2050 General Plan and Downtown Specific Plan would include buildout of planned land uses and infrastructure improvements that would generate GHG emissions associated with intermittent and temporary construction, along with long-term operations of future land uses. The impact is cumulatively considerable.</i>
-----------------	--

Implementation of the proposed 2050 General Plan and Downtown Specific Plan would result in the generation of GHG emissions due to construction as the anticipated development, as well as due to operation of both new and existing uses. Buildout of the 2050 General Plan and Downtown Specific Plan would involve infrastructure and public facility improvements that would generate GHG emissions from a variety of sources. Construction-related GHG emissions would be generated primarily from exhaust emissions associated with off-road construction equipment, heavy-duty material haul trucks, and construction worker commutes. GHG emissions generated by these sources were quantified using emission factors and methodologies described in the previous section, "Methodology." The construction-related emissions estimates use conservative assumptions based on construction

occurring in the earliest possible year at the time of this analysis (year 2024) and concurrent construction of 25 percent of the total residential and non-residential building square footage anticipated to be added under the proposed 2050 General Plan and Downtown Specific Plan in a single year. In order to provide a more comprehensive assessment of cumulative GHG emissions, construction-related GHG emissions that would result from full buildout of the proposed 2050 General Plan and Downtown Specific Plan were amortized over an estimated 30-year operational lifetime and added to the operational emissions associated with new and existing land uses.

Long-term operational emissions would be generated by the day-to-day activities associated with existing and anticipated new uses. Operational GHG emission sources would include energy consumption (i.e., electricity and natural gas), transportation, waste, and water and wastewater. Operational GHG emissions are distinguished by direct and indirect GHG emissions. Direct GHG emissions are generated at the location of consumption or use. For example, mobile-source emissions are direct because GHG emissions are generated as a vehicle begins to move. Indirect emissions occur at a different time or location from the point of consumption or use. For example, electricity-related GHG emissions are indirect because although a consumer uses electricity at their home, the fuel combustion and emissions associated with creating that electricity likely occurred off-site or at a different time. Existing operational emissions are based on 2022 historical energy information gathered for the City or estimates from CalEEMod, as discussed in the Methodology section above. Operational emissions for buildout of the proposed 2050 General Plan and Downtown Specific Plan are provided for the year 2050, consistent with the planning horizon year for the proposed 2050 General Plan and Downtown Specific Plan.<sup>4</sup>

Comparison of the proposed 2050 General Plan and Downtown Specific Plan's amortized construction plus operational emissions in terms of efficiency relative to the service population, alongside evaluation of the consistency with relevant strategies of the 2022 Scoping Plan for the proposed 2050 General Plan and Downtown Specific Plan, allows the City to assess its "fair share" contribution of GHG reductions to state GHG reduction targets within the Planning Area, while not conflicting with the state's goal of carbon neutrality by 2045.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

EPA and ARB have developed regulations, programs, and strategies that address GHG emissions. See Section 4.7.3, Regulatory Framework above for a description of regulations that would help reduce GHG emissions associated with implementation of the proposed 2050 General Plan and the Downtown Specific Plan. Those regulations that pertain to mobile- and energy-related emissions would have the most substantial effect on reducing future emissions in Marysville. As cleaner burning fuel and fuel efficiency of vehicles improves over time, mobile emissions decrease per vehicle mile travelled. As utility providers are mandated to meet more stringent emission standards and incorporate a greater percentage of renewable energy sources in the power grid, emissions from electricity decline per unit of energy.

The 2022 Scoping Plan outlines the strategy and targets to realize the State's carbon neutrality goal by 2045. Specific actions are laid out by AB 32 GHG inventory sector in Table 2-1 of the 2022 Scoping Plan. While many actions are indirectly relevant to the proposed 2050 General Plan and Downtown Specific Plan, such as integrating renewable natural gas and renewable hydrogen blended into natural gas pipelines, reducing the carbon

---

<sup>4</sup> Note that GHG emissions estimated for the planning horizon year of 2050 take into account the California RPS requirement that all of the state's electricity come from carbon-free resources by 2045, and the emission estimates have set the GHG pollutant intensity factors for electricity usage to zero.

intensity of electricity generation, and increasing the sales and adoption of ZEV, these and other actions are achieved external to actions of the proposed 2050 General Plan and Downtown Specific Plan. Actions more directly relevant include the reduction of VMT per capita by 25 percent from 2019 levels by 2030 and 30 percent below 2019 levels by 2045, and for new residential and new commercial buildings to incorporate all electric (no natural gas) appliances beginning in 2026 and 2029, respectively.

GHG reduction strategies recommended as actions for which local authorities could feasibly implement are summarized in Table 1 within Appendix D of the 2022 Scoping Plan, and include ZEV ecosystem implementation, VMT reduction strategies by increasing public transit/pedestrian access and disincentivizing parking, and adopting policies and programs to increase energy efficiency and renewable energy usage from new and existing buildings.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The proposed 2050 General Plan includes the following policies and implementation strategies directly or indirectly related to GHG emissions:

- ▶ **Policy LU+CD-3.1:** Facilitate, incentivize, and accelerate compact, infill, mixed-use development – particularly on underutilized or vacant sites Downtown and in the Medical Arts District.
- ▶ **Policy LU+CD-3.3:** Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ **Policy LU+CD-3.4:** Facilitate the transition of underutilized light industrial and other non-residential uses that have a relatively low employment density to higher density housing and uses that accommodate higher employment densities.
- ▶ **Policy LU+CD-3.9:** Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.
- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
  - **LU+CD Implementation Strategy 4.1.** The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.
- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more

vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.

- **Implementation Strategy C1.1** The City may require traffic studies for proposed projects that would generate or attract more than 550 vehicular trips per day. Where a proposed development would cause an exceedance of the City's level of service policy, applicants shall consider feasible revisions to the proposed development that would increase connectivity, enhance bicycle/pedestrian/transit access, manage travel demand, and/or provide other revisions that would reduce vehicular travel demand. Adding capacity will only be considered if this would not adversely affect pedestrian or bicycle access, convenience, or safety and where such a capacity increase is demonstrated to avoid inducing substantial additional vehicular travel.
- ▶ **Policy C-3.4:** Manage travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates.
- ▶ **Policy C-4.6:** Increase electric vehicle charging infrastructure through new development and proactive measures taken by the City.

## Summary of Impacts

Amortized construction-related emissions were added to the total operational emissions anticipated with buildout of the proposed 2050 General Plan and Downtown Specific Plan in 2050. For the proposed 2050 General Plan, the total service population is calculated based upon the estimate of residents and local employees in the city of Marysville in 2050 with buildout of the proposed 2050 General Plan. For the Downtown Specific Plan, the total service population is calculated based upon the estimate of residents and local employees in the Downtown Specific Plan Area in 2050 with buildout of the Downtown Specific Plan.

Total annual emissions (amortized construction + operational) per service population for each the proposed 2050 General Plan and Downtown Specific Plan are compared to the GHG efficiency threshold for 2050 developed for the purposes of this EIR in Table 4.7-5 and Table 4.7-6, respectively.

As shown in Table 4.7-5 and Table 4.7-6, buildout of the proposed 2050 General Plan and the Downtown Specific Plan would both result in GHG emissions efficiency rates that exceed the GHG efficiency threshold of 0.68 MT CO<sub>2</sub>e per service population. The primary GHG emission source associated with the proposed 2050 General Plan and Downtown Specific Plan is mobile activity, contributing 50 percent and 45 percent of GHG emissions attributable to implementation of the proposed 2050 General Plan and the Downtown Specific Plan, respectively. Therefore, measures that focus on reduction of mobile source emissions through reduced VMT and vehicle fleet turnover (i.e., replacing older, more emitting vehicles with newer, cleaner vehicles) will have the most substantial impact in reducing GHG emissions within the Planning Area.

Transportation is the top source of GHG emissions in California and in Marysville. Since transportation is the biggest source of GHG emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce vehicular travel demand (measured in terms of VMT) is critical for a community's environmental and energy conservation goals. While VMT in itself is not an environmental impact, increases in VMT could result in

associated adverse physical environmental impacts, such as those related to GHG emissions. General Plan policies that prioritize compact, mixed-use, infill development will reduce VMT by placing more people in areas where getting around without a car is more practical. Facilitating infill development in walkable places with high-quality bicycle and pedestrian facilities will reduce the local dependency on private vehicles to reach destinations. Marysville is relatively VMT efficient. SACOG has prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average. Similarly, SACOG examined relative VMT efficiency for 2050, including growth and development in the region. As shown in Section 4.14, “Transportation,” for 2050, all of Marysville is anticipated to have per-capita VMT and per-employee VMT that are 74 percent and 69 percent of the regional average, respectively.

**Table 4.7-5. 2050 General Plan Unmitigated Emissions and GHG Efficiency in 2050**

Emissions Source	Total (Existing+ New) GHG Emissions (MT CO <sub>2</sub> e)
Maximum Annual Construction Emissions	968
Total Potential Construction Emissions	3,871
<b>Annual Construction Amortized over 30 years</b>	<b>129</b>
Annual Operational Mobile Activity	21,962
Annual Operational Area Sources	6,992
Annual Operational Energy Sources <sup>1</sup>	11,217
Annual Operational Water Use	382
Annual Operational Waste Generation	3,488
Annual Operational Refrigerant Use	39
<b>Total Annual Operational Emissions</b>	<b>44,079</b>
<b>Total Annual Emissions (Operational + Amortized Construction)</b>	<b>44,208</b>
Planning Area Employees	8,665
Planning Area Residents	14,592
Total Service Population Associated with Planning Area (Employees + Residents) <sup>2</sup>	23,257
<b>GHG Efficiency (MT CO<sub>2</sub>e per service population)</b>	<b>1.90</b>
<b>GHG Efficiency Target (MT CO<sub>2</sub>e per service population)</b>	<b>0.68</b>
<b>Consistent with GHG Efficiency Target?</b>	<b>No</b>

Note: MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; Service Population (SP) = population + employment

Maximum annual construction emissions were estimated assuming 25 percent of total development built in a single year. Total construction emissions therefore estimated by multiplying maximum annual emissions by four.

<sup>1</sup> Existing land use emissions associated with area, energy and water demand are estimated within the energy source category.

<sup>2</sup> For the purposes of the GHG efficiency calculation, the 2050 General Plan service population (employees plus residents) is based on existing data on the number of local employees and residential population from the California Economic Development Department, California Department of Finance, and U.S. Census Bureau and on future development assumptions specific to properties in Marysville developed by the General Plan update Team. All operational emission sources use residential population and local employment as inputs with the exception of operational mobile activity, which is based on data provided by SACOG and that incorporates very similar local employment and residential population estimates for 2050 (8,661 employees and 15,034 residents), and is also consistent with the proposed 2050 General Plan land use change assumptions.



**Table 4.7-6. Downtown Specific Plan Unmitigated Emissions and GHG Efficiency in 2050**

Emissions Source	Total (Existing+ New) GHG Emissions (MT CO <sub>2</sub> e)
Maximum Annual Construction Emissions	911
Total Potential Construction Emissions	3,643
<b>Annual Construction Amortized over 30 years</b>	<b>121</b>
Annual Operational Mobile Activity	7,306
Annual Operational Area Sources	2,155
Annual Operational Energy Sources <sup>1</sup>	3,765
Annual Operational Water Use	342
Annual Operational Waste Generation	2,493
Annual Operational Refrigerant Use	36
<b>Total Annual Operational Emissions</b>	<b>16,097</b>
<b>Total Annual Emissions (Operational + Amortized Construction)</b>	<b>16,218</b>
Planning Area Employees	7,506
Planning Area Residents	3,468
Total Service Population Associated with Planning Area (Employees + Residents) <sup>2</sup>	10,974
<b>GHG Efficiency (MT CO<sub>2</sub>e per service population)</b>	<b>1.48</b>
<b>GHG Efficiency Target (MT CO<sub>2</sub>e per service population)</b>	<b>0.68</b>
<b>Consistent with GHG Efficiency Target?</b>	<b>No</b>

Note: MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; Service Population (SP) = population + employment

Maximum annual construction emissions were estimated assuming 25 percent of total development built in a single year. Total construction emissions therefore estimated by multiplying maximum annual emissions by four. These emissions represent a subset of the 2050 General Plan buildout.

<sup>1</sup> Existing land use emissions associated with area, energy and water demand are estimated within the energy source category.

<sup>2</sup> For the purposes of the GHG Efficiency calculation, the Downtown Specific Plan service population (employees plus residents) is based on existing data on the number of local employees and residential population from the California Economic Development Department, California Department of Finance, and U.S. Census Bureau and on future development assumptions specific to properties in the Downtown Specific Plan Area developed by the General Plan update Team. All operational emission sources use residential population and local employment as inputs with the exception of operational mobile activity, which is based on data provided by SACOG and that incorporates very similar local employment and residential population estimates for 2050 (6,739 employees and 3,842 residents), and is also consistent with the proposed 2050 General Plan land use change assumptions.

Policies and implementation strategies embodied in the proposed 2050 General Plan would result in VMT reductions and thereby achieve GHG emission reductions, while also providing co-benefits to the community, such as improved bicycle, pedestrian and transit mobility options, reductions in household and business transportation and utility costs, improvements to air quality and public health, and incentivizing turnover of older and less efficient technology. Policies under the proposed 2050 General Plan such as LU+CD-3.1, LU+CD-3.3, LU+CD-3.4, LU+CD-4.1 and C-1.7 put greater emphasis on facilitating compact, infill development, thereby promoting public health through active transportation and reducing GHG emissions. The emissions shown in Table 4.7-5 and Table 4.7-6 do not fully consider mobile source emissions reductions that may be achieved through implementation of the proposed 2050 General Plan policies and implementation measures related to infill

development, VMT, transit service, bicycle and pedestrian access, and related topics. The degree to which the proposed 2050 General Plan and Downtown Specific Plan would achieve VMT reductions depends on a number of factors, many of which are not within the City's control and cannot be quantified at this time. VMT reduction depends on factors such as demographic change, household preferences for housing types and locations, the cost of fuel, and the competitiveness of regional transit relative to driving (which relates to congestion along vehicular commute routes that are not under the City's jurisdiction, as well as transit provided by agencies other than the City), funding availability to improve non-vehicular travel options, the future prevalence of remote work, and other factors. To the extent that the City can influence whether the proposed 2050 General Plan and Downtown Specific Plan would reduce VMT depends on planning that reduces travel demand per capita and per employee by promoting increased density near transit, improving the quality of non-vehicular transportation options, providing incentives for non-vehicular travel, encouraging the mixing of complementary land uses in proximity to one another, and other methods. The City, through the proposed 2050 General Plan and Downtown Specific Plan, can influence density, land use mix, community design, the balance between jobs and housing, and other important factors that affect travel behavior. The proposed 2050 General Plan policies listed above articulate the City's intent to encourage infill development and mixing of land uses in proximity and make clear the intent to reduce VMT in a way that is consistent with local, regional, and state goals within the city (inclusive of the Downtown Specific Plan Area). The proposed 2050 General Plan aligns with planning efforts to reduce VMT by promoting reinvestment in the downtown and providing an improved commercial base with increased municipal revenues and a wider range of goods and services that are easily accessible to local residents. In addition, the Downtown Specific Plan details the City's vision for bicycle and pedestrian infrastructure improvements, the expansion of public transportation, and the promotion of "smart growth" and compact development that includes walkable neighborhoods, mixed used developments, and development on existing transportation hubs to improve access to essential services without relying on vehicles. This is consistent with the goals of the SACOG 2020 MTP/SCS, which focuses on building more compact development and expanding access to public transit and EV infrastructure.

In evaluating the proposed 2050 General Plan's and Downtown Specific Plan's consistency with State plans, policies or regulations, comparison to the efficiency threshold ensures consistency with SB 32 and EO S-3-05, as the efficiency threshold was developed by taking into consideration consistency with these regulations. Consistency with the State's planning for carbon neutrality by 2045 is evaluated by providing an analysis of consistency with the 2022 Scoping Plan, as the only relevant plan that considers this relatively recently adopted legislation. The plan provides the framework, based on extensive modeling and scenario evaluation, of what is required to achieve the State's 2045 carbon neutrality target and, specifically, what is required of new development to contribute to the achievement of the target. As noted in the Scoping Plan, achieving carbon neutrality requires both significant reductions in GHG emissions and removal of carbon dioxide from the atmosphere, including technological carbon capture and sequestration in natural and working lands. Reaching carbon neutrality requires working across all sectors. Therefore, the discussion of consistency in this EIR focuses on those actions identified in the 2022 Scoping Plan that are applicable to the proposed 2050 General Plan and the Downtown Specific Plan.

As discussed above, applicable actions within the 2022 Scoping Plan include the reduction of VMT per capita by 25 percent from 2019 levels by 2030 and 30 percent below 2019 levels by 2045, and for new residential and new commercial buildings to incorporate all electric (no natural gas) appliances beginning in 2026 and 2029, respectively. The proposed 2050 General Plan includes Policy C-3.4 along with Goal CIR-9 and Policy C-9.1 and Policy C-9.2 which provide the framework for the Planning Area to be consistent with the Statewide VMT per

capita reduction targets set within the 2022 Scoping Plan and propose VMT thresholds and participation in TDM programs to ensure that VMT is reduced within the Planning Area. In addition, Policy C-1.7 and Implementation Strategy C1.1 details the City’s approach to reducing VMT to develop an efficient transportation network. These Goals and Policies provide the framework for the City to be consistent with the Statewide VMT per capita reduction targets set within the 2022 Scoping Plan. With regard to electrification of appliances in new residential and commercial buildings, buildout of the proposed 2050 General Plan and the Downtown Specific Plan both include connection to natural gas to serve future operations. It is not feasible at this time to prohibit natural gas connections, at least for some anticipated uses within the city and Downtown Specific Plan Area, though the City understands that there may be future regulations to require all electric appliances for new residential and commercial buildings by 2026 and 2029, respectively, based on the 2022 Final Scoping Plan.

The proposed 2050 General Plan policies and implementation strategies discussed above would promote and incentivize low emissions vehicles and associated charging infrastructure. Implementation of the proposed 2050 General Plan and the Downtown Specific Plan would encourage transportation and energy that would reduce the rate of GHG emissions. Marysville already demonstrates a low rate of GHG emissions attributable to its compact development pattern, different land uses mixed in proximity, access to transit, and other factors that collectively have led to low VMT rates per capita and per employee. However, because there are many important factors about the character and location of future development, and the demographic characteristics of future households and employees, the overall competitiveness of transit compared to driving throughout the region, the cost of fuel, and other factors, the degree to which proposed 2050 General Plan policies and implementation strategies, in addition to the Downtown Specific Plan’s Vision and Design Standards, will reduce emissions is currently unknown. Consequently, emissions from implementation of the proposed 2050 General Plan and the Downtown Specific Plan could still result in a net increase of GHG emissions that could exceed the applicable GHG emissions efficiency threshold of significance identified in Table 4.7-4, which represents the City’s share of emissions reduction to be in alignment with State and regional plans to reduce GHG emissions. Therefore, implementation of the proposed 2050 General Plan and Downtown Specific Plan could result in the generation of GHG emissions at a level that may have a significant impact on the environment and conflict with State GHG emission targets adopted for the purpose of reducing the emissions of GHGs. This impact is **cumulatively considerable**.

## **Mitigation Measures**

Mitigation Measure 4.3-1b, discussed in Section 4.3, “Air Quality,” of this EIR, is designed to reduce criteria air pollutant emissions related to implementation of the proposed 2050 General Plan and the Downtown Specific Plan; these actions would also serve to reduce GHG emissions associated with operational activities within the Planning Area. during future improvements associated with GHG emissions for buildout of the proposed 2050 General Plan and Downtown Specific Plan with Implementation of Mitigation Measure 4.3-1b are shown in Table 4.7-7 and Table 4.7-8. The effectiveness of these measures was estimated by eliminating all wood-burning stoves and fireplaces associated with new development.

As noted, it is not feasible at this time to prohibit natural gas connections, at least for some anticipated uses within the city and Downtown Specific Plan Area, though the City understands that there may be future regulations to require all electric appliances for new residential and commercial buildings by 2026 and 2029, respectively. It can be more expensive to furnish all-electric appliances, and for some uses, the electric appliance alternatives may not be as satisfactory. Even if it were feasible to prohibit natural gas connections for new development, this would

reduce total GHG emissions with buildout of the proposed 2050 General Plan and Downtown Specific Plan by 7 percent. This is because area and energy sources, such as natural gas, represent only a portion of GHG emissions associated with both existing and new development in Marysville in 2050. Transportation-related emissions account for 50 percent of emissions associated with the combination of new and existing development; area sources account for 16 percent of the emissions from the combination of existing and new development in 2050; and energy sources account for 25 percent of the emissions from the combination of existing and new development in 2050.

**Table 4.7-7. 2050 General Plan Mitigated Emissions and GHG Efficiency in 2050**

Emissions Source	Total (Existing+ New) GHG Emissions (MT CO <sub>2</sub> e)
Maximum Annual Construction Emissions	968
Total Potential Construction Emissions	3,871
<b>Annual Construction Amortized over 30 years</b>	<b>129</b>
Annual Operational Mobile Activity	21,962
Annual Operational Area Sources	6,221
Annual Operational Energy Sources <sup>1</sup>	11,217
Annual Operational Water Use	382
Annual Operational Waste Generation	3,488
Annual Operational Refrigerant Use	39
<b>Total Annual Operational Emissions</b>	<b>43,308</b>
<b>Total Annual Emissions (Operational + Amortized Construction)</b>	<b>43,437</b>
Planning Area Employees	8,665
Planning Area Residents	14,592
Total Service Population Associated with Planning Area (Employees + Residents) <sup>2</sup>	23,257
<b>GHG Efficiency (MT CO<sub>2</sub>e per service population)</b>	<b>1.87</b>
<b>GHG Efficiency Target (MT CO<sub>2</sub>e per service population)</b>	<b>0.68</b>
<b>Consistent with GHG Efficiency Target?</b>	<b>No</b>

Note: MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; Service Population (SP) = population + employment

Maximum annual construction emissions were estimated assuming 25 percent of total development built in a single year. Total construction emissions therefore estimated by multiplying maximum annual emissions by four.

<sup>1</sup> Existing land use emissions associated with area, energy and water demand are estimated within the energy source category.

<sup>2</sup> For the purposes of the GHG Efficiency calculation, the service population (employees plus residents) is based on existing data on the number of local employees and residential population from the California Economic Development Department, California Department of Finance, and U.S. Census Bureau and on future development assumptions specific to properties in Marysville developed by the General Plan update Team. All operational emission sources use residential population and local employment as inputs with the exception of operational mobile activity, which is based on data provided by SACOG and that incorporates very similar local employment and residential population estimates for 2050, and is also consistent with the proposed 2050 General Plan land use change assumptions.

**Table 4.7-8. Downtown Specific Plan Mitigated Emissions and GHG Efficiency in 2050**

Emissions Source	Total (Existing+ New) GHG Emissions (MT CO <sub>2</sub> e)
Maximum Annual Construction Emissions	911
Total Potential Construction Emissions	3,643
<b>Annual Construction Amortized over 30 years</b>	<b>121</b>
Annual Operational Mobile Activity	7,306
Annual Operational Area Sources	1,399
Annual Operational Energy Sources <sup>1</sup>	3,765
Annual Operational Water Use	342
Annual Operational Waste Generation	2,493
Annual Operational Refrigerant Use	36
<b>Total Annual Operational Emissions</b>	<b>15,340</b>
<b>Total Annual Emissions (Operational + Amortized Construction)</b>	<b>15,461</b>
Planning Area Employees	7,506
Planning Area Residents	3,468
Total Service Population Associated with Planning Area (Employees + Residents) <sup>2</sup>	10,974
<b>GHG Efficiency (MT CO<sub>2</sub>e per service population)</b>	<b>1.41</b>
<b>GHG Efficiency Target (MT CO<sub>2</sub>e per service population)</b>	<b>0.68</b>
<b>Consistent with GHG Efficiency Target?</b>	<b>No</b>

Note: MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent; Service Population (SP) = population + employment

Maximum annual construction emissions were estimated assuming 25 percent of total development built in a single year. Total construction emissions therefore estimated by multiplying maximum annual emissions by four. These emissions represent a subset of the 2050 General Plan buildout.

<sup>1</sup> Existing land use emissions associated with area, energy and water demand are estimated within the energy source category.

<sup>2</sup> For the purposes of the GHG Efficiency calculation, the Downtown Specific Plan Area service population (employees plus residents) is based on existing data on the number of local employees and residential population from the California Economic Development Department, California Department of Finance, and U.S. Census Bureau and on future development assumptions specific to properties in the Downtown Specific Plan Area developed by the General Plan update Team. All operational emission sources use residential population and local employment as inputs with the exception of operational mobile activity, which is based on data provided by SACOG and that incorporates very similar local employment and residential population estimates for 2050, and is also consistent with the proposed 2050 General Plan land use change assumptions.

Even with implementation of Mitigation Measure 4.3-1b, GHG emissions would exceed the significance threshold for each the 2050 General Plan and Downtown Specific Plan. As detailed in the above section, “Thresholds of Significance,” this threshold was identified as the local GHG efficiency rate that would be required in the year 2050, the planning horizon for the proposed 2050 General Plan and Downtown Specific Plan, to align with statewide emissions reduction legislation and applicable executive orders for the target year and ensure that the City meets its share of the State’s GHG reduction mandates, considering the types of projects to be implemented under the proposed 2050 General Plan and Downtown Specific Plan and the specific location of the Planning Area. Therefore, implementation of the proposed 2050 General Plan and Downtown Specific Plan could generate GHG emissions, either directly or indirectly, that may conflict with applicable State plans, policies, and regulations adopted for the purpose of reducing GHG emissions, and could contribute substantially to the cumulatively considerable impact of climate change on the environment. There is no additional feasible mitigation. The impact is **cumulatively considerable and significant and unavoidable**

IMPACT 4.7-2 Consumption of energy. *Implementation of the proposed 2050 General Plan and the Downtown Specific Plan would result in energy consumption for the duration of construction in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). Buildout of the proposed 2050 General Plan and the Downtown Specific Plan would also require energy for operations. The proposed 2050 General Plan and the Downtown Specific Plan would not reduce per-capita energy consumption or generate substantial renewable energy that would reduce reliance on fossil fuels, but would not result in wasteful, inefficient, or unnecessary consumption of energy and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.*

The proposed 2050 General Plan accommodates development, and its implementation will require public infrastructure and public facility improvements. Land uses projected to be built out under the proposed 2050 General Plan, which is inclusive of the Downtown Specific Plan Area, include residential development, office development, commercial services and fabrication, educational uses, public facilities, recreational uses, and other uses. The Downtown Specific Plan accommodates development and its implementation would require public infrastructure and public facility improvements. Implementation of the proposed 2050 General Plan and Downtown Specific Plan would increase the consumption of energy for the duration of construction in the form of electricity, natural gas, and fossil fuels (e.g., gasoline, diesel fuel). The primary energy demands during construction would be associated with construction equipment and vehicle fueling. Energy in the form of fuel and electricity would be consumed during this period by construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site. The intensity and pace of construction under the 2050 General Plan and Downtown Specific Plan would depend on market and economic conditions. Energy use associated with operations under full buildout of the 2050 General Plan and Downtown Specific Plan would include electricity and natural gas use associated with the proposed land uses, and fuel for vehicle travel. The proposed buildings would be constructed to meet all applicable energy efficiency standards at the time of construction and would be required to comply with the current energy performance standards found Title 24 of the California Code of Regulations, including the Green Building Code (Part 11 of Title 24) Building Energy Efficiency Standards.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Several existing regulations, as summarized in Section 4.7.3, Regulatory Framework, would increase energy efficiency, reduce peak energy demand, and also address the actual physical adverse environmental effects associated with the use of energy. Those regulations that pertain to mobile- and energy-related emissions would have the most substantial effect on reducing future emissions. As cleaner burning fuel and fuel efficiency of vehicles improves over time, energy usage decreases per VMT. As utility providers are mandated to meet more stringent emission standards and incorporate a greater percentage of renewable energy sources in the power grid, emissions from electricity decline per unit of energy. The EPA and National Highway Traffic and Safety Administration develop and issue rules over time with increasingly more stringent requirements for fuel economy for motor vehicles. The federal RFS established requirements for volumes of renewable fuel used to replace petroleum-based fuels.

SB 1078, SB 107, EO-S-14-08, and SB X1-2 and SB 100 have established increasingly stringent RPS for investor-owned utilities, such as PG&E, for the Planning Area. Utility companies like PG&E are required to use RPS-eligible energy sources (wind, solar, geothermal, biomass, and small-scale hydro) for 60 percent of provided electricity by 2030 and provide electricity from entirely carbon-free sources by 2045. Therefore, the combustion

of fossil fuels to meet electricity demands within the Planning Area is expected to decrease over time as the PG&E power mix relies more heavily on renewable sources.

New buildings constructed in California must comply with the standards contained in CCR Title 20, Building Energy Regulations, and Title 24, California Building Standards Code. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. In addition to the Building Energy Efficiency Standards in Title 24, Part 6, the California Green Building Code (Part 11, Title 24) standards, commonly known as CALGreen, was last revised in 2022. This code was developed to enhance the design and construction of buildings and sustainable construction practices through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. Development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan would be required to comply with the current energy performance standards found in CCR Title 20 and Title 24, resulting in reductions in energy demand.

Energy efficiency requirements have and will continue to become more stringent over time. As a result, new projects would be more energy efficient than existing projects of the same type within the Planning Area that were constructed prior to the existence of energy efficiency standards or under previous less stringent energy efficiency standards. Therefore, the operational-related energy consumption under the 2050 General Plan and Downtown Specific Plan would tend to reduce per-capita energy use in association with new and revitalized building energy needs during the planning horizon, as well as reducing peak energy use.

## **Relevant Policies and Implementation Strategies of the 2050 General Plan**

The 2050 General Plan policies and implementation strategies relevant to GHG emissions listed within Impact 4.7.1 would also address energy demand throughout the Planning Area.

## **Summary of Impacts**

### ***Construction-Related Energy Consumption***

Table 4.7-9 and Table 4.7-10 present the total fuel consumption anticipated for the proposed construction activities through the horizon year of the 2050 General Plan and the Downtown Specific Plan, respectively. The buildout of the proposed 2050 General Plan would require a total of approximately 255,125 gallons of diesel and 149,728 gallons of gasoline, while buildout of the Downtown Specific Plan, as a subset of the 2050 General Plan, would require a total of approximately 242,012 gallons of diesel and 138,587 gallons of gasoline. The proposed 2050 General Plan and Downtown Specific Plan could also involve the use of on-site electric-powered equipment for construction activities, the use of which would supplant the need for gasoline and diesel fuel.

**Table 4.7-9. 2050 General Plan Construction Fuel Consumption**

Phase	Source	GHG Emissions (MT CO <sub>2</sub> /Year <sup>a</sup> )	Fuel Type	Factor (lb CO <sub>2</sub> /Gallon) <sup>b</sup>	Gallons/ Year
Demolition	Offroad Equipment & Onsite Trucks	124	Diesel	22.45	12,202
Demolition	Worker	6	Gas	17.86	709
Demolition	Vendor	0	Diesel	22.45	-
Demolition	Hauling	0	Diesel	22.45	-
Site Prep	Offroad Equipment & Onsite Trucks	96	Diesel	22.45	9,433
Site Prep	Worker	3	Gas	17.86	414
Site Prep	Vendor	0	Diesel	22.45	-
Site Prep	Hauling	0	Diesel	22.45	-
Grading	Offroad Equipment & Onsite Trucks	419	Diesel	22.45	41,135
Grading	Worker	13	Gas	17.86	1,655
Grading	Vendor	0	Diesel	22.45	-
Grading	Hauling	0	Diesel	22.45	-
Building Construction	Offroad Equipment & Onsite Trucks	1140	Diesel	22.45	111,894
Building Construction	Worker	1167	Gas	17.86	144,041
Building Construction	Vendor	760	Diesel	22.45	74,600
Building Construction	Hauling	0	Diesel	22.45	-
Paving	Offroad Equipment & Onsite Trucks	55	Diesel	22.45	5,385
Paving	Worker	6	Gas	17.86	709
Paving	Vendor	0	Diesel	22.45	-
Paving	Hauling	0	Diesel	22.45	-
Architectural Coating	Offroad Equipment & Onsite Trucks	5	Diesel	22.45	476
Architectural Coating	Worker	18	Gas	17.86	2,199
Architectural Coating	Vendor	0	Diesel	22.45	-
Architectural Coating	Hauling	0	Diesel	22.45	-
<b>All Phases</b>	<b>All Sources</b>	-	<b>Total Gallons Diesel</b>	-	<b>255,125</b>
<b>All Phases</b>	<b>All Sources</b>	-	<b>Total Gallons Gasoline</b>	-	<b>149,728</b>

Notes:

CO<sub>2</sub> = carbon dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; MT = metric tons

Sources:

<sup>a</sup> Modeled by AECOM in 2024<sup>b</sup> U.S. Energy Information Administration 2023



**Table 4.7-10. Downtown Specific Plan Construction Fuel Consumption**

Phase	Source	GHG Emissions (MT CO <sub>2</sub> /Year) <sup>a</sup>	Fuel Type	Factor (lb CO <sub>2</sub> /Gallon) <sup>b</sup>	Gallons/ Year
Demolition	Offroad Equipment & Onsite Trucks	124	Diesel	22.45	12,202
Demolition	Worker	6	Gas	17.86	709
Demolition	Vendor	0	Diesel	22.45	-
Demolition	Hauling	0	Diesel	22.45	-
Site Prep	Offroad Equipment & Onsite Trucks	96	Diesel	22.45	9,433
Site Prep	Worker	3	Gas	17.86	414
Site Prep	Vendor	0	Diesel	22.45	-
Site Prep	Hauling	0	Diesel	22.45	-
Grading	Offroad Equipment & Onsite Trucks	359	Diesel	22.45	35,259
Grading	Worker	11	Gas	17.86	1,419
Grading	Vendor	0	Diesel	22.45	-
Grading	Hauling	0	Diesel	22.45	-
Building Construction	Offroad Equipment & Onsite Trucks	1140	Diesel	22.45	111,894
Building Construction	Worker	1080	Gas	17.86	133,300
Building Construction	Vendor	686	Diesel	22.45	67,364
Building Construction	Hauling	0	Diesel	22.45	-
Paving	Offroad Equipment & Onsite Trucks	55	Diesel	22.45	5,385
Paving	Worker	6	Gas	17.86	709
Paving	Vendor	0	Diesel	22.45	-
Paving	Hauling	0	Diesel	22.45	-
Architectural Coating	Offroad Equipment & Onsite Trucks	5	Diesel	22.45	476
Architectural Coating	Worker	16	Gas	17.86	2,035
Architectural Coating	Vendor	0	Diesel	22.45	-
Architectural Coating	Hauling	0	Diesel	22.45	-
<b>All Phases</b>	<b>All Sources</b>	-	<b>Total Gallons Diesel</b>	-	<b>242,012</b>
<b>All Phases</b>	<b>All Sources</b>	-	<b>Total Gallons Gasoline</b>	-	<b>138,587</b>

Notes:

CO<sub>2</sub> = carbon dioxide; CO<sub>2</sub>e = carbon dioxide equivalent; MT = metric tons

Sources:

<sup>a</sup> Modeled by AECOM in 2024. This fuel consumption represents a subset of the 2050 General Plan buildout.<sup>b</sup> U.S. Energy Information Administration 2023**Operational Energy Consumption**

Electrical and natural gas demands are presented in Table 4.7-11 and Table 4.7-12 for the 2050 General Plan and Downtown Specific Plan, respectively. Electricity demand includes electricity associated with supplying, treating, and distributing water for use in the Planning Areas. These estimates are based on default energy consumption rates developed for CalEEMod and do not account for increased energy efficiency that is likely over time due to

improvements in building design and technology, as well as regulatory requirements of the California Building Standards Code. Importantly, use of the emissions modeling software, CalEEMod, requires users to choose among a select set of land uses. The land uses below are not necessarily representative of actual future land uses for projects in Marysville, but were selected to be as closely representative as feasible. The total energy usage for both electricity and natural gas were converted to a common energy unit using average power plant heat rate information for PG&E (CEC 2024d). See Appendix B for additional information.

**Table 4.7-11. 2050 General Plan Land Use Operational Electricity and Natural Gas Demand**

Proposed CalEEMod Land Use	Electrical (kWh/year)	Natural Gas (kBtu/year)	Total Energy Demand (MMBtu/year)
Strip Mall	1,620,665	1,504,986	13,463
Office Park	4,895,395	6,330,283	42,452
Single Family Housing	338,569	1,105,421	3,604
Manufacturing	313,319	1,130,576	3,442
Apartments Mid Rise	4,405,315	13,102,867	45,608
Industrial Park	1,296,417	1,645,534	11,211
Hotel	280,973	1,431,673	3,505
High Turnover (Sit Down Restaurant)	3,645,948	10,460,897	37,363
Arena	68,984	248,752	758
Health Club	74,214	248,752	796
Junior High School	99,402	907,372	1,641
Parking Lot	862,383	0	6,363
<b>Total General Plan</b>	<b>17,901,586</b>	<b>38,117,114</b>	<b>170,206</b>

Notes: kBtu = thousand British thermal units; kWh = kilowatt-hours; MMBtu = million British thermal units

Source: Modeled by AECOM in 2024

**Table 4.7-12. Downtown Specific Plan Land Use Operational Electricity and Natural Gas Demand**

Proposed CalEEMod Land Use	Electrical (kWh/year)	Natural Gas (kBtu/year)	Total Energy Demand (MMBtu/year)
Strip Mall	1,403,805	1,301,853	11,660
Office Park	4,401,497	5,691,621	38,169
Single Family Housing	338,569	1,105,421	3,604
Manufacturing	193,027	696,505	2,121
Apartments Mid Rise	4,186,869	12,454,620	43,348
Industrial Park	1,091,720	1,385,713	9,441
Hotel	280,973	1,431,673	3,505
High Turnover (Sit Down Restaurant)	3,269,461	9,358,147	33,482
Arena	68,984	248,752	758
Health Club	74,214	248,752	796
Junior High School	7,100	64,812	117
Parking Lot	755,921	0	5,578
<b>Total Downtown Specific Plan</b>	<b>16,072,141</b>	<b>33,987,869</b>	<b>152,578</b>

Notes: kBtu = thousand British thermal units; kWh = kilowatt-hours; MMBtu = million British thermal units

Source: Modeled by AECOM in 2024. This energy consumption represents a subset of the 2050 General Plan buildout.

The estimated energy usage in Table 4.7-11 and Table 4.7-12 includes natural gas usage for the purposes of residential and non-residential buildings. Transportation-related energy consumption would be in the form of both fuel (e.g., diesel and gasoline) and electricity for electric and hybrid vehicles. Buildout of the 2050 General Plan and Downtown Specific Plan would generate daily trips for residents, employees, and visitors. Transportation fuel

consumption associated with operational trips were estimated based on VMT data provided by SACOG in support of this EIR, and the use of the EMFAC2021 vehicle fuel and electricity consumption data. Table 4.7-13 and Table 4.7-14 show the estimated diesel and gasoline fuel consumption during full buildout of the 2050 General Plan and Downtown Specific Plan operations, respectively, in the horizon year of 2050. Energy consumption was converted to a common energy unit using heat content information for fuels (Climate Registry 2024), and the conversion rate of 3,412 British thermal units per kilowatt hour for electricity.

**Table 4.7-13. 2050 General Plan Operational Transportation-related Energy Consumption**

Fuel Source	Energy Consumption	Energy Consumption Unit of Measurement	Energy Consumption (MMBtu per year)
Diesel Fuel	38,485	Gallons per year	5,311
Gasoline	2,236,357	Gallons per year	279,545
Electricity	3,496,075	KWh per year	11,929
<b>Total</b>	<b>Not Applicable</b>	<b>Not Applicable</b>	<b>296,785</b>

Notes: KWh = kilowatt-hour, VMT = vehicle miles traveled; MMBtu = million British thermal units  
 Sources: EMFAC2021 (v1.0.2) web database; Climate Registry 2024  
 Modeled by AECOM in 2024

**Table 4.7-14. Downtown Specific Plan Operational Transportation-related Energy Consumption**

Fuel Source	Energy Consumption	Energy Consumption Unit of Measurement	Energy Consumption (MMBtu per year)
Diesel Fuel	12,937	Gallons per year	1,785
Gasoline	751,783	Gallons per year	93,973
Electricity	1,175,254	KWh per year	4,010
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>99,768</b>

Notes: KWh = kilowatt per hour, VMT = vehicle miles traveled; MMBtu = million British thermal units  
 Sources: EMFAC2021 (v1.0.2) web database; Climate Registry 2024  
 Modeled by AECOM in 2024. This fuel consumption represents a subset of the 2050 General Plan buildout.

The 2050 General Plan and Downtown Specific Plan do not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites. Material resulting from demolition and site preparation would be reused to the extent feasible, in accordance with CALGreen standards for the diversion of non-hazardous waste, and on-site idling of heavy-duty equipment would be limited to no more than 5 minutes, in accordance with CCR Title 13, Sections 2485 and 2449. Therefore, construction activities associated with the 2050 General Plan and Downtown Specific Plan would not result in inefficient, wasteful, or unnecessary use of fuel or other energy sources and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be **less than significant**.

State plans adopted for the purpose of promoting energy efficiency include the California RPS, the California Energy Efficiency Standards, and the CALGreen Code. Operational activities within the Planning Area would be conducted in accordance with all applicable laws and regulations, including applicable federal, state, and local laws that are intended to promote efficient utilization of resources and minimize environmental impacts. Since Marysville is in a relatively low-VMT area based in part on its design and mix of land uses, and because the proposed 2050 General Plan and Downtown Specific Plan are focused on facilitating additional compact, mixed-

use, infill development, transportation-related energy demand is relatively low. Nonetheless, transportation is the top sector of energy consumption in the state of California, and represents 64 percent and 47 percent of the total operational energy consumption for the 2050 General Plan and Downtown Specific Plan, respectively. Thus, encouraging additional infill development in Marysville is beneficial for overall energy efficiency. Therefore, energy consumption due to building operations and operational transportation associated with the 2050 General Plan and Downtown Specific Plan would not be inefficient, wasteful, or unnecessary and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

## **4.8 HAZARDS AND HAZARDOUS MATERIALS**

### **4.8.1 INTRODUCTION**

This section describes potential impacts related to human-caused hazards in the City limits associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, including the transport and use of hazardous materials, toxic releases, leaking underground storage tanks, residual pesticides on agricultural land, and underground pipelines. This section also addresses potential airport safety hazards, and hazards related to emergency access and evacuation.

The California Department of Toxic Substances Control (DTSC) submitted a comment letter on the NOP suggested that various potential issues should be considered in the EIR including Cortese-listed and other hazardous material sites, aerially-deposited lead, hazardous materials such as lead and asbestos during demolition, and persistent agricultural chemicals in soil; and recommended that further studies should be carried out before future development of contaminated sites. The City reviewed and considered this information during preparation of this hazards and hazardous materials section.

Fire hazards are addressed in Section 4.13, “Public Services and Recreation,” and Section 4.16, “Wildfire.” Geologic and seismic hazards are addressed in Section 4.6, “Geology, Soils, Minerals, and Paleontological Resources.” Flood hazards are addressed in Section 4.9, “Hydrology and Water Quality.” Airport noise hazards are addressed in Section 4.11, “Noise and Vibration.”

### **4.8.2 ENVIRONMENTAL SETTING**

Hazardous materials include a wide variety of substances commonly used in households, businesses, and agriculture. Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials. Nearly all businesses and residences generate some amount of hazardous waste. Certain businesses and industries generate larger amounts of such substances, including gas stations, automotive service and repair shops, printers, dry cleaners, and photo processors. Hospitals, clinics, and laboratories generate medical waste, much of which is also potentially hazardous. Underground storage tanks (USTs) and above-ground storage tanks (ASTs) are commonly used for the storage of hazardous materials, especially petroleum products. These storage devices are commonly found at gas stations, vehicle fleet storage areas, agricultural operations, and industrial and manufacturing sites.

All hazardous materials handlers that store in excess of 55 gallons, 500 pounds, or 200 cubic feet of gas are required to submit Hazardous Materials Management (Business) Plans. From these plans, emergency responders are provided emergency contact information, site specific chemical inventories, and vicinity as well as facility maps. Facilities storing materials which are “acutely” hazardous, and in excess of the quantity listed in California Code of Regulations Title 19, must submit a more comprehensive Risk Management Plan that includes maintenance and training programs, and an analysis of potential off-site consequences. Owners/operators of aboveground tanks containing in excess of 660 gallons of petroleum hydrocarbons (or an aggregate quantity of 1,320 gallons), must comply with the state’s Aboveground Petroleum Storage Act, which requires the preparation of a Spill Prevention and Countermeasure Plan.

Major underground pipelines containing hazardous materials such as fuel or natural gas can also represent hazards due to accidental leaks or pipeline ruptures.

## HAZARDOUS MATERIALS IN THE CITY LIMITS

### Known Hazardous Material Sites

USTs often contain hazardous materials, such as gasoline, diesel fuel, oils, solvents, and agricultural and industrial chemicals. Today, USTs are composed primarily of fiberglass (which is more durable), are double walled, and are equipped with electronic systems to detect leaks. However, older tanks (which are the most frequently subject to leakage) are single walled and frequently composed of steel. Over time, the steel rusts, which results in corrosion, creating holes through which the stored product can leach out into soil and/or groundwater.

A leaking tank could result in the release of hazardous chemicals into soil and potentially into groundwater, risking exposure to the public and the environment if contaminated soil is encountered or water quality is degraded. The State Water Resources Control Board's (SWRCB) Division of Water Quality manages a UST Program to protect public health and the environment from releases of petroleum and other hazardous substances from tanks. The two main components of the program are: (1) permitting of operating tanks (aka leak prevention), which is run by the local Certified Unified Program Agencies (CUPAs); and (2) cleanup, which is shared by the CUPAs and the appropriate Regional Water Quality Control Board (RWQCB). In the Planning Area, USTs are permitted, inspected, and monitored by the Yuba County Department of Environmental Health (the local CUPA).

Sites within the City limits that could result in an environmental hazard were identified based on information obtained from the SWRCB's GeoTracker database and DTSC's EnviroStor database, which are part of the Cortese List. The GeoTracker database provides a listing of leaking underground storage (LUST) sites and other known cleanup sites in California (SWRCB 2023). The EnviroStor database provide a listing of hazardous waste facility cleanup sites in California (DTSC 2023). Sites in these databases that are identified as "closed" have been remediated, and therefore do not pose a human or environmental health hazard. These closed sites are no longer part of the Cortese List. Sites labelled in green (i.e., "Cleanup Program Sites") are also not part of the Cortese List; however, Cleanup Program Sites that are in "active" status may pose a threat to human health and the environment similar to any active site on the Cortese List.

The largest hazardous materials site in Marysville is the former Recology Yuba-Sutter Landfill, a Class III waste management landfill in the northeastern corner of the City limits. The former landfill is a 160-acre facility comprised of three landfill areas: the South Area (LF-1), the Peach Orchard (LF-2), and the North Area (LF-3). South Area LF-1 ceased accepting waste in 1984 and was closed in accordance with the regulations that existed at that time. Groundwater monitoring, which began in 1987, indicated a release from areas LF-1 and LF-2 as indicated by sporadic detections of volatile organic compounds (VOCs) in site monitoring wells. VOCs were later detected in monitoring wells associated with LF-3. LF-2 and LF-3 were subsequently closed in 1995 and 1998, respectively. The units were covered with soil and liners designed to reduce rainfall percolation that could mobilize leachate. Stormwater runoff controls include a subsurface stormwater conveyance system (at LF-1, where the Recology MTF is currently operating), along with drainage swales, down-drains, channels, drop inlets, and culverts in LF-2 and LF-3. There is an ongoing leachate collection and removal system, landfill gas extraction wells, gas flares, landfill gas monitoring and control systems, and a perimeter levee designed to provide against waste release in the event of a 100-year flood. Recology performs regular maintenance of all operating systems as well as routine sampling and analysis of groundwater, leachate, surface water, stormwater, and landfill gas as mandated by Central Valley RWQCB orders. Several active operations take place on the closed LF-1 unit of the landfill including a materials transfer station (which receives waste from the city and then transfers it to the Recology Ostrom Road Landfill), an integrated waste recovery facility, a vehicle maintenance yard, bin storage,

and administrative services (Golder Associates, Inc. 2020.) An undeveloped area known as the Hog Farm is situated between LF-2 and LF-3; only the southwestern portion of this area is within the City limits.

The locations of all known open hazardous materials sites from the SWRCB and DTSC databases, and the former Yuba-Sutter Landfill are shown on Exhibit 4.8-1. All of these sites except the former landfill are within the Downtown Specific Plan Area. A summary of the four open hazardous materials sites in the SWRCB and DTSC databases and the former Yuba Sutter Landfill are presented in Table 4.8-1.

There are no active Superfund sites within or near the City’s Planning Area (U.S. Environmental Protection Agency 2022). Beale Air Force Base was formerly listed as a Superfund site, but is no longer on the National Priorities List due to ongoing remedial activities that have substantially reduced the level of contamination in soil and groundwater.

### **Residual Pesticides on Agricultural Land**

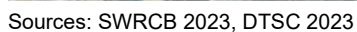
Residential pesticides in agricultural areas can present human health hazards when such areas are converted to urban development. As discussed in the Open Space, Conservation, and Recreation Element of the proposed 2050 General Plan, there are only 36 acres of agricultural land within the City limits, and that land is proposed for continued Open Space uses, not for urban development. Furthermore, the land within the Marysville Ring Levee has been developed with urban uses for many years, beginning in the mid-19<sup>th</sup> Century, and therefore any future infill and redevelopment within the Ring Levee would be unlikely to encounter residual pesticides. Therefore, exposure to residual pesticides from agricultural land use does not represent a hazard in Marysville.

### **Pipelines and Rail Car Transportation**

Environmental contamination can also result from accidental spills of hazardous materials. These types of spills are most likely to occur along rail lines and underground pipelines, where hazardous materials are frequently transported, as well as industrial sites where larger quantities of hazardous materials are frequently used and stored. Two sets of rail lines traverse the City limits (see Exhibit 3-3 in Chapter 3, “Project Description”). One rail line follows the southern and western sides of the Marysville Ring Levee. The other rail line follows Chestnut Street through the Downtown Specific Plan Area and extends northward, curving northwestward around the north end of Ellis Lake.

There is one hazardous liquid pipeline (fuel) and one natural gas pipeline that traverse the city and the Downtown Specific Plan Area in a north-south direction (see Exhibit 4.8-3). The natural gas pipeline turns west and follows 14th Street across Ellis Lake, and continues west through the City limits. There have been no reported accidental releases from either of these pipelines in Marysville (Pipeline and Hazardous Materials Safety Administration [PHMSA] 2022). These pipelines are under the jurisdiction of the U.S. Department of Transportation PHMSA.





AECOM  
Hazards and Hazardous Materials



**Table 4.8-1. Hazardous Materials Sites in the City Limits/Downtown Specific Plan Area**

Site Name, Address, and ID No.	Site Type	Source of Contamination	Constituents of Concern	Cleanup Activities	Site Status
Yuba-Sutter Disposal Area North Levee Rd@Highway 20 SLT5SB153553	Cleanup Program Site	No information available	Metals/heavy metals, volatile organic compounds	No cleanup activities reported; no media of concern reported	Open-Inactive since case opened in 2009
PG&E Marysville 4th Street, Marysville SL0611549958	Cleanup Program Site	Former gasification plant. Residues and waste from the manufactured gas process were stored and disposed of on site. In addition, petroleum leaked from on-site storage tanks.	polycyclic aromatic hydrocarbons, benzene, toluene, ethylbenzene and xylene, and total petroleum hydrocarbons. Constituents found in soil and in groundwater	Natural attenuation, monitoring of groundwater, land use covenant limits the site's use to industrial/commercial and prohibits use of groundwater. An operations and maintenance agreement with DTSC requires PG&E to maintain either an asphalt cover or a building to limit human exposure	Open-Verification Monitoring
Unknown PCE Source 6th and Chestnut Streets, Marysville T10000011040	Cleanup Program Site	No information available	Groundwater; no constituents of concern reported	No cleanup activities reported	Open-Inactive since case opened in 2017
Former Yaklich & Sons Dry Cleaners 611 B Street, Marysville T10000012370	Cleanup Program Site	Dry cleaning chemical spill	Perchloroethylene (PCE), trichloroethylene (TCE) and cis 1,2-dichloroethylene (cis-1,2-DCE) in groundwater	Site investigations have been required by SWRCB order in 2019	Open-Inactive since 2019; waiting for site investigations
Marysville Auto Body 525 1st Street, Marysville SL0611546028	Cleanup Program Site	No information available	Arsenic, barium, chromium, copper, lead, mercury, nickel and zinc in soil	1998 limited investigation on file, request for work plan issued in 2010	Open-Inactive since 2018
Imler's TV 603 B Street, Marysville T0611500048	LUST Program Site	LUST	Soil and groundwater at low levels	Groundwater monitoring in progress	Open, may be eligible for closure
Recology Yuba-Sutter Landfill 3001 N Levee Road, Marysville	Title 27 Waste Management	Landfill	Volatile organic compounds in soil and groundwater	Leachate collection, landfill gas system, groundwater monitoring, landfill cap	Open-Active

Sources: SWRCB 2023, DTSC 2023, Golder Associates 2020

cis-1,2-DCE = cis 1,2- dichloroethylene

DTSC = California Department of Toxic Substances Control

ID = identification

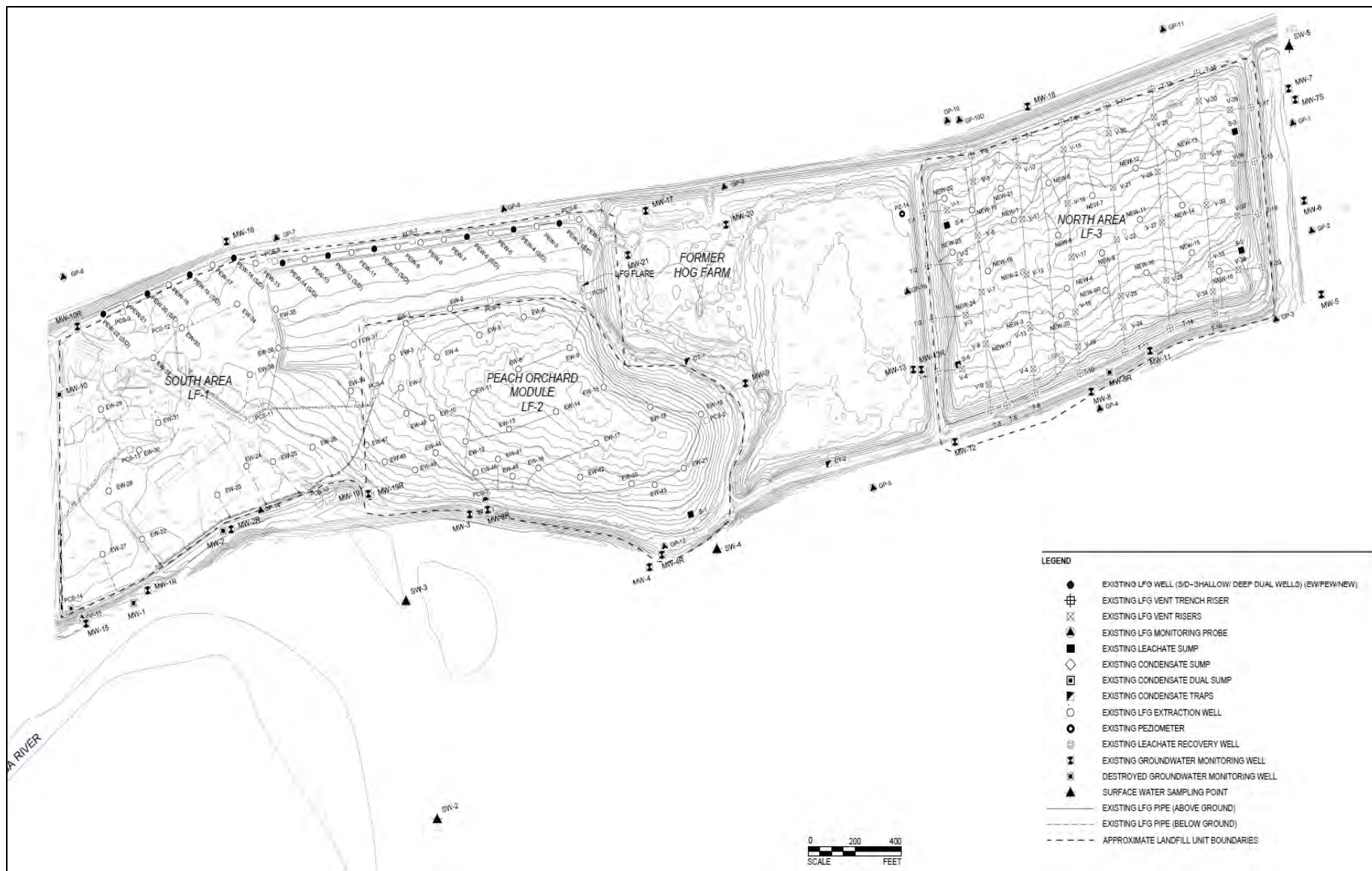
LUST = leaking underground storage

PCE = Perchloroethylene

PG&E = Pacific Gas & Electric Company

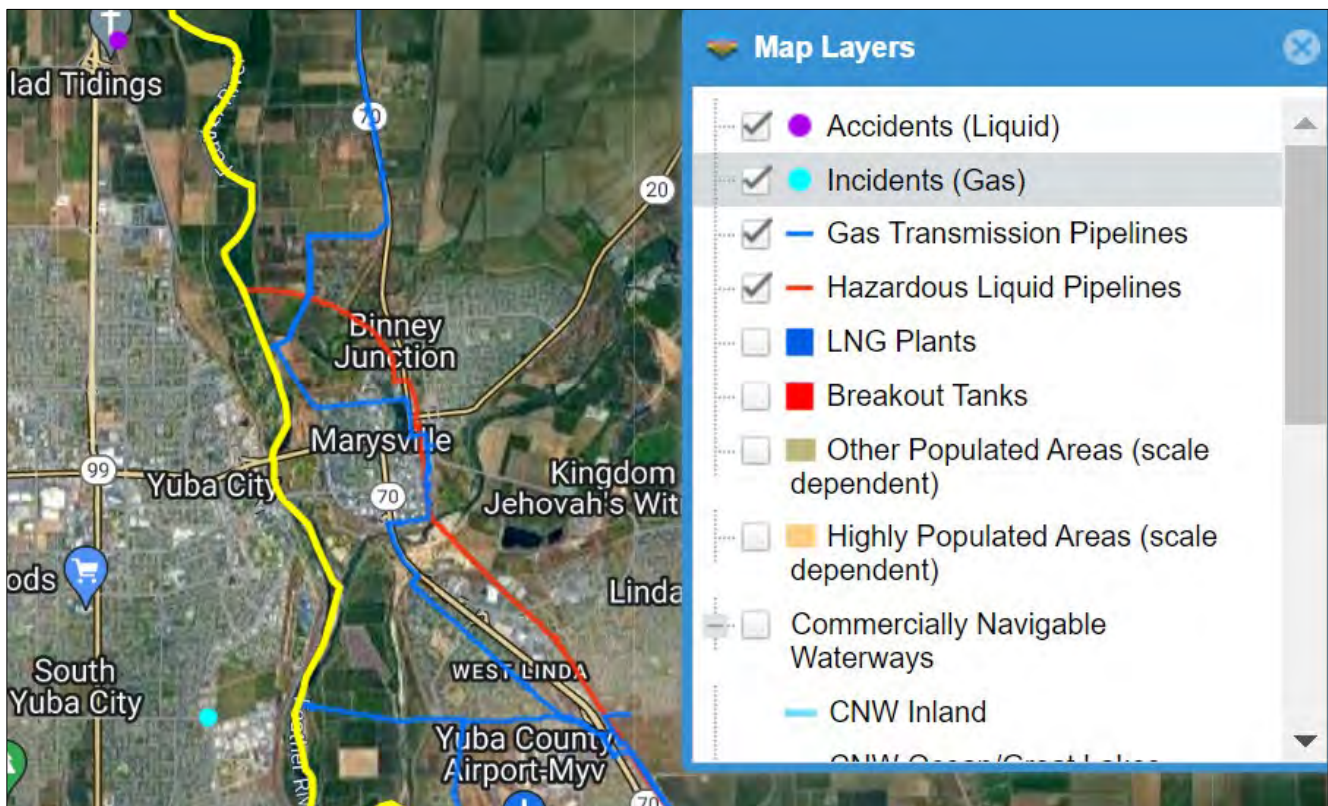
SWRCB = State Water Resources Control Board

TCE = trichloroethylene



Source: Golder Associates, Inc. 2020

**Exhibit 4.8-2. Recology Yuba-Sutter Landfill**



Source: PHMSA 2022

### Exhibit 4.8-3. Hazardous Materials Pipelines

#### Lead and Asbestos

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by EPA and the Occupational Health and Safety Administration (OSHA) to be an adverse human health risk, particularly to young children. Primary sources of lead exposure are deteriorating lead-based paint, lead-contaminated dust, and lead-contaminated soil. Demolition of structures containing lead-based paint requires specific remediation activities regulated by federal, state, and regional and local laws.

In addition, aerially-deposited lead can be present along major roadway corridors, such as SR 20 and SR 70, which carry high traffic volumes. Lead alkyl compounds were first added to gasoline in the 1920s to boost octane levels and improve engine performance. Beginning in 1973, EPA ordered a gradual phase-out of lead from gasoline that substantially reduced the prevalence of leaded gasoline by the mid-1980s. Prior to the 1970s, EPA estimated that vehicles emitted approximately 75 percent of the lead consumed in leaded gasoline as particulate matter in tailpipe exhaust (DTSC 2004). DTSC regulations specify the levels at which lead in soil is considered to be a risk. In areas where road construction will occur, Caltrans has found levels of lead that are higher than DTSC's specifications. The lead is found within 30 feet of the edge of the pavement and within the top 6 inches of the soil. In some cases, lead has been found as deep as 2–3 feet below the surface. Therefore, soils in major roadway corridors have the potential to be contaminated with aerially-deposited lead from car emissions that occurred prior to the elimination of lead in gasoline (DTSC 2016a, 2016b).

Asbestos is designated as a hazardous substance when the fibers have potential to come in contact with air because the fibers are small enough to lodge in lung tissue and cause health problems. The presence of asbestos-containing materials (ACMs) in existing buildings poses an inhalation threat only if the ACMs are in a friable state. If the ACMs are not friable, then there is no inhalation hazard because asbestos fibers remain bound in the material matrix. People exposed to asbestos may develop lung cancer and mesothelioma, depending on the quantity of asbestos fibers that are inhaled and length of exposure. All forms of asbestos are carcinogens. Emissions of asbestos fiber to the ambient air, which can occur during activities such as renovation or demolition of structures made with ACMs (e.g., insulation), are regulated in accordance with EPA's Asbestos National Emission Standards for Hazardous Air Pollutants.

## **SCHOOLS**

Prior to permits that are issued for businesses that would emit hazardous or acutely hazardous materials near schools, the lead agency must consider potential health effects on children, who are considered sensitive receptors. The Marysville Joint Unified School District operates eight public K–12 schools in the City limits: two elementary schools (one within the Downtown Specific Plan Area), one middle school, one traditional high school, and one charter high school. In addition, the Yuba County Office of Education operates a community school (grades 7–12) within the Downtown Specific Plan Area. Marysville also hosts a private K–12 charter school, and a private K–8 charter school.

There are no schools in the northeastern portion of the city (i.e., in the vicinity of Plantz Road).

## **AIRPORT SAFETY HAZARDS**

There are no airports within the City limits or the Downtown Specific Plan Area. However, there are three airports in the project region where portions of the airport influence areas overlap with portions of the City limits. Each airport is briefly discussed under separate headings below.

Airport land use commission (ALUC) review is required for any general plan update that includes an airport sphere of influence area, as well as zoning code updates that affect buildings within an airport sphere of influence area to ensure consistency with the adopted airport land use compatibility plan (ALUCP) (Public Utilities Code Section 21676[b]). ALUCPs include two review areas depending on the nature and level of hazard: areas 1 and 2. Review Area 2 encompasses the airspace protection areas (including the Federal Aviation Administration [FAA] height notification area) and the recorded overflight notification areas; it does not include the safety zones or the noise impact zones. Compatibility issues that could affect land uses within Review Area 2 are as follows (see, for example, Yuba County ALUCP and Beale Air Force Base [AFB] ALUCP Sections 1.4.3[b], SACOG 2010a and 2010b):

1. Any proposed object (including buildings, antennas, and other structures) having a height that requires review by the Federal Aviation Administration in accordance with Code of Federal Regulations (CFR) Part 77.
2. Any project having the potential to create electrical or visual hazards to aircraft in flight, including:
  - Electrical interference with radio communications or navigational signals;
  - Lighting which could be mistaken for airport lighting;

- Glare in the eyes of pilots of aircraft using the airport; and
  - Impaired visibility near the airport.
3. Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of an airport.

Development in Review Area 2 are not subject to land use restrictions other than the height limits established by FAA 14 CFR Part 77 (see, for example, Yuba County ALUCP and Beale AFB ALUCP Sections 4.1.1[b]). Furthermore, general plan designations that merely continue the existing land uses and zoning, regardless of whether those land uses and zoning are consistent with the ALUCP, are exempt from general plan consistency requirements. However, to ensure that nonconforming uses do not become even more nonconforming over time, general plans must include policies setting limitations on expansion and reconstruction of nonconforming uses (see, for example, Yuba County ALUCP and Beale AFB ALUCP Sections 4.3.1[b]).

### **Sutter County Airport**

Sutter County Airport is located in Yuba City on the west side of the Feather River, approximately 1,100 feet west of the City limits and approximately 3,200 feet southwest of the developed portion of the City inside the Marysville Ring Levee (including a portion of the Downtown Specific Plan Area). The airport is managed primarily by the Sutter Buttes Regional Aviation Association, in conjunction with the Sutter County Development Services Department, and is available for public use. There are currently no commercial airline services from this airport, which is utilized primarily by small aircraft providing agricultural services (i.e., crop dusting). The airport has one paved runway 3,040 feet long, and there is no control tower (Sutter County Development Services Department 2023). In 2018, there were 48 aircraft based at the airport with an average of 22 flights per day (AirNav 2023a).

As shown in Exhibit 4.8-4, the southwestern portion of the City limits (south of 6<sup>th</sup> Street and southwest of C Street) are within the Sutter County Airport's sphere of influence area, within the overflight zone (i.e., Review Area 2) (SACOG 1994, 2003).

### **Yuba County Airport**

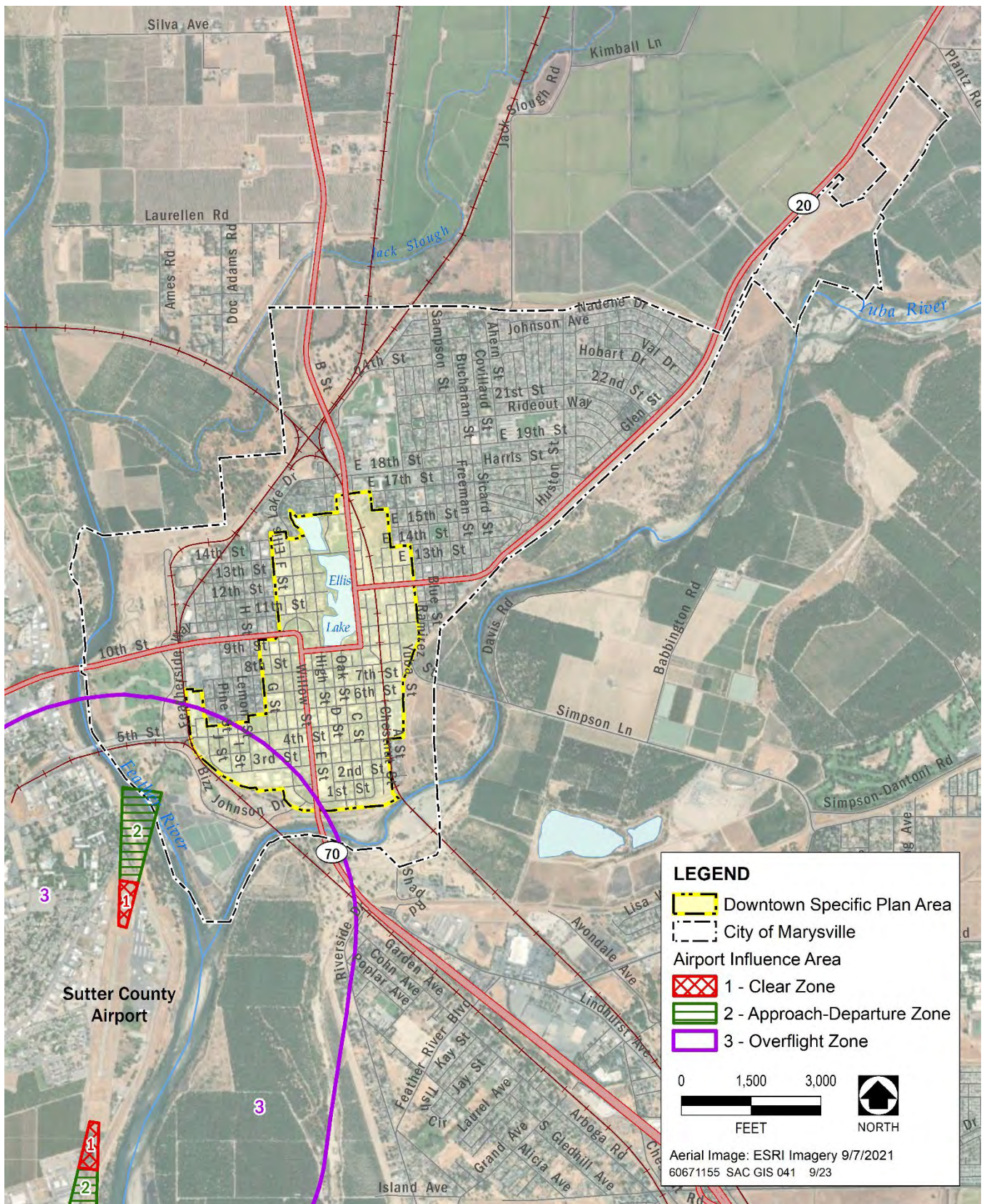
Yuba County Airport is approximately 1.5 miles south of the City limits and approximately 1.7 miles south of the developed portion of the City within the Marysville Ring Levee (including a portion of the Downtown Specific Plan Area). This public-use airport is owned by Yuba County. There are two paved runways approximately 6,007 and 3,314 feet long, respectively. The airport does not have a control tower. In 2018, there were 42 aircraft based at the airport with an average of 97 flights per day (as of 2018) (AirNav 2023b).

As shown in Exhibit 4.8-5, approximately two-thirds of the land area within the City limits (i.e., everything south of Rideout Way) is within the Yuba County Airport Sphere of Influence Area, Review Area 2 (SACOG 2010a).

### **Beale Air Force Base**

Beale Air Force Base (AFB) is a U.S. military facility, and as such is not a public use airport. Beale AFB is approximately 4.5 miles southeast of the northeastern corner of the City limits (near Plantz Road). There is one paved runway approximately 12,000 feet long. The airport is located within a major migratory bird flyway (AirNav 2023c).

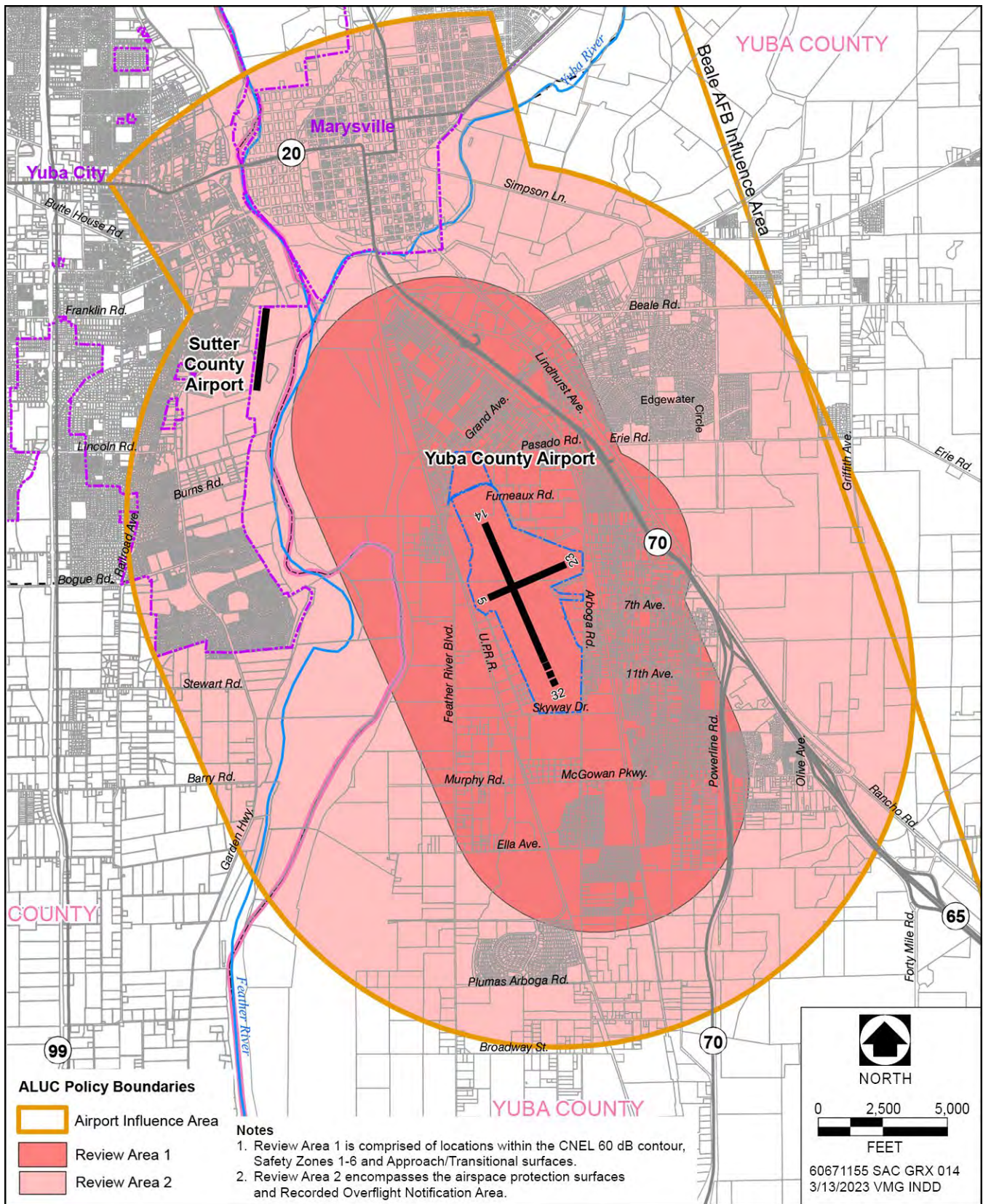




Source: SACOG 2003

#### Exhibit 4.8-4. Sutter County Airport Sphere of Influence Area

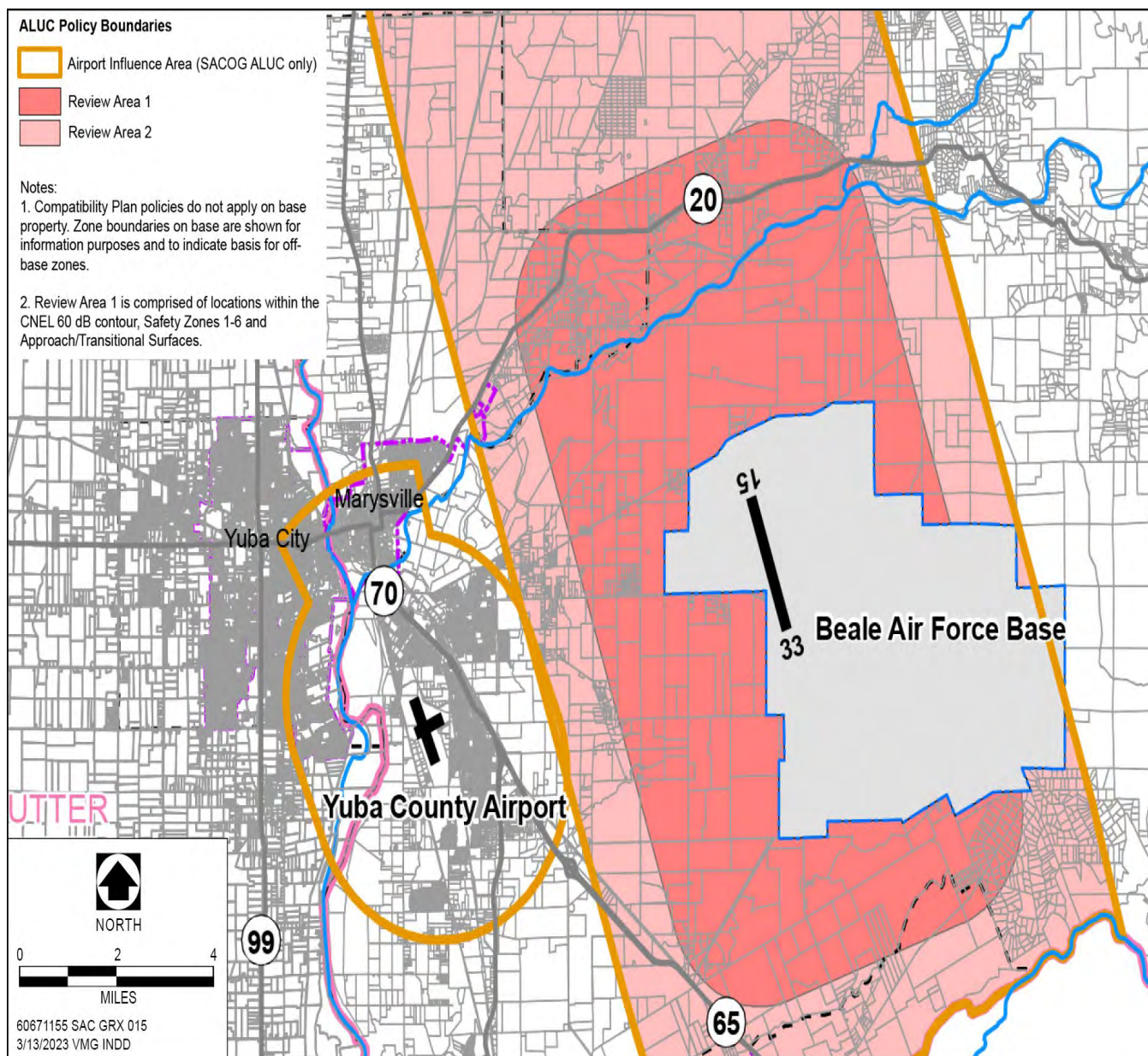




Source: SACOG 2010a

**Exhibit 4.8-5. Yuba County Airport Sphere of Influence Area**





Source: SACOG 2010b

#### Exhibit 4.8-6. Beale Air Force Base Sphere of Influence Area

As shown in Exhibit 4.8-6, only the northeastern portion of the City limits (south of Plantz Road) are within the Beale AFB airport influence area, within Review Area 2.

#### Hammonton Air Strip

The Hammonton Air Strip, which was located near the former mining-oriented community of Hammonton approximately 6.7 miles east of the northeastern City limits, no longer exists.



### **4.8.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **U.S. Environmental Protection Agency**

The U.S. Environmental Protection Agency (USEPA) has the primary responsibility for promulgating regulations related to the use, handling, and disposal of hazardous wastes. The Federal Toxic Substances Control Act (1976), and the Resource Conservation and Recovery Act of 1976 (RCRA) as amended in 1984 by the Hazardous and Solid Waste Act, established a program administered by USEPA to regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. The RCRA was enacted to protect human health and the environment from the improper management of hazardous waste.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for clean up when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priorities List, which is a list of contaminated sites warranting further investigation by the USEPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

The 1976 Toxic Substances Control Act (as updated in 2016) provides USEPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures, including materials commonly found during the demolition of older structures; these materials include asbestos, lead-based paint, and PCBs. The USEPA's Renovation, Repair, and Painting Program Rule (40 CFR 745) applies to demolition of structures containing lead-based paint. USEPA regulations that apply to projects intended to remove and dispose of PCB-containing building materials are contained in 40 CFR Part 761.

The USEPA regulates asbestos use and demolition as an airborne pollutant under the National Emission Standards for Hazardous Air Pollutants. However, the USEPA does not regulate asbestos as a hazardous waste. In California, asbestos is regulated by DTSC as a hazardous waste if it is friable and contains 1.0 percent or more asbestos. Asbestos demolition is regulated by the California Occupational Safety and Health Administration (Cal/OSHA) and local agencies such as the Feather River Air Quality Management District.

##### **Emergency Planning and Community Right-To-Know Act**

The Emergency Planning Community Right-to-Know Act of 1986 was included under the Superfund Amendments and Reauthorization Act (SARA) law and is commonly referred to as SARA Title III. The Act was passed in response to concerns regarding the environmental and safety hazards proposed by the storage and handling of toxic chemicals. The Act establishes requirements for federal, state, and local governments, Indian Tribes, and industry regarding emergency planning and Community Right-to-Know reporting on hazardous and toxic chemicals. SARA Title III requires states and local emergency planning groups to develop community

emergency response plans for protection from a list of Extremely Hazardous Substances (40 CFR Appendix B). The Community Right-to-Know provisions help increase the public's knowledge of and access to information on chemicals at individual facilities, their uses, and their release into the environment.

### **Hazardous Materials Transportation Act**

The Hazardous Materials Transportation Act (HMTA) of 1975 was created to provide adequate protection from the risks to life and property related to the transportation of hazardous materials in commerce by improving regulatory enforcement authority of the Secretary of Transportation.

### **Federal Occupational Safety and Health Administration**

The federal Occupational Safety and Health Administration is responsible for enforcing and implementing federal laws and regulations pertaining to worker health and safety. The administration's Hazardous Waste Operations and Emergency Response regulations require training and medical supervision for workers at hazardous waste sites (29 CFR Section 1910.120). Additional regulations have been developed regarding exposure to lead (29 CFR § 1926.62) and asbestos (29 CFR Section 1926.1101) to protect construction workers.

### **Federal Aviation Regulations, Part 77**

Federal Aviation Regulations (U.S. Code Title 14) Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace" has been adopted as a means of monitoring and protecting the airspace required for safe operation of aircraft and airports. Part 77 recognizes that certain safety hazards to aircraft and airport operations may occur where a land use would:

- ▶ exceed certain specified height limits
- ▶ attract large concentrations of birds within approach/climb out areas,
- ▶ produce smoke or flashing lights,
- ▶ reflect light or generate electronic interference, or
- ▶ use or store large quantities of flammable materials.

Part 77 establishes the following:

- ▶ the requirements to provide notice to the FAA of certain proposed construction activities, or the alteration of existing structures;
- ▶ the standards used to determine obstructions to air navigation, and navigational and communication facilities; and
- ▶ the process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities, or equipment.

Objects that exceed certain specified height limits constitute airspace obstructions. Federal Aviation Regulation Section 77.9 requires that the FAA be notified of proposed construction or alteration of certain objects within a specified distance from an airport, among them the following:

- ▶ construction or alteration of more than 200 feet in height above the ground level at its site; or

- ▶ construction or alteration of greater height than an imaginary surface extending outward and upward at [a slope of] 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each [public-use airport, public-use airport under construction, or military airport] with at least one runway more than 3,200 feet in actual length, excluding heliports.

However, notice does not need to be filed with the FAA for construction of any object that would be shielded by existing permanent, substantial structures or by natural terrain or topographic features of equal or greater height, and that would be located in the congested area of a city, town, or settlement where the shielded structure would not adversely affect air navigation safety.

### **Federal Aviation Administration Advisory Circular 150/5200-33C (Hazardous Wildlife Attractants)**

The FAA's Advisory Circular 150/5200-33C provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near airports, including large detention/retention ponds and certain conservation-based land uses, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. During the past century, wildlife-aircraft strikes have resulted in the loss of hundreds of lives worldwide, as well as billions of dollars in aircraft damage. Hazardous wildlife attractants on and near airports can jeopardize future airport expansion, making proper community land-use planning essential. Advisory Circular 150/5200-33C provides airport operators and those parties with whom they cooperate with guidance to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land-use practices on or near airports (FAA 2020).

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **California Environmental Protection Agency**

The California Environmental Protection Agency (CalEPA) was established in 1972 by the State of California to protect human health and the environment and to assure the coordinated deployment of state resources. CalEPA administers and enforces many of the laws, rules, and regulations promulgated by USEPA. CalEPA also oversees various other state agencies involved with hazardous materials regulation and cleanup, including DTSC, California Department of Pesticide Regulation (DPR), and SWRCB.

### **California Department of Toxic Substances Control**

The DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the State agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, DTSC has been authorized to implement the state's hazardous waste management program for CalEPA.

### **State Water Resources Control Board**

The SWRCB was established in 1967. The Central Valley RWQCB is authorized by the SWRCB to enforce provisions of the Porter-Cologne Water Quality Control Act of 1969. This act gives the Central Valley RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary.

## **California Occupational Safety and Health Administration**

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations within California. Regulations pertaining to the use of hazardous materials in the workplace (CCR Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and preparation of emergency action and fire prevention plans. Cal/OSHA enforces hazard communication program regulations that contain training and information requirements, including procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees at hazardous-waste sites. The hazard communication program requires that employers make Safety Data Sheets available to employees, and requires documentation of informational and training programs for employees.

The Cal/OSHA regulations also include requirements for protective clothing, training, and limits on exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigation and abatement. These regulations equal or exceed their federal counterparts. Specific worker safety measures for excavation hazards (e.g., falling or cave-in of excavation walls) are described in CCR Title 8, Section 1541.

## **Senate Bill (SB) 1082 – California Environmental Protection Agency’s Unified Program**

In 1993, Senate Bill 1082 gave CalEPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. The Unified Program is overseen by CalEPA with support from DTSC, RWQCBs, the Office of Emergency Services (OES), and the State Fire Marshal. The six programs are:

- ▶ Hazardous Materials Release Response Plans and Inventories (Business Plans)
- ▶ California Accidental Release Prevention Program
- ▶ Underground Storage Tank Program
- ▶ Aboveground Petroleum Storage Act Program
- ▶ Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- ▶ California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the CUPA. The Yuba County Department of Environmental Health Services is the designated CUPA for the Planning Area. In addition to the CUPA, other local agencies, such as the City of Marysville, help to implement the Unified Program.

## **Cortese List, California Government Code Section 65962.5**

The provisions of California Government Code Section 65962.5 are commonly referred to as the “Cortese List” (after the legislator who authored the legislation that enacted it). The Cortese List is a planning document used by state and local agencies to comply with CEQA’s requirement to provide information about the location of hazardous-materials release sites. Government Code Section 65962.5 requires CalEPA to develop an updated Cortese List at least annually. DTSC and SWRCB are responsible for most of the information contained on the Cortese List. Other state and local government agencies, including the RWQCBs and local cities and counties, are also required to provide additional information for the Cortese List about releases of hazardous materials.

In addition, Section 65962.5 requires all project applicants to consult the Cortese List and determine whether any site-specific project is within a hazardous materials site on the list. If so, the project applicant is required to notify the lead agency in writing prior to the issuance of a building permit, so the lead agency can determine the appropriate course of action (which generally includes environmental site assessments and site-specific remediation).

## **AB 2185 and AB 2189, Hazardous Materials Business Emergency Response Plan Program, CA Health and Safety Code Chapter 6.95**

The State of California requires an owner or operator of a facility to complete and submit a Hazardous Materials Business Plan (HMBP) to the Governor’s Office of Emergency Services if the facility handles a hazardous material or mixture containing a hazardous material in amounts greater than specified threshold quantities. Yuba County Environmental Health is responsible for the implementation of the HMBP program in Yuba County.

Chapter 6.95, Section 25505 of the California Health & Safety Code requires any business that handles and/or stores a hazardous material or a mixture containing a hazardous material to establish and implement a HMBP that provides emergency plans procedures that the business will follow in the event of a release or threatened release of a hazardous material, if the business handles hazardous materials in the following “reportable” quantities:

1. Equal to or greater than 500 pounds, 55 gallons, or 200 cubic feet of gas (gas calculated at standard temperature and pressure).
2. Equal to or greater than the applicable federal threshold planning quantity for an extremely hazardous substance listed in Appendix A, Part 355, Title 40, of the Code of Federal Regulations.
3. Radioactive materials that are handled in quantities for which an emergency plan is required to be adopted pursuant to Part 30 (commencing with Section 30.1), Part 40 (commencing with Section 40.1), or Part 70 (commencing with Section 70.1), of Chapter 10 of Title 10 of the Code of Federal Regulations (54 Federal Register 14051), or pursuant to any regulations adopted by the state in accordance with those regulations.

The HMBP is also required to include an inventory of hazardous materials used at the business, site plan showing hazardous material storage areas and ingress and egress points for emergency vehicles, and documentation of employee training in the safe handling of hazardous materials.

## **Airport Land Use**

The state regulates airports under the authority of the Airport Land Use Commission Law, Section 21670 et seq. of the California Public Utilities Code. This law is implemented through individual ALUCs, which are required in every county with a public-use airport or with an airport served by a scheduled airline. Under the provisions of the law, each ALUC has certain responsibilities conferred upon it and specific duties to perform. Among these are preparing an airport land use plan for each airport within its jurisdiction (California Public Utilities Code Sections 21674[c] and 21675[a]).

## **Petroleum Pipelines**

Petroleum pipelines have been subject to pipeline safety and maintenance regulations since 1979, including the federal Hazardous Liquid Pipeline Safety Act (49 CFR Section 195.412) and state regulations (California Government Code Sections 51010–51019.1). These regulations require that petroleum pipelines be designed with equipment, such as low-pressure alarms and safety shut-down devices, to minimize spill volume in the event of a leak.

## **Hazardous Materials Transport**

Statutory requirements governing hazardous waste transportation in California are contained in the California Health and Safety Code, Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13. Hazardous waste transporters must have a valid registration permit issued by DTSC. In addition, hazardous waste transporters must comply with a variety of other State and federal regulations, including the California Vehicle Code (CCR Title 13); California State Fire Marshal Regulations (CCR Title 19); U.S. Department of Transportation regulations (Title 49 CFR); and EPA regulations (Title 40 CFR).

The California Highway Patrol, California Department of Transportation (Caltrans), and DTSC are responsible for enforcing federal and State regulations pertaining to the transport of hazardous materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill); the transporter is also responsible for cleanup (22 Cal. Code Regs. Section 66260.10 et seq.).

In addition, Caltrans has its own internal procedures and specifications related to hazardous materials that are implemented at all Caltrans projects. In particular, the *Standard Plans and Specifications* (Caltrans 2022), Section 14-11, contains the specifications related to hazardous waste and contamination. Section 14-11 contains the procedures to be followed for asbestos, lead-based paint, and aerially-deposited lead and other soil contamination.

## **School Consultation, California Public Resources Code Section 21151.4**

Under Public Resources Code Section 21151.4, unless certain conditions are first met, EIRs or mitigated negative declarations that would involve constructing or altering facilities that meet any of the following criteria may not be certified or adopted for projects within 0.25 mile of schools:

- ▶ might reasonably be anticipated to emit hazardous air emissions<sup>1</sup>;
- ▶ would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the State threshold quantity specified in Section 25532(j) of the Health and Safety Code; or
- ▶ may pose a health or safety hazard to persons who would attend or would be employed at the school.

For an EIR to be certified or mitigated negative declaration to be adopted for such a project, both of the following actions must occur:

- 1) The lead agency preparing the EIR must consult with the school district with jurisdiction about the potential effect of the project on the school; and
- 2) The school district must be notified about the project in writing at least 30 days before the proposed certification of the EIR or adoption of the mitigated negative declaration.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing Marysville General Plan Safety Element (City of Marysville 2022<sup>2</sup>) includes the following goals and policies related to hazards and hazardous materials.

#### ***Hazardous Materials Management***

**Goal CS-5:** Protect the community from the harmful effects of hazardous waste and materials.

- ▶ **Policy CD-38:** The City will require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with Yuba County guidelines and the requirements of state law. From among these facilities, identify which of these exist within identified hazard areas. Require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event, and encourage existing facilities to do the same.
- ▶ **Policy CS-39:** The City will carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourage their location around any residential, recreational, or open space, and public uses.
- ▶ **Policy CS-40:** The City shall require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.

<sup>1</sup> “Hazardous air emissions” means emissions into the ambient air of air contaminants that have been identified as a toxic air contaminant by the State Air Resources Board or by the air pollution control officer for the jurisdiction in which the project is located. As determined by the air pollution control officer, hazardous air emissions also means emissions into the ambient air of a substance identified in subdivisions (a) to (f), inclusive, of Section 44321 of the Health and Safety Code.

<sup>2</sup> As noted in Chapter 3, “Project Description,” the Safety Element was recently updated in 2022, and no additional updates are proposed as part of the 2050 General Plan.

- ▶ **Policy CS-41:** The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
- ▶ **Policy CS-42:** The City shall work with Yuba County, other surrounding communities, Caltrans, and Union Pacific to keep apprised of any hazardous materials release events that could threaten or impact Marysville and share resources to contain any materials released, particularly when surface or groundwater sources become threatened.
- ▶ **Policy CS-43:** The City shall coordinate and participate with partner agencies to educate its residents about the proper disposal methods for household hazardous wastes.
- ▶ **Policy CS-44:** The City shall require public disclosure of all companies, facilities, buildings, and properties that use, store, produce, and/or import/export any hazardous materials and wastes in the city. The City will maintain and share their inventory with the Yuba County Environmental Health Department.
- ▶ **Policy CS-45:** The City shall work with the Police and Fire Departments, Yuba County Office of Emergency Services, the Yuba County Environmental Health Department, and Department of Toxic Substances Control as necessary, to prepare a coordinated response plan for a potential train derailment and hazardous materials release event.

### ***Public Safety and Emergency Management***

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-46:** The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.
- ▶ **Policy CS-47:** The City shall coordinate with mutual-aid partners, other agencies, water providers, and regional dam operators, to establish a procedure for communication and implementation of evacuation routes.
- ▶ **Policy CS-48:** The City shall continue to update and ensure that the Emergency Response Plan meets current federal, state, and local emergency requirements.
- ▶ **Policy CS-49:** The City will coordinate with Caltrans to maintain Highways 20 and 70, 10th Street, and E Street, and the City will maintain Levee Road and B Street as primary emergency access and evacuation routes and improve other roads as necessary, such as Ramirez Street, 5th Street, and Covillaud Street to create additional evacuation routes. Caltrans will be the responsible agency for conducting maintenance and improvements along these state highways and roadways.
- ▶ **Policy CS-50:** The City will review its facilities and collaborate with property owners of private community assets (e.g., meeting houses, lodges, faith-based buildings, etc.) to evaluate which of these facilities could become cooling centers, resilience hubs, or emergency shelters that provide safe places for residents during hazard events or emergency conditions (e.g., fire, extreme heat, flooding hazards). These places shall remain operational both during and after the hazard event, as needed.



- ▶ **Policy CS-51:** The City will keep residents and stakeholders (e.g., businesses or interested parties) as up to date as possible on any emerging or current hazard events through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.
- ▶ **Policy CS-52:** The City shall maintain a City Emergency Operations Plan to include the National Incident Management System (N.I.M.S.).
- ▶ **Policy CS-53:** The City shall coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and National Incident Management System (N.I.M.S.) to facilitate multi-agency emergency response.
- ▶ **Policy CS-54:** The City will ensure that communication, informational materials, and assistance in evacuation and short-term recovery activities is accessible to residents that speak languages other than English.
- ▶ **Policy CS-55:** The City will collaborate with utilities (e.g., power, gas, water) to prepare for Public Safety Power Shutoff events and other potential infrastructure disruptions to increase local resilience.
- ▶ **Policy CS-56:** The City shall continue to participate in drills and trainings with local emergency service providers to maintain and enhance a high level of service for community members.
- ▶ **Policy CS-57:** The City will monitor the effectiveness of public safety, preparedness, and hazard mitigation policies under changing climate conditions to continue to protect the community as local and regional conditions change.

### **Airport Land Use Compatibility Plans**

ALUCPs have been adopted for the Sutter County Airport (SACOG 1994, 2003), Yuba County Airport (SACOG 2010a), and Beale AFB (SACOG 2010b). The ALUCPs depict the airport influence areas and contain policies that set forth ALUC review and land use compatibility requirements to ensure that new development does not impair flight safety or decrease the operational capability of the airports. The ALUCPs also describe the airport safety zones, compatible land uses allowed within each zone, and noise contours. SACOG has adopted Federal Aviation Regulations Part 77, “Safe, Efficient Use, and Preservation of the Navigable Airspace” (see the description of federal airspace safety regulations, above) for protection of persons in the air and on the ground related to airport safety.

### **Yuba County Environmental Health Services**

The Yuba County Department of Environmental Health serves as the local CUPA, and regulates hazardous waste, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventories, risk management plans, and underground storage tanks. The Marysville Fire Department works cooperatively with the Yuba County Environmental Health Department to regulate hazardous materials in the City.

## 4.8.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

The analysis in this section considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

As discussed in Section 4.8.3, “Regulatory Framework,” compliance with applicable federal, state, and regional and local health and safety laws and regulations by residents and businesses in the City would protect the health and safety of the public. State and local agencies are required to enforce applicable requirements. In determining the level of significance, the analysis in this section considers development in the City in the context of required federal, state, and local ordinances and regulations. This EIR analyzes buildout within the City limits consistent with the land use designations and zoning in the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, and compares this to the existing physical conditions, which constitute the baseline for determining whether potential impacts are significant.

A preliminary review of environmental risk databases was conducted, but this analysis did not include any sampling, site specific review, laboratory analysis, or inspection of buildings or site surfaces. Sites within the City limits with potential environmental hazards were identified based on information obtained from the Cortese List (including SWRCB’s GeoTracker database and DTSC’s EnviroStor database), other publicly available information related to hazardous materials sites, the PHMSA Public Map Viewer, and a review of California Important Farmlands mapped by the Department of Conservation.

### THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to hazards and hazardous materials is considered significant if the proposed project would:

- ▶ create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- ▶ 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;
- ▶ emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- ▶ be located on a site that 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;
- ▶ result in a safety hazard or excessive noise for people residing or working in the project location within an airport land use plan or within two miles of a public airport or public use airport; or
- ▶ impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

## IMPACT ANALYSIS

IMPACT 4.8-1 ***Routine Transport, Use, or Disposal of Hazardous Materials or Accidental Release Of Hazardous Materials.*** Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in greater exposure of the public to such materials and exposure of increasing numbers of people through either routine use or accidental release. Implementation of 2050 General Plan policies, in combination with existing federal, state, and local regulations, would result in a ***less-than-significant*** impact.

The proposed 2050 General Plan and the Downtown Specific Plan would involve development of residences, offices, retail and services, limited industrial uses, public facilities, and other uses, along with infrastructure improvements required to support such development. New residential development would result in increased use, storage, and disposal of household hazardous materials. New commercial and limited industrial development could also result in increased use, storage, and/or disposal of hazardous materials during routine operations. This increased use also increases the potential for accidental releases of hazardous materials that could result in adverse human and environmental health effects. Of particular concern are facilities with USTs or other methods of storage that could accidentally leak into the soil, surface water, groundwater, or air. Specific examples of such facilities include gas stations, automotive repair shops, and dry cleaners.

In addition, demolition and renovation of existing structures could result in increased exposure to lead-based paint and asbestos, if such materials are present. Ground disturbance from construction activities within 30 feet of SR 20 and SR 70 could result in exposure to aerially-deposited lead from former gasoline additives. If not handled properly, asbestos-containing materials and lead-based paint could pose a human and environmental health hazard.

There is one hazardous liquid pipeline (fuel) and one natural gas pipeline that traverse the city and the Downtown Specific Plan Area in a north-south direction (Exhibit 4.8-2) (PHMSA 2022). Increased construction for new development or redevelopment would increase the potential for accidental pipeline damage.

The amount of hazardous materials transported through the city on designated truck routes, the existing two railway lines, and highways (i.e., SR 70 and SR 20) is likely to increase as a result of development accommodated under the proposed 2050 General Plan, Downtown Specific Plan, and regional growth. Therefore, more people could be potentially exposed to toxic spills or releases under buildout conditions compared to existing conditions.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Statutory requirements governing hazardous waste transportation in California are contained in the California Health and Safety Code, Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13. Hazardous waste transporters must have a valid registration permit issued by DTSC. In addition, hazardous waste transporters must comply with a variety of other State and federal regulations, including the California Vehicle Code (CCR Title 13); California State Fire Marshal Regulations (CCR Title 19); U.S. Department of Transportation regulations (Title 49 Code of Federal Regulations); and EPA regulations (Title 40 Code of Federal Regulations). The Federal Railroad Administration regulates the use, storage, and transport of hazardous materials at rail facilities. The U.S. Department of Transportation (through the Hazardous Materials Transportation Act), and other regulatory agencies (including the California Public Utilities Commission for natural gas transmission lines) provide standards designed to avoid releases including provisions regarding securing materials and container design.

The California Department of Pesticide Regulation sets standards for the sale and use of pesticides (including herbicides and other chemicals) and encourages “reduced-risk pest management” to decrease the use of hazardous pesticides.

The Yuba County Environmental Health Department regulates hazardous waste, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventories, risk management plans, and USTs. Hazardous Materials Management Plans and, where necessary, Risk Management Prevention Plans, are required pursuant to state law (CCR Title 24, Part 9, California Fire Code) to ensure facilities that use hazardous materials or involve hazards are appropriately monitored and regulated. The use of toxic or hazardous materials in larger quantities requires the filing of a business plan for emergency response pursuant to Section 25503.5 of the California Health and Safety Code. All users are required to submit a list of hazardous and toxic materials with a discussion of potential chronic and acute long-term health hazards and toxicological effects, including those on children, from acute short-term or chronic long-term exposure. In addition, plans must be submitted specifying procedures for reducing the emissions of toxic substances, groundwater monitoring, and for identifying methods of hazardous waste disposal.

The California Air Resources Board (ARB) oversees implementation of and compliance with the National Emission Standard for Hazardous Air Pollutants (NESHAP) for asbestos as specified by California Health and Safety Code Section 39658 (b)(1). The Feather River Air Quality Management District (FRAQMD) requires notification of ARB for demolition and renovation where asbestos-containing materials may be present. ARB reviews and investigates each notification; and if it is determined that a structure has asbestos-containing materials, demolition or renovation of the structure must be compliant with NESHAP standards for demolition and renovation (40 CFR 61.145).

CCR Title 17, Division 1, Chapter 8 requires that work on any structure built prior to January 1, 1978, use lead-safe practices. Such practices include containment of the work area and cleaning of the work area after project completion. CCR Chapter 8 also covers accreditation of training providers and certification of individuals to perform lead abatement. The California Occupational Safety and Health Administrative provides construction and general industry lead standards within Title 8 of the CCR, which contains occupational health requirements for lead abatement. DTSC regulations for hazardous waste are provided within CCR Title 22, Division 4.5. Demolition or renovation of structures with lead-based paint would be required to comply with procedures in CCR Title 22.

Underground Service Alert (USA) is a non-profit mutual benefit organization that links the excavation community and the owners of underground lines. Underground Service Alert of Northern California (USA North) handles calls from Yuba County. Calls are free for all homeowners, excavators, and professional contractors who are digging, blasting, trenching, drilling, grading, excavating, or otherwise moving any earth.

## **Relevant Goals, Policies, and Implementation Strategies of the General Plan**

The following policies would address the impacts from routine transport, use, disposal, and accidental release of hazardous materials throughout the city, including the Downtown Specific Plan Area.

### ***Safety Element***

**Goal CS-5:** Protect the community from the harmful effects of hazardous waste and materials.

- ▶ **Policy CS-38:** The City will require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with Yuba County guidelines and the requirements of state law. From among these facilities, identify which of these exist within identified hazard areas. Require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event, and encourage existing facilities to do the same.
- ▶ **Policy CS-39:** The City will carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourage their location around any residential, recreational, or open space, and public uses.
- ▶ **Policy CS-40:** The City shall require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- ▶ **Policy CS-41:** The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
- ▶ **Policy CS-42:** The City shall work with Yuba County, other surrounding communities, Caltrans, and Union Pacific to keep apprised of any hazardous materials release events that could threaten or impact Marysville and share resources to contain any materials released, particularly when surface or groundwater sources become threatened.
- ▶ **Policy CS-43:** The City shall coordinate and participate with partner agencies to educate its residents about the proper disposal methods for household hazardous wastes.
- ▶ **Policy CS-44:** The City shall require public disclosure of all companies, facilities, buildings, and properties that use, store, produce, and/or import/export any hazardous materials and wastes in the city. The City will maintain and share their inventory with the Yuba County Environmental Health Department.
- ▶ **Policy CS-45:** The City shall work with the Police and Fire Departments, Yuba County Office of Emergency Services, the Yuba County Environmental Health Department, and Department of Toxic Substances Control as necessary, to prepare a coordinated response plan for a potential train derailment and hazardous materials release event.

### ***Proposed 2050 General Plan Circulation Element***

- **Implementation Strategy C2.4:** The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk events.

### **Conclusion**

Implementation of General Plan Policies CS-38 through CS-45 would reduce the potential for adverse impacts from hazardous materials use, transport, disposal, and accidental release because they require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event; require the City to carefully consider land use decisions in proximity to hazardous material generators and uses; new projects that

generate hazardous wastes or use hazardous materials must provide information on hazardous waste reduction, recycling, and storage to the City along with a hazardous materials business plan; the City would coordinate with partner agencies to provide public agencies on proper use and storage of household hazardous materials and to prepare a coordinated response plan for a potential train derailment and hazardous materials release event.

In addition, under proposed 2050 General Plan Implementation Strategy C2.4 the City would maintain and update its emergency hazard evacuation network.

Site-specific projects developed under the proposed 2050 General Plan and the Downtown Specific Plan that would use hazardous materials on site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect the public health. Similarly, homeowners and agricultural operators are required to read and follow the manufacturer's labelling instructions for use and disposal of pesticides, herbicides, and other chemicals. Prior to conducting excavation activities, standard procedure for all construction contractors is to contact USA North to determine the locations of any underground utilities and mark the locations for avoidance.

Implementation of current state and federal regulations, as well as the existing and proposed policies and implementation strategies of the proposed 2050 General Plan would serve to minimize both the frequency and the magnitude of hazardous materials releases. In combination with existing federal, state, and local regulations, these policies would also reduce the potential impacts of the routine transport of hazardous materials. Therefore, this impact is considered **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.8-2 *Hazardous Emissions or Acutely Hazardous Materials or Waste within One-Quarter Mile of an Existing or Proposed School. Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan could result in development of uses that would emit or handle hazardous waste in proximity to new or existing schools. Implementation of proposed 2050 General Plan policies, in combination with existing regulations, would result in a less-than-significant impact.*

The within the City of Marysville, the Marysville Joint Unified School District (MJUSD) operates two elementary schools, one middle school, a college preparatory charter school for the arts, one high school, and one continuation high school (North Lindhurst, for grades 11–12). MJUSD also operates an alternative education independent study school (Abraham Lincoln, for grades 1–12), comprised of one building within the District Office/Marysville High School site complex. Finally, the Paragon Collegiate Academy operates a public charter school in Marysville (grades K–8), which is authorized by MJUSD. Only one of these schools is within the Downtown Specific Plan Area: Covillaud Elementary. There are no schools in the northeastern portion of the city outside of the Marysville Ring Levee.

It is possible that an applicant may propose a project that could emit or handle hazardous waste within one-quarter mile of the existing schools or any new school that may be proposed in the future. While the proposed Land Use Diagram and balance of the proposed 2050 General Plan and the Downtown Specific Plan provide guidance on land use compatibility, it is not possible for the City to know comprehensively the specific proposed operations within future proposed projects that could be within one-quarter mile of new or existing schools.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

The California Department of Education (CDE) has developed a *School Site Selection and Approval Guide* to help school districts select appropriate locations for educational institutions (CDE 2023). The guide contains 12 screening and ranking criteria, including safety, noise, location, accessibility, geology and soils, and public services and utilities.

Public Resources Code Sections 21151.4(a) and 21151.8(a) require that no EIR be certified for a project involving construction or alteration of a facility that might reasonably be anticipated to result in hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in the California Health and Safety Code Section 25532(j), within one-quarter mile of a school unless the lead agency has consulted with the school district having jurisdiction regarding the potential impact of the project on the school and the school has been given written notification of the project not less than 30 days prior to approval of the EIR.

## Relevant Goals and Policies of the General Plan

The following policies would address the impacts from emissions or use of hazardous materials within one-quarter mile of a school throughout the city, including the Downtown Specific Plan Area.

### Safety Element

**Goal CS-5:** Protect the community from the harmful effects of hazardous waste and materials.

- ▶ **Policy CS-38:** The City will require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with Yuba County guidelines and the requirements of state law. From among these facilities, identify which of these exist within identified hazard areas. Require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event, and encourage existing facilities to do the same.
- ▶ **Policy CS-39:** The City will carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourage their location around any residential, recreational, or open space, and public uses.
- ▶ **Policy CS-40:** The City shall require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- ▶ **Policy CS-41:** The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
- ▶ **Policy CS-43:** The City shall coordinate and participate with partner agencies to educate its residents about the proper disposal methods for household hazardous wastes.

# Conclusion

General Plan Policies CS-38 through CS-41 and CS-43 would reduce potential impacts from handling or emissions of hazardous materials within one-quarter mile of a school, in particular because Policy CS-39 requires the City to carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourage their location around any residential, recreational, or open space, and public uses. Policies CS-38, CS-40, CS-41, and CS-42 require regulation of businesses that handle or produce hazardous materials, the preparation of hazardous materials business plans, and education of residents regarding handling of household hazardous materials, to prevent future hazardous materials spills from occurring in any location, including in proximity to school sites. Furthermore, the CDE enforces school siting requirements (CDE 2023), and therefore new facilities would not be constructed within one-quarter mile of facilities emitting or handling materials based on CDE requirements.

Permitting requirements for individual hazardous material handlers or emitters include enforcement of Public Resources Code Section 21151.4(a) and 21151.8(a), which would require consultation with the school district and public notification as part of the CEQA environmental review for the proposed use where proposed construction or alteration of a facility that has the potential to emit hazardous materials would be located within one-quarter mile of a school. Therefore, this impact is considered **less than significant**.

# Mitigation Measure

No mitigation is required.

IMPACT	Public Health Hazards from Project Development on a Known Hazardous Materials Site Compiled
4.8-3	Pursuant to Government Code Section 65962.5. <i>One site within the city is on the Cortese List as a known hazardous materials site. Several other known active hazardous materials sites are also present within the City. Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan could expose construction workers, future site operational employees, and the environment to hazards and hazardous materials from these sites. Implementation of proposed 2050 General Plan policies, in combination with existing regulations, would result in a less-than-significant impact.</i>

As shown in Exhibit 4.8-1 and summarized in Table 4.8-1, there are several known open, active hazardous materials sites within the City limits (including the Downtown Specific Plan Area), one of which is one the Cortese List. Future new development and redevelopment occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan could expose construction workers, future site operational employees, and the environment to hazards and hazardous materials from any of these sites resulting from direct exposure to contaminated soil and groundwater during construction and/or degradation of indoor air quality during operation.

As described in the Environmental Setting, the former Recology Yuba-Sutter Landfill comprises approximately 160 acres in the northeastern corner of the city. The current Recology Materials Transfer Facility has permits to operate on a paved portion (LF-1) of the former landfill. Soil and groundwater at the landfill were contaminated with VOCs, and administrative remedies approved by the oversight agency (i.e., the Central Valley RWQCB) are in place at the site. The post-closure land use approved by the Central Valley RWQCB for LF-2 and LF-3 is non-irrigated open space (Golder Associates, Inc. 2020). For purposes of land use and zoning, the City has designated this area “Future Fabrication and Services,” which is consistent with the current Industrial zoning. Due to the



anticipated operating period for the required administrative remedies at the former landfill, the City does not anticipate that any type of urban development would be permitted in this area during the life of the proposed 2050 General Plan. If a proposal were brought forward in the future, the potential for such future development would depend on the scope of remedial actions that have been achieved at the time the proposal is brought forward and the type of development, and would require approval by the Central Valley RWQCB. A separate CEQA analysis would be required for any type of development proposal associated with the area encompassed by the former landfill, the potential impacts of which would be speculative at this time. Therefore, public health hazards from future development on the former Recology Yuba-Sutter Landfill site in the northeastern corner of the City are not evaluated further in this EIR.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

CERCLA and its implementing regulations (40 CFR 300 et seq.) provide an established and generally accepted framework for evaluating and remediating contaminated sites. In California, agency oversight for remediation of contaminated sites is generally administered by either DTSC, the appropriate RWQCB, or the appropriate City or County Department of Environmental Health.

The Central Valley RWQCB Site Cleanup Program regulates and oversees the investigation and cleanup of contaminated sites that are polluting, or threaten to pollute, surface and/or groundwater. RWQCB technical and administrative staff oversee investigation and cleanup actions at sites that have been contaminated by releases of pollutants to soil, soil gas, groundwater, surface water, sediments, and indoor air. Site Cleanup Program sites include pollution from recent or historical surface and subsurface releases at large industrial facilities, military bases, railyards, and oil refineries, along with releases from smaller facilities such as dry cleaners, plating shops, pesticide distribution facilities, and equipment repair facilities.

Staff at DTSC's Site Mitigation and Restoration Program are responsible for overseeing the evaluation and cleanup of a variety of types of contaminated properties throughout the state, including brownfields and voluntary agreements, State Superfund, military facilities, school construction and expansion projects, and corrective action and tiered permitted facilities. DTSC staff provide site characterization, fate and transport modeling, and site-specific exposure and health risk assessments for school, residential, industrial, recreational, and open space sites in California. DTSC's objective is to ensure that contaminants are accurately characterized, health risks are accurately estimated, and any residual contamination does not pose a risk to human or ecological health.

The Yuba County Environmental Health Department regulates hazardous waste, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventories, risk management plans, and USTs. Hazardous Materials Management Plans and, where necessary, Risk Management Prevention Plans, are required pursuant to state law (CCR Title 24, Part 9, California Fire Code) to ensure facilities that use hazardous materials or involve hazards are appropriately monitored and regulated. The use of toxic or hazardous materials in larger quantities requires the filing of a business plan for emergency response pursuant to Section 25503.5 of the California Health and Safety Code. All users are required to submit a list of hazardous and toxic materials with a discussion of potential chronic and acute long-term health hazards and toxicological effects, including those on children, from acute short-term or chronic long-term exposure. In addition, plans must be submitted specifying procedures for reducing the emissions of toxic substances, groundwater monitoring, and for identifying methods of hazardous waste disposal.

California Government Code Section 65962.5 and Public Resources Code Section 21092.6 require all project applicants to consult the Cortese List and determine whether any given project site is within a hazardous materials site on that list. If so, the project applicant is required to notify the City in writing prior to the issuance of a building permit. Hazardous materials investigations would be conducted during subsequent due diligence studies prior to purchase of property and development proposals and as a part of project reviews by the City. For example, Phase I environmental site assessments are normally commissioned by property owners and/or project applicants to identify the presence of hazardous materials, and if necessary, subsequent Phase II soil/groundwater testing and remediation would be completed. Remediation of any individual contamination site is required by the lead agency with remedial oversight (i.e., DTSC, SWRCB, or Yuba County) prior to development.

## **Relevant Goals and Policies of the General Plan**

The following General Plan policies would address the impacts from projects implemented at a Cortese-listed site or other hazardous materials site throughout the city, including the Downtown Specific Plan Area.

### ***Safety Element***

**Goal CS-5:** Protect the community from the harmful effects of hazardous waste and materials.

- ▶ **Policy CS-38:** The City will require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with Yuba County guidelines and the requirements of state law. From among these facilities, identify which of these exist within identified hazard areas. Require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event, and encourage existing facilities to do the same.
- ▶ **Policy CS-39:** The City will carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourage their location around any residential, recreational, or open space, and public uses.
- ▶ **Policy CS-40:** The City shall require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.
- ▶ **Policy CS-41:** The City shall require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and quantity of hazardous materials kept on-site.
- ▶ **Policy CS-42:** The City shall work with Yuba County, other surrounding communities, Caltrans, and Union Pacific to keep apprised of any hazardous materials release events that could threaten or impact Marysville and share resources to contain any materials released, particularly when surface or groundwater sources become threatened.
- ▶ **Policy CS-43:** The City shall coordinate and participate with partner agencies to educate its residents about the proper disposal methods for household hazardous wastes.

- **Policy CS-44:** The City shall require public disclosure of all companies, facilities, buildings, and properties that use, store, produce, and/or import/export any hazardous materials and wastes in the city. The City will maintain and share their inventory with the Yuba County Environmental Health Department.

## Conclusion

Implementation of General Plan Policies CS-38 through CS-44 would reduce the potential for adverse impacts from project implementation at a known hazardous materials site because they require the City to carefully consider land use decisions in proximity to hazardous material generators and uses; require new facilities to be appropriately designed, sited, and constructed to minimize damage from a hazard event; new projects that generate hazardous wastes or use hazardous materials must provide information on hazardous waste reduction, recycling, and storage to the City along with a hazardous materials business plan; the City would coordinate with partner agencies to provide public agencies on proper use and storage of household hazardous materials and to prepare a coordinated response plan for a potential hazardous materials release event.

Projects developed under the proposed 2050 General Plan and the Downtown Specific Plan that would use hazardous materials on site would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases and protect the public health. Similarly, homeowners and agricultural operators are required to read and follow the manufacturer's labelling instructions for use and disposal of pesticides, herbicides, and other chemicals. Contaminated sites on the Cortese List by providing education to businesses, homeowners, and the general public regarding proper use, storage, and disposal of chemicals, and proper operation of facilities where chemicals are stored, thereby helping to reduce future leaks and spills.

Proposed 2050 General Plan policies require businesses that use or store hazardous materials in larger quantities to prepare and submit a hazardous materials business plan (consistent with State regulations), and require compliance with Yuba County regulatory requirements related to the installation and operation of underground and above ground storage tanks. If leaks or spills do occur in the future, remediation would occur in compliance with DTSC, RWQCB, and/or Yuba County regulatory requirements. Investigations for projects developed under the proposed 2050 General Plan and the Downtown Specific Plan would be required to address hazardous materials conditions.

In combination with existing required federal and state regulations pertaining to hazardous site cleanup, ongoing remedial activities at known contamination sites, site-specific environmental site assessments including potential impacts related to aerially deposited lead within 30 feet of SR 70 and SR 20, and location of underground pipelines prior to site-specific earthmoving activities, and implementation of proposed 2050 General Plan policies, would reduce the potential impacts of future development related to project implementation at known hazardous materials sites, and this impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.8-4	Safety hazards for People Residing or Working Within an Airport Land Use Plan or Within Two Miles of a Public Airport or Public Use Airport. <i>Portions of Marysville overlap with several airport land use compatibility plans. However, new and redevelopment occurring through buildout of the proposed 2050</i>
-----------------	--

*General Plan and the Downtown Specific Plan would be compatible with these plans, and implementation of proposed 2050 General Plan policies would ensure conformance. This impact would be **less than significant**.*

There are no airports within the City limits or the Downtown Specific Plan Area. However, there are three airports in the region where the airport influence areas overlap with portions of the City limits. Portions of Marysville are within two miles of the Sutter County and Yuba County Airports and are within Review Area 2 of their associated ALUCPs (Exhibit 4.8-4 and Exhibit 4.8-5). Also, the northeastern corner of the City is within Review Area 2 of the Beale Air Force Base airport influence area (Exhibit 4.8-6). Land uses associated with infill development in Review Area 2 are not subject to land use restrictions other than the height limits established by FAA 14 CFR Part 77. Furthermore, general plan designations that merely continue the existing land uses and zoning, regardless of whether those land uses and zoning are consistent with the ALUCP, are exempt from general plan consistency requirements. However, to ensure that nonconforming uses do not become even more nonconforming over time, General Plans must include policies setting limitations on expansion and reconstruction of nonconforming uses.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

ALUC review is required for any general plan update that includes an airport sphere of influence area, as well as zoning code updates that affect buildings within an airport sphere of influence area to ensure consistency with the adopted airport land use compatibility plan ALUCP (Public Utilities Code Section 21676[b]).

The FAA's Advisory Circular 150/5200-33C provides airport operators and those parties with whom they cooperate with guidance to assess and address potentially hazardous wildlife attractants when locating new facilities and implementing certain land-use practices on or near airports.

### **Relevant Goals and Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goal and policies would address the impacts from airport safety hazards throughout the City, including the Downtown Specific Plan area.

#### ***Land Use + Community Development Element***

**Goal LU+CD-8:** Protection of persons, structures, and nearby airports from incompatible developments with Airport Influence Areas.

- ▶ **Policy LU+CD-8.1:** Submit to the Airport Land Use Commission, and condition, as necessary, proposed land use actions within an Airport Influence Area or Airport Overflight Zone to ensure that the development is consistent with the applicable Airport Land Use Compatibility Plan.
- ▶ **Policy LU+CD-8.2:** Maintain communication with representatives of Beal Air Force Base to ensure land use compatibility, present Marysville as a welcoming community, and identify local changes that can enhance the competitiveness of Marysville as a place of residence for Base personnel.

## Conclusion

There are no existing land uses in the City that are out of compliance with any of the ALUCPs. The proposed 2050 General Plan and the Downtown Specific Plan do not include land use changes that would introduce tall buildings that would exceed FAA airspace requirements, or introduce new sources of flashing lights that could be mistaken for airport lighting, attract large concentrations of birds within approach/climb out areas, reflect light or generate electronic interference, or use or store large quantities of flammable materials. Implementation of proposed 2050 General Plan Policies LU+CD-8.1 and LU+CD-8.2 would reduce potential impacts from airport land use incompatibility by requiring the City submit, as necessary, future development plans for review by the appropriate ALUCP, and to maintain communications with Beale AFB personnel to ensure continued land use compatibility. Therefore, impacts related to safety hazards from land use compatibility are considered **less than significant**. (Hazards associated with airport noise are evaluated in Section 4.11, “Noise and Vibration,” of this EIR.)

## Mitigation Measure

No mitigation is required.

IMPACT 4.8-5 Interference with an Adopted Emergency Response Plan and/or Evacuation Plan. *Most of the city is built out. However, development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would result in additional residences and businesses that would require evacuation in case of an emergency. Implementation of proposed 2050 General Plan policies would ensure conformance with local emergency-response programs and continued cooperation with emergency-response service providers. This impact would be less than significant.*

Evacuation routes are necessary for the safe and effective community response to flooding, a wildland fire, hazardous materials spill, or any other incident that may require an evacuation of the community. Future and redevelopment under the proposed 2050 General Plan and the Downtown Specific Plan would create additional traffic and develop new residences and businesses requiring evacuation in case of an emergency. Evacuations in Marysville and the surrounding area are coordinated by the City with the Yuba County Office of Emergency Services and the Yuba County Sheriff’s Department (both of which are headquartered in Marysville).

The City participates in updates to and implementation of Multi-Hazard Mitigation Plans, which are designed to reduce the hazards that affect the City, protect the lives and property of all of its citizens, and reduce the costs to the City. The Plan process is designed to provide a forum for collaboration, establishing the groundwork for future interagency cooperation in pre-disaster planning, emergency response, and evacuation, if necessary.

The City is bisected by SR 70/B Street and SR 20/Levee Road, which are the primary north–south and east–west evacuation routes for City residents and workers. In addition to SR 20, 5th Street also provides a westward evacuation route across the Feather River to Yuba City.

The City’s existing General Plan Safety Element (adopted in 2022) shows residential properties that may only have one emergency evacuation route. The lack of multiple emergency access points limits roadway access for these properties, which may create difficulties if there is a need to evacuate. Due to the presence of the Marysville Ring Levee, evacuation routes leading out of the City are limited to SR 70/B Street, SR 20/Levee Road, and 5<sup>th</sup> Street, and Simpson Lane. These routes can become congested during peak traffic times, which may impede or

affect the flow of traffic and emergency response times in the city. Consequently, additional development in the city that adds traffic may further strain access to these evacuation routes during an emergency event.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The City is a participant, in cooperation with Yuba County and a number of other jurisdictions and agencies, in the Yuba County Local Hazard Mitigation Plan (LHMP) (Foster Morrison Consulting and Howell Consulting 2021). The analysis in the LHMP is primarily focused on flooding, wildfire, and hazardous materials transport; it also includes earthquakes and severe weather. Programs, plans, policies, codes, and ordinances that would reduce these hazards are identified in the LHMP. Mitigation and loss prevention are focused on implementation of the identified programs, plans, policies, codes, and ordinances.

Marysville is also a partner, along with other incorporated cities in Yuba County, in the Yuba County OES, which cooperates with special districts and fire and law enforcement agencies to provide emergency management services. During an active incident that requires emergency resources, Yuba County OES secures resources necessary for first responders to protect the community, and facilitates communications. Yuba County OES also prepares emergency and contingency plans, implements training exercises, and coordinates with the Federal Emergency Management Agency (FEMA) to help citizens recover after an emergency.

The Yuba County Office of Emergency Services and the City of Marysville also encourage citizens to sign up for the free emergency alert notification service provided by CodeRED, which the County and City use to contact citizens quickly in the event of an emergency. The CodeRED notification includes evacuation instructions.

### **Relevant Goals and Policies of the General Plan**

The following General Plan policies would address the impacts from interference with an adopted emergency response plan and/or evacuation plan throughout the city, including the Downtown Specific Plan Area.

#### ***Safety Element***

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-46:** The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.
- ▶ **Policy CS-47:** The City shall coordinate with mutual-aid partners, other agencies, water providers, and regional dam operators, to establish a procedure for communication and implementation of evacuation routes.
- ▶ **Policy CS-48:** The City shall continue to update and ensure that the Emergency Response Plan meets current federal, state, and local emergency requirements.
- ▶ **Policy CS-49:** The City will coordinate with Caltrans to maintain Highways 20 and 70, 10th Street, and E Street, and the City will maintain Levee Road and B Street as primary emergency access and evacuation routes and improve other roads as necessary, such as Ramirez Street, 5th Street, and Covillaud Street to create additional evacuation routes. Caltrans will be the responsible agency for conducting maintenance and improvements along these state highways and roadways.

- ▶ **Policy CS-50:** The City will review its facilities and collaborate with property owners of private community assets (e.g., meeting houses, lodges, faith-based buildings, etc.) to evaluate which of these facilities could become cooling centers, resilience hubs, or emergency shelters that provide safe places for residents during hazard events or emergency conditions (e.g., fire, extreme heat, flooding hazards). These places shall remain operational both during and after the hazard event, as needed.
- ▶ **Policy CS-51:** The City will keep residents and stakeholders (e.g., businesses or interested parties) as up to date as possible on any emerging or current hazard events through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.
- ▶ **Policy CS-52:** The City shall maintain a City Emergency Operations Plan to include the National Incident Management System (N.I.M.S.).
- ▶ **Policy CS-53:** The City shall coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and National Incident Management System (N.I.M.S.) to facilitate multi-agency emergency response.
- ▶ **Policy CS-54:** The City will ensure that communication, informational materials, and assistance in evacuation and short-term recovery activities is accessible to residents that speak languages other than English.
- ▶ **Policy CS-55:** The City will collaborate with utilities (e.g., power, gas, water) to prepare for Public Safety Power Shutoff events and other potential infrastructure disruptions to increase local resilience.
- ▶ **Policy CS-56:** The City shall continue to participate in drills and trainings with local emergency service providers to maintain and enhance a high level of service for community members.
- ▶ **Policy CS-57:** The City will monitor the effectiveness of public safety, preparedness, and hazard mitigation policies under changing climate conditions to continue to protect the community as local and regional conditions change.

### ***Circulation Element***

- **Implementation Strategy C2.4:** The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk events.

### **Conclusion**

Implementation of General Plan Policies CS-46 through CS-57 would reduce potential impacts related to interference with an adopted emergency response plan and/or evacuation plan by requiring new developments to develop Emergency Preparedness Plans, establishing procedures for communication and implementation of evacuation routes, establishing a procedure for communication and implementation of evacuation routes, participating in drills and trainings with local emergency service providers, and coordinating with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and National Incident Management System (N.I.M.S.) to facilitate multi-agency emergency response. Furthermore, under proposed 2050 General Plan Implementation Strategy C2.4 the City would maintain and update its

emergency hazard evacuation network. In addition, the City would continue to participate in updates to LHMPs and to coordinate with Yuba County OES. Therefore, impacts from implementation of the proposed 2050 General Plan and the Downtown Specific Plan related to interference with an adopted emergency response plan and/or evacuation plan would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.



## **4.9 HYDROLOGY AND WATER QUALITY**

### **4.9.1 INTRODUCTION**

This section describes potential impacts related to surface and groundwater hydrology and water quality, along with flooding, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

The Central Valley Regional Water Quality Control Board (Central Valley RWQCB) submitted a comment letter in response to the NOP that provided a brief explanation and listing of the types of permits that could be required for future development anticipated under the proposed 2050 General Plan in order to protect water quality. The City reviewed and considered this information during preparation of this hydrology and water quality section.

### **4.9.2 ENVIRONMENTAL SETTING**

#### **SURFACE WATER RESOURCES**

##### **Watersheds**

The project region has a mild Mediterranean climate, with hot dry summers and cool wet winters. Most of the precipitation falls during the winter months, from November to April. The city and the Downtown Specific Plan Area are situated in the Sacramento Valley Hydrologic Region, primarily in the Feather River Watershed, at the confluence of the Yuba and Feather Rivers. The southeastern portion of the City limits are within the Yuba River Watershed. The Yuba River discharges into the Feather River immediately south of the City limits. The Feather River ultimately discharges into the Sacramento River at Verona, approximately 25 miles south of the City limits.

The Feather River Watershed has been further subdivided into an Upper Watershed (in the Sierra Nevada from Chester to Loyalton, downstream to and including Lake Oroville) and a Lower Watershed (downstream from Lake Oroville to the confluence with the Sacramento River at Verona). The Planning Area is situated in the Lower Feather River Watershed, which encompasses 803 square miles and includes lush agricultural lands such as orchards, rice, and other irrigated row crops on the Sacramento Valley floor. The Lower Feather River flows for approximately 60 miles and is confined by a system of levees designed to provide flood protection. Salmon and steelhead migrate through the Lower Feather River, and riparian habitat along the river corridor supports a variety of wildlife species. River flows are regulated for water supply and flood control by the State Water Project through releases at Oroville Dam. Hydrology also is influenced by operation of the Sutter Bypass, which brings Sacramento River water through Butte Slough and into the Lower Feather River. The Sutter Bypass is designed, in part, to relieve flood flows in the Sacramento River. (Sacramento River Watershed Program 2023).

The Yuba River is a tributary to the Feather River. The Yuba River flows for approximately 40 miles from the west slope of the Sierra Nevada at Donner Pass to the confluence with the Feather River immediately south of Marysville. The Yuba River watershed encompasses approximately 1,340 square miles, most of which is located within the Sierra Nevada east of Marysville. Salmon and Steelhead migrate through the Yuba River. In the Upper Yuba Watershed, the North and Middle Forks of the Yuba River join together south of New Bullards Bar Dam to form the mainstem Yuba River. The South Fork of the Yuba River joins the main stem at Englebright Lake. The Yuba River then flows westward out of the foothills and onto the Sacramento Valley floor at the Yuba Goldfields (a historic and active mining area), and then flows southwest through irrigated agricultural fields to the confluence

with the Feather River. An Integrated Regional Water Management Plan (IRWMP) for the Lower Yuba River (from New Bullard's Bar Reservoir south to Nicolas) was developed in 2005, and was comprehensively updated in 2018 (Yuba Water Agency (Yuba Water] 2020). The plan includes management goals and objectives for the watershed such as flood protection, urban water supply, and stream flows to protect aquatic species (among others).

There are two other larger streams in the vicinity of the City limits: Simmerly Slough and Jack Slough. Simmerly Slough flows south for approximately 5.5 miles from its origin near Ramirez Road to its confluence with Jack Slough just west of Kimball Lane (approximately 1 mile north of the City limits). Simmerly Slough has been channelized, and includes a flood control levee. Jack Slough flows southwest for approximately 16 miles from its origin in the Sierra Nevada foothills southeast of Loma Rica Road near Lighting Trail, to its confluence with the Feather River approximately 0.6 mile north of the City limits. Much of Jack Slough has also been channelized. The City boundary intersects the stream channel along the northern edge of Jack Slough, west of SR 70 and east of Doc Adams Road. Flood control levees are present along the north Jack Slough floodplain (between the Feather River and Simmerly Slough) and along the south Jack Slough floodplain (as part of the Marysville Ring Levee, discussed below).

Ellis Lake is a manmade lake in the center of Marysville and the Downtown Specific Plan Area. It was created in the 1930s as part of the Depression-era Works Progress Administration (a program created by President Franklin D. Roosevelt), following the sale of the land to the City for a nominal fee by W.T. Ellis, Jr. for the purpose of creating a public park. The area where Ellis Lake is located was historically occupied by Simmerly Slough, which backed up during times of high water, creating a temporary body of water in the center of the city. The lake currently serves as a stormwater detention basin. During the summer, fresh water is piped in from the Yuba River to maintain water levels. Overflow water from winter rainfall is pumped into Jack Slough, which discharges into the Feather River as noted above. (Young 2013.)

## **Stormwater Drainage**

Stormwater runoff in the developed portion of the City limits, including the Downtown Specific Plan Area, is discharged to the Yuba River and Jack Slough through pumping stations located along the levees (City of Marysville 2004). Jack Slough discharges into the Feather River approximately 0.6 mile north of the City limits. The City's storm drainage system includes approximately 27 miles of pipelines and 3 pump stations (City of Marysville undated).

In the northeastern portion of the City limits, southwest of Plantz Road, there is no stormwater drainage system. Stormwater flows via overland flow, or through agricultural channels, and discharges into the Yuba River.

## **Surface Water Quality**

Water quality in the Feather, Yuba, and Sacramento Rivers is regulated primarily by the Central Valley RWQCB, which has established narrative and numeric standards in its *Water Quality Control Plan for the Sacramento River and San Joaquin River Basins* (Basin Plan) (Central Valley RWQCB 2019). The Basin Plan sets beneficial uses for certain specifically identified waterbodies as required by the federal Clean Water Act (CWA). The beneficial uses as designated in the Basin Plan for streams that receive runoff from the areas within the City limits and the Downtown Specific Plan Area are listed in Table 4.9-1.

**Table 4.9-1. Beneficial Use Designations for Receiving Waterbodies**

Beneficial Use Designation	Yuba River (Englebright Dam to Feather River)	Feather River (Fish Barrier Dam to Sacramento River)	Sacramento River (Colusa Basin Drain to the I Street Bridge)
Municipal and Domestic Supply	--	E	E
Agricultural Irrigation Supply	E	E	E
Agricultural Stock Watering Supply	E	--	--
Hydropower Generation	E	--	--
Contact Recreation	E	E	E
Canoeing and Rafting	E	E	E
Other Non-Contact Recreation	E	E	E
Warm Freshwater Habitat	E	E	E
Cold Freshwater Habitat	E	E	E
Warmwater Migration of Aquatic Organisms	E	E	E
Coldwater Migration of Aquatic Organisms	E	E	E
Warmwater Spawning Habitat	E	E	E
Coldwater Spawning Habitat	E	E	E
Wildlife Habitat	E	E	E
Navigation	--	--	E

Notes: E = Existing Beneficial Use; -- = Not a Designated Beneficial Use

Source: Central Valley RWQCB 2019

Applying the Central Valley RWQCB's "tributary rule," the beneficial uses of any specifically identified water body generally also apply to all its tributaries (such as Jack Slough and Simmerly Slough). In accordance with the provisions of State Water Resource Control Board Resolution No. 88-63, all waterbodies that do not have specific beneficial uses listed in the Basin Plan (such as Jack Slough and Simmerly Slough) are automatically assigned with a beneficial use for municipal and domestic water supply (Central Valley RWQCB 2019).

CWA Section 303(d) requires states to identify waters where the permit standards, any other enforceable limits, or adopted water quality standards are still unattained. The law requires states to develop Total Maximum Daily Loads (TMDLs) to improve the water quality of impaired water bodies. TMDLs are the quantities of pollutants that can be safely assimilated by a water body without violating water quality standards. TMDLs are developed for impaired water bodies to maintain beneficial uses, achieve water quality objectives, and reduce the potential for future water quality degradation. National Pollutant Discharge Elimination System (NPDES) permits for water discharges (for both construction and operation) must take into account the pollutants for which a water body is listed as impaired.

Table 4.9-2 lists impaired water bodies in the vicinity of Marysville included in the State Water Resources Control Board's (SWRCB) 303(d) list that could receive runoff from the Planning Area, the pollutants of concern, and whether they have approved TMDLs. Even if a specific stream is not included in the SWRCB's 303(d) list, any upstream tributary to a 303(d)-listed stream could contribute pollutants to the listed segment.

As noted above, stormwater drainage in the City limits and the Downtown Specific Plan Area discharges to Jack Slough (which discharges to the Feather River), and the Yuba River, both of which ultimately drain into the Sacramento River.

**Table 4.9-2. Section 303(d) List of Impaired Water Bodies**

Impaired Water Body	Pollutant	Pollutant Source	TMDL Status
Simmerly Slough	Toxicity	Unknown	Expected in 2021; still in process
Jack Slough	Toxicity	Unknown	Expected in 2021; still in process
Jack Slough	Dissolved oxygen	Unknown	Projected for 2027
Jack Slough	Diazinon	Agriculture	Projected for 2026
Yuba River, Lower (Englebright Dam to Feather River)	Mercury	Legacy mining	Projected for 2027
Yuba River, Lower (Englebright Dam to Feather River)	Copper	Unknown	Projected for 2027
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Aluminum	Unknown	Projected for 2035
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Dissolved Oxygen	Unknown	Projected for 2023
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Mercury	Legacy mining	Projected for 2027
Feather River, Lower (Lake Oroville Dam to Sacramento River)	PCBs	Unknown	Expected in 2021; still in process
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Chlorpyrifos	Agriculture	Approved in 2016
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Group A Pesticides	Unknown	Expected in 2011; still in process
Feather River, Lower (Lake Oroville Dam to Sacramento River)	Toxicity	Unknown	Projected for 2027
Sacramento River (Knights Landing to the Delta)	Mercury	Unknown	Expected in 2012; still in process
Sacramento River (Knights Landing to the Delta)	DDT	Unknown	Projected for 2027
Sacramento River (Knights Landing to the Delta)	Chlordane	Unknown	Expected in 2021; still in process
Sacramento River (Knights Landing to the Delta)	Dieldrin	Unknown	Expected in 2022; still in process
Sacramento River (Knights Landing to the Delta)	PCBs	Unknown	Expected in 2021; still in process
Sacramento River (Knights Landing to the Delta)	Temperature, Water	Unknown	Projected for 2033
Sacramento River (Knights Landing to the Delta)	Toxicity	Unknown	Projected for 2027

Notes: DDT = Dichlorodiphenyltrichloroethane; PCBs = Polychlorinated biphenyls; TMDL = total maximum daily load

Source: SWRCB 2022a

The City of Marysville decommissioned its former wastewater treatment plant (WWTP), and since 2019 all wastewater in the city has been conveyed and treated at the Linda County Water District's Regional WWTP in Olivehurst. The Regional WWTP discharges treated wastewater to the Feather River, approximately 2.5 miles south of the Marysville City limits.

## **Flooding**

### ***Riverine Flooding***

The city and the Downtown Specific Plan Area are situated in an area of high flood risk because of their location between two major rivers (Feather and Yuba), and the historic raising of the Yuba riverbed caused by sediment buildup from the region's gold rush legacy. The original channel of the Yuba River was obscured completely by the effects of hydraulic mining in the 1870s and 1880s. Based on historical accounts, in 1850 the Yuba River was

a clear stream flowing on a gravel bottom approximately 20 feet below the low plains at Marysville. Today, the Yuba River occupies a raised channelway that is one to three miles wide and which locally stands 10 feet or more above the adjacent alluvial plains (Olmsted and Davis 1961).

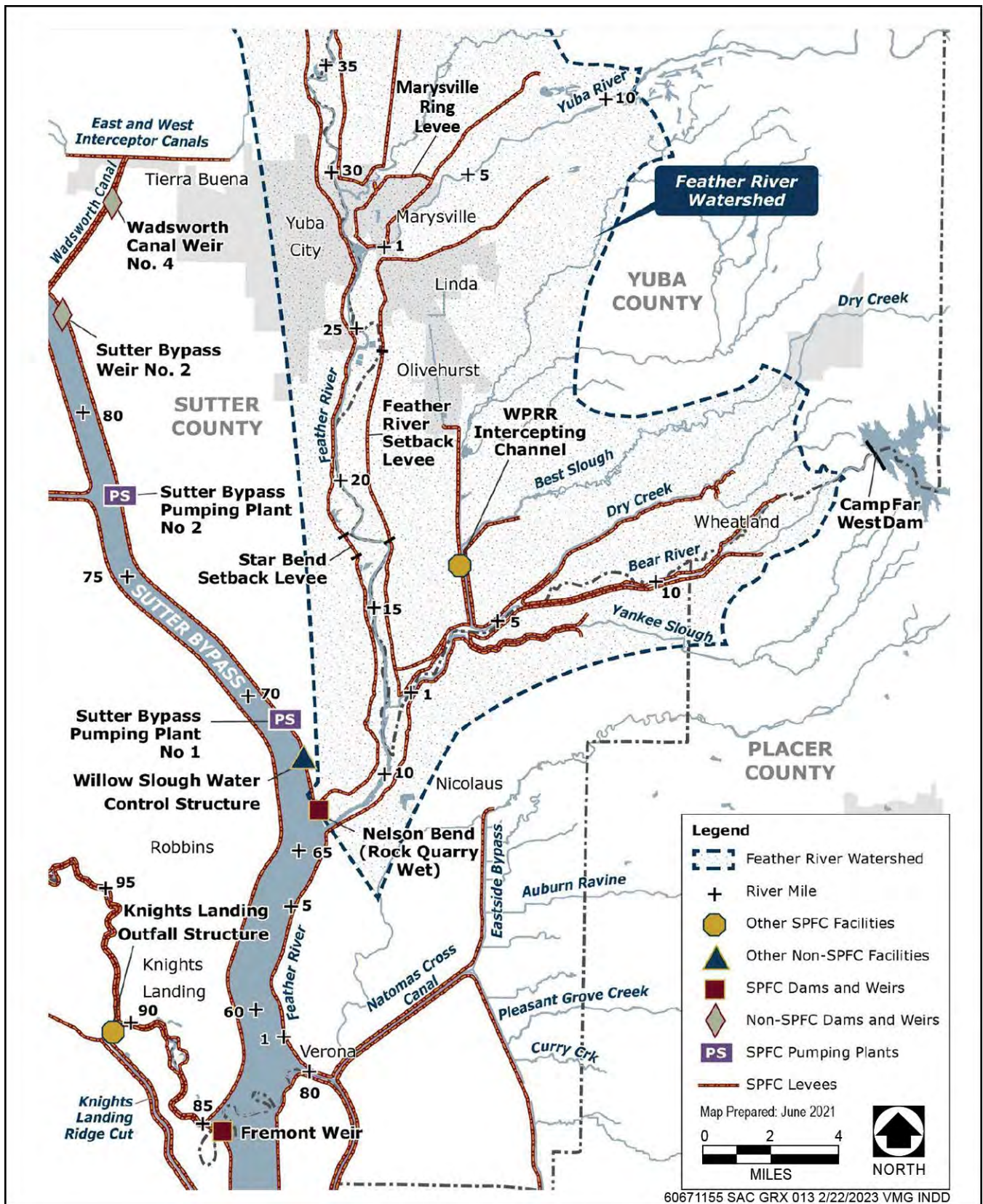
After floods occurred in the city in the 1860s, the Marysville Levee Commission was created in 1876. The Levee Commission constructed the “Marysville Ring Levee” around the city. During the early 1950s, the Marysville Ring Levee was improved to federal standards through the Sacramento River Flood Control Project. A major flood in 1955 encircled the city with flood waters. Although the city itself did not flood, city residents were evacuated to nearby Yuba City. Subsequently, a new higher floodplain elevation was adopted that established five feet of freeboard over the 1955 flood water surface. Improvements to the Marysville Ring Levee to provide the additional freeboard were completed in 1962. Yuba County floods in 1986 and 1997 caused substantial damage throughout the region. Although the City of Marysville again did not flood, the Marysville Ring Levee experienced areas of seepage and several boils (MBK Engineers 2021).

In addition to protecting homes and businesses, the Marysville Ring Levee also reduces flood risk to State Highways 70 and 20, and the Union Pacific Railroad.

Strengthening the Marysville Ring Levee has been determined to be a high-priority project within the State Plan of Flood Control (California Department of Water Resources [DWR] 2022a). SB 5 enacted the Central Valley Flood Protection Act of 2008 to provide additional protection for urban areas within the 200-year floodplain (0.5 percent annual exceedance probability); all of the land within the City limits is within the area encompassed by the Central Valley Flood Protection Plan (CVFPP), which is administered by DWR and the Central Valley Flood Protection Board (CVFPB). The CVFPP focuses on improving integrated flood management and flood risk reduction for areas protected by facilities of the State Plan of Flood Control. Yuba Water has partnered with the U.S. Army Corps of Engineers (USACE), CVFPB, and the Marysville Levee Commission to reinforce the 7.5-mile-long Marysville Ring Levee, slated for completion by 2024. The project includes measures to prevent through-seepage and under-seepage, such as seepage berms, cutoff walls, and relief wells (MBK Engineers 2021, USACE Sacramento District 2021).

The Marysville Ring Levee is a State Plan of Flood Control facility that currently provides 100-year flood protection. When the above-described improvements are completed, the Marysville Ring Levee will provide both 200- and 300-year flood protection (MBK Engineers 2021, Yuba Water 2021). The location of the Marysville Ring Levee and other nearby State Plan of Flood Control facilities is shown in Exhibit 4.9-1.

The City is also protected from flooding by other State Plan of Flood Control levees. The Lower Feather River levee system includes a levee along the east and west sides of the Feather River upstream of the City limits; the east bank Feather River levee continues along the north side of Jack Slough between Simmerly Slough and the Feather River, and then runs north along Simmerly Slough. A portion of the Marysville Ring Levee is located along the south side of the Jack Slough floodplain. Additional flood protection is provided by a levee along the north side of the Yuba River floodplain, extending east from the Marysville Ring Levee approximately 4 miles, parallel to the east side of Brownsville Road (see Exhibit 4.9-1).



Sources: DWR 2022a, adapted by AECOM in 2023

#### Exhibit 4.9-1. State Plan of Flood Control (SPFC) Facilities in the Vicinity of Marysville



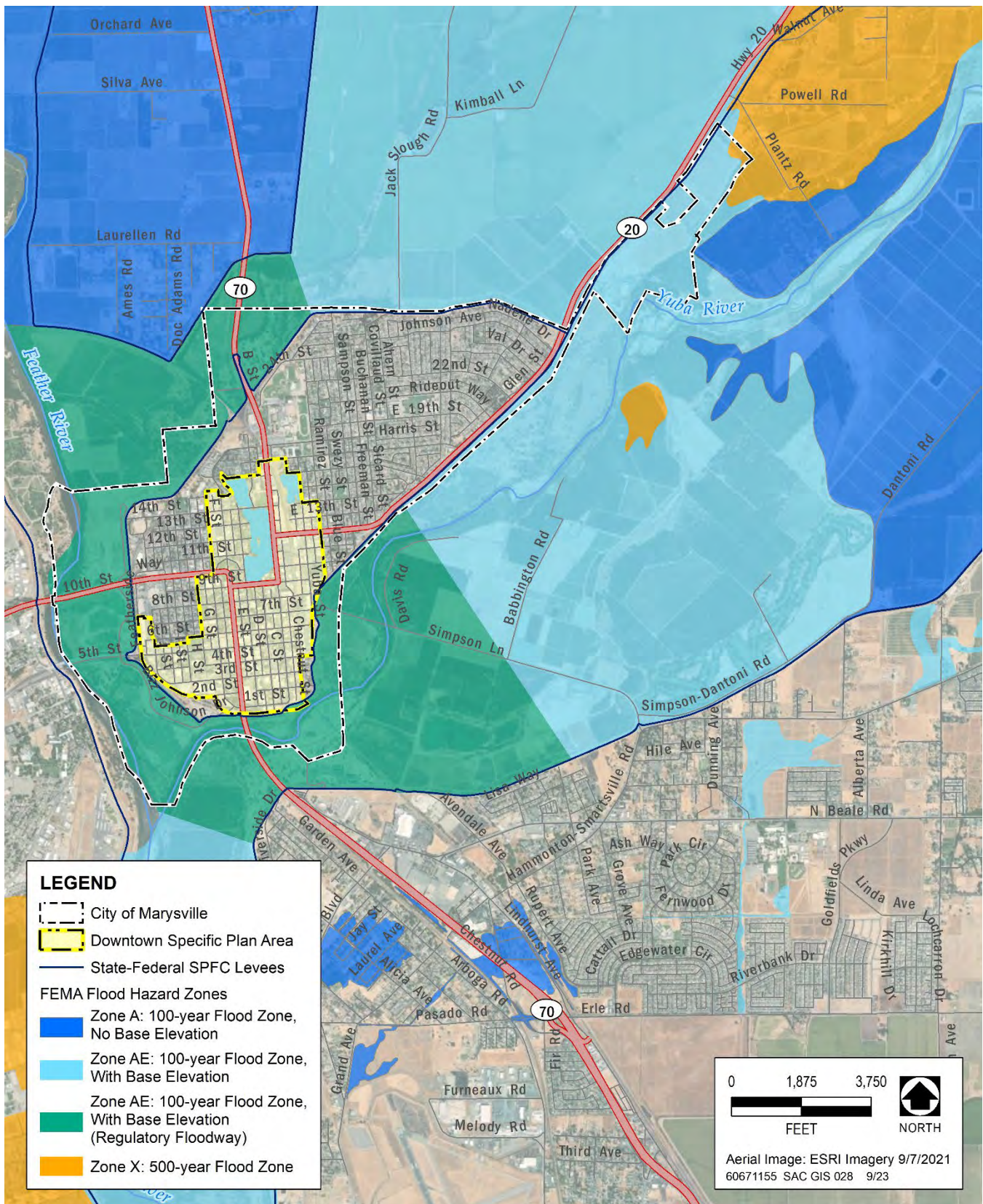
The northeastern portion of the City (south of Plantz Road), which currently includes the Recology Yuba-Sutter Materials Transfer Facility and vacant land, lies within the Yuba River floodplain and is not within an area that is protected by levees.

The Federal Emergency Management Agency (FEMA) oversees the delineation of flood hazard zones as it relates to the National Flood Insurance Program (NFIP) and the provision of federal disaster assistance. FEMA manages the NFIP and publishes the Flood Insurance Rate Maps (FIRMs), which show the expected frequency and severity of flooding by area, typically for the existing land use and the type of drainage/flood control facilities that are present. Flood zones are determined by the probability of flooding within a certain time period, such as a 100-year (1 percent annual exceedance probability) flood event. Floodplains are divided into flood hazard zones, which are designated by the potential for flooding of an area during a flood event. In addition to flood hazard zones, a designated "Regulatory Floodway" is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Most development is generally prohibited in a Regulatory Floodway, except for essential structures like bridges, and a hydraulic study is required to demonstrate that the proposed structure would not increase the base flood elevation.

The most recent FEMA FIRMs (FEMA 2011) indicate that the Marysville Ring Levee provides the developed portion of the city with 100-year flood protection (see Exhibit 4.9-2). However, Ellis Lake, in the center of the Downtown Specific Plan Area, is rated by FEMA as a 100-year flood hazard (FEMA 2011) (see Exhibit 4.9-2). Those portions of the City limits that are outside the Marysville Ring Levee immediately to the northwest, west, and south lie with a FEMA 100-year Regulatory Floodway (see Exhibit 4.9-2). All of the land within the City limits is subject to 200-year flooding and falls within the CVFPP planning area, and the areas within the City limits to the south and northeast are also within a CVFPB 200-year Designated Floodway (DWR 2023a) (see Exhibit 4.9-3). As noted above, the northeastern portion of the City (south of Plantz Road), which is currently used for agricultural production (primarily orchards) is not within an area that is protected by levees; therefore, this portion of the City is subject to both 100- and 200-year flood hazards (FEMA 2011, DWR 2023a) (see Exhibit 4.9-2 and Exhibit 4.9-3).

### ***Dam Failure Inundation***

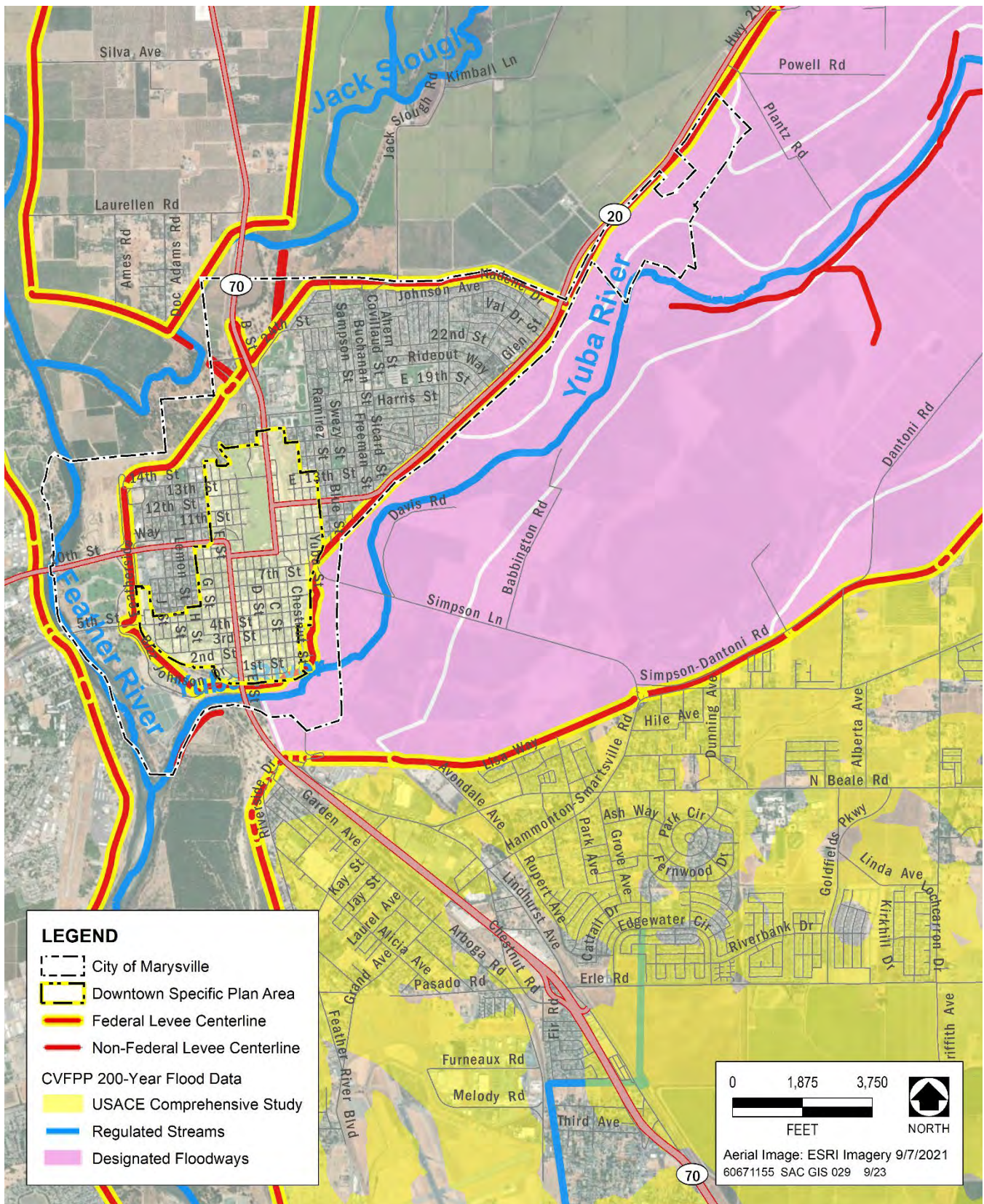
In February of 2017, heavy winter rains resulted in the normal use of the main concrete spillway to release water from Lake Oroville. During a water release, a portion of the concrete main spillway eroded along with the underlying bedrock, and water releases were temporarily halted. Subsequent test flows from the main spillway resulted in further erosion of the concrete and caused the water to divert off to the side of the spillway chute onto the embankment, resulting in substantial erosion of the bedrock adjacent to the spillway. As heavy winter rainfall continued, the water level in Lake Oroville continued to rise, resulting in the ongoing need to release water.



Source: FEMA 2011

## Exhibit 4.9-2. FEMA Flood Zones





Source: DWR 2023a

### Exhibit 4.9-3. Central Valley Flood Protection Plan 200-Year Floodways and Regulated Streams

The main spillway was reopened, but less water was released with the hope that the damaged spillway could carry the necessary flows. As the lake level continued to rise, water began flowing, as designed, over the emergency spillway weir (made of concrete) and onto the emergency spillway itself (earthen fill), neither of which had been used since the dam's original construction in 1968. Erosion at the base of the weir (which was expected) progressed much faster than anticipated, and the upward erosion of the emergency spillway underneath the concrete weir threatened to undermine and collapse the weir, which would have caused serious downstream flooding. An evacuation of the downstream communities was ordered—including Oroville, Marysville, Yuba City, Olivehurst, and Plumas Lake—in case of potential dam failure. To avoid potential failure of the emergency spillway, water releases from the damaged main spillway were again increased to lower the lake level. The necessary water was released without failure of the dam, but further damage to the main spillway and embankment occurred (DWR 2023c). In 2017–2018, DWR and its contractors began construction on Oroville Dam to repair and rebuild the main and emergency spillways. In addition, a concrete buttress to further bolster the emergency spillway weir, an underground pile wall, and a concrete splashpad on the hillside were constructed to prevent uphill erosion if the emergency spillway is ever used again (DWR 2023d). Construction was completed in 2018.

As shown in Exhibit 4.9-4, development within the Marysville Ring Levee, including the Downtown Specific Plan Area, is protected from flooding if there were to be a breach of Oroville Dam (at Lake Oroville) or Bowman Dam (at Bowman Lake). However, those areas within the City limits that are outside of the Marysville Ring Levee (except the northeast corner) would be subject to flooding from failure of Oroville Dam or Bowman Dam if a breach were to occur (California Office of Emergency Services (Cal/OES] 2023). Bowman Dam, which is approximately 52 miles east of Marysville, is owned and operated by the Nevada Irrigation District. Lake Oroville is a State Plan of Flood Control facility, and the flood control facilities are owned and operated by DWR.

Portions of the city that are outside of the Marysville Ring Levee would be subject to inundation from failure of the Virginia Ranch Dam at Collins Lake (owned by the Browns Valley Irrigation District), approximately 17 miles to the northeast (Exhibit 4.9-5) (Cal/OES 2023).

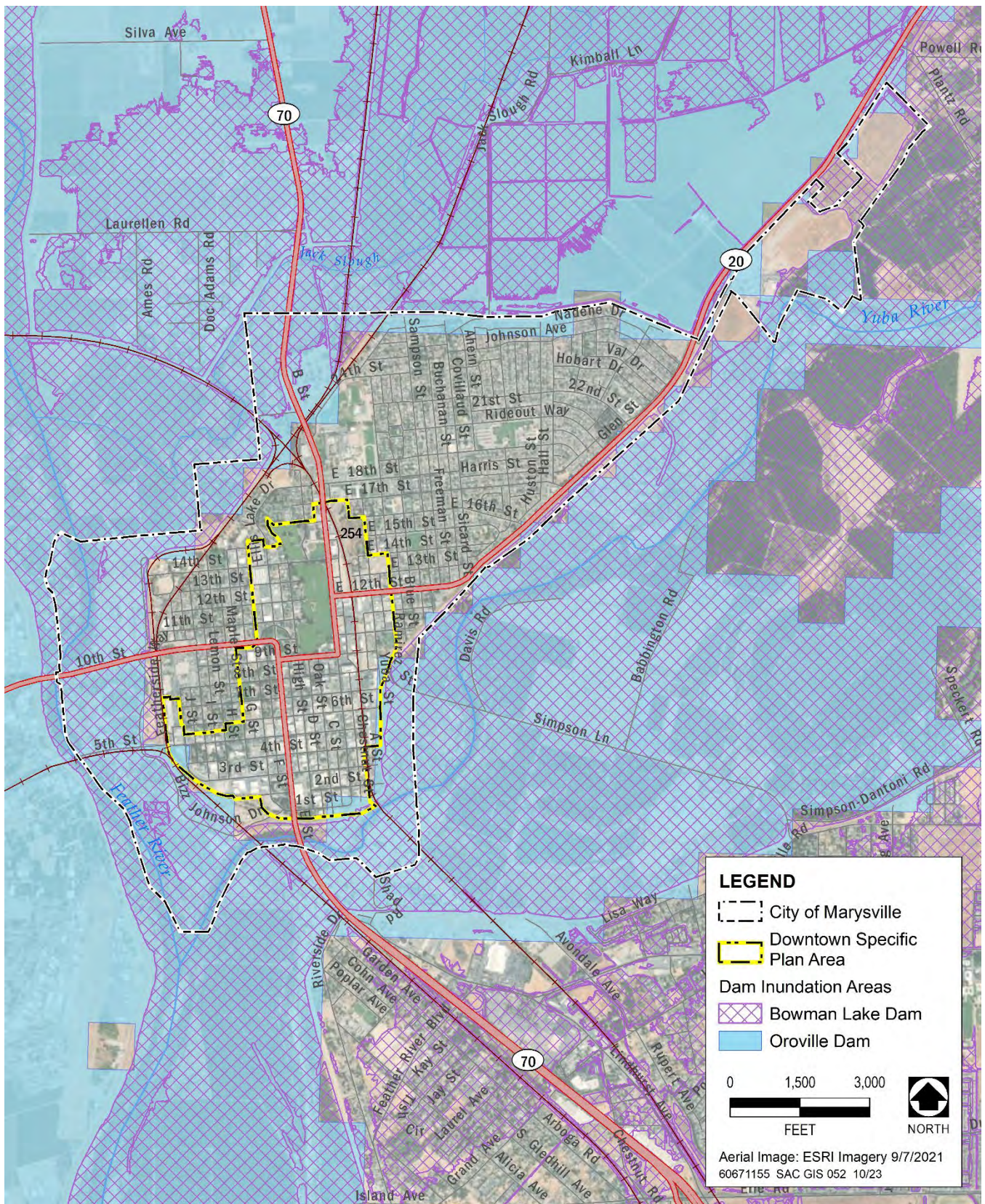
Finally, all of Marysville would be subject to inundation from failure of the New Bullards Bar Dam at New Bullards Bar Reservoir (owned by the Yuba Water Agency), approximately 27 miles to the northeast (Exhibit 4.9-4b) (CalOES 2023).

### ***Tsunamis and Seiches***

A tsunami is an ocean wave usually created by undersea fault movement or by a coastal or submerged landslide. As the displaced water moves to regain equilibrium, waves are formed and radiate across the open water. When the waveform reaches the coastline, it quickly raises the water level, with accompanying high water velocities that can damage structures and sweep away objects and people. The Planning Area is along the eastern margin of the Sacramento Valley, approximately 95 miles from the Pacific Ocean; thus, tsunamis would not represent a hazard.

A seismic seiche causes standing waves to set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area. Because they occur in an enclosed waterbody, standing waves continue to slosh back and forth over a period of time that may range from a few minutes to several hours. The Feather and Yuba Rivers are not large enough to represent seiche hazards. Furthermore, the levees on both sides of the Feather and Yuba Rivers have been designed and engineered according to USACE and DWR standards, which include seismic considerations such as seiches.

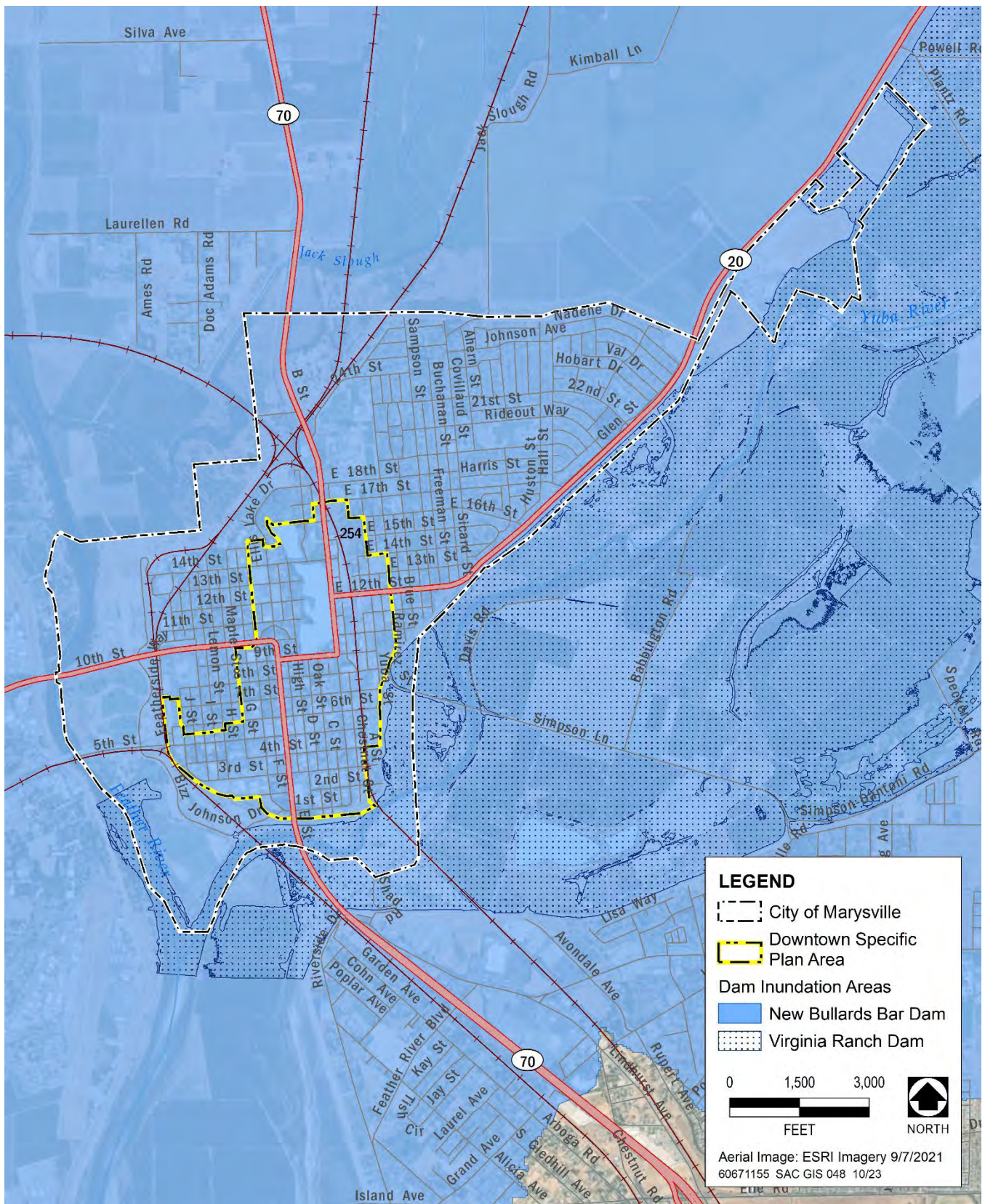




Source: Cal/OES 2023

#### Exhibit 4.9-4. Dam Failure Inundation Areas (Bowman Lake Dam and Oroville Dam)





Source: Cal/OES 2023

### Exhibit 4.9-5. Dam Failure Inundation Areas (New Bullards Bar Dam and Virginia Ranch Dam)

## **GROUNDWATER RESOURCES**

The city, including the Downtown Specific Plan Area, is situated in the Sacramento Valley Groundwater Basin. The city lies at the southern end of the North Yuba Subbasin (DWR Basin ID No. 5-021.6). As required by the Sustainable Groundwater Management Act (SGMA), a Groundwater Sustainability Plan (GSP) for the North Yuba and South Yuba Subbasins (combined) was prepared and approved by DWR in 2021 (Yuba Water Agency et al. 2019). There are three groundwater sustainability agencies (GSAs) within the North Yuba Subbasin that worked together cooperatively to develop the GSP: Yuba Water Agency, Cordua Irrigation District, and the City of Marysville. The GSAs are responsible for monitoring groundwater conditions, complying with SGMA requirements, and coordinating with other agencies and entities (e.g., public water systems, etc.) to achieve sustainability. The powers granted to GSAs under the SGMA to effect sustainable groundwater management are generally limited to managing the quantity, location, and timing of groundwater pumping and recharge.

As required by the SGMA, the GSP for the North and South Yuba Subbasins includes a description of the subbasin setting, hydrogeological conceptual model, and comprehensive water budget. The information presented below is excerpted from the North and South Yuba Subbasins GSP (Yuba Water Agency et al. 2019).

### **Groundwater Basin Characteristics**

The North Yuba Subbasin is bounded by the Feather River on the west, the Yuba Water Agency boundary on the north (near Honcut Creek), the Sierra Nevada foothills on the east, and the Yuba River on the south. One principal aquifer exists across the Yuba Subbasins. The aquifer consists of the Riverbank, Laguna, and Mehrten Formations, which were deposited during the Pleistocene, Miocene, and Pliocene epochs, respectively. There are no known structural properties, such as faults, that substantially restrict groundwater flow within the Yuba Subbasins. Of particular importance to groundwater flow in the Yuba Subbasins is the presence of near-surface clays. These clays create ideal conditions for rice cultivation by restricting the vertical movement of water in the shallow subsurface. In contrast to the clays in much of the subbasins, the Yuba Goldfields, which are composed of 8,000 acres of dredged cobbles adjacent to the Yuba River, serve as an area of substantial groundwater recharge (Yuba Water et al. 2019).

### **Groundwater Quality**

Regional groundwater quality in the Yuba Subbasins is considered good to excellent for municipal, domestic, and agricultural uses. Naturally occurring arsenic, iron, and manganese are present in some areas, where concentrations exceed the associated drinking water thresholds, although such occurrences are limited. Areas with elevated constituent concentrations may be addressed through treatment, blending, use of supplies at different depths or locations, or through non-potable uses that are not sensitive to the constituent. Localized groundwater contamination sites, such as Beale Air Force Base, are present in the subbasin but are being remediated and are overseen by state and federal regulatory agencies (Yuba Water et al. 2019).

### **Groundwater Subsidence and Recharge**

Groundwater levels in the North Yuba Subbasin have been generally stable for at least 70 years. Similar to most groundwater basins in the state, groundwater levels typically decline in summer and recover in the fall and winter following typical patterns of use and recharge. More groundwater use occurs in the summer to irrigate agricultural fields and urban landscaping, and more recharge occurs in the winter from rainfall and higher streamflow.

Groundwater generally flows from east to west across the Yuba Subbasins, although there are temporary and localized exceptions to this general rule (Yuba Water et al. 2019). The most recently measured depth to groundwater in the city in the spring of 2022 was approximately 25 feet below the ground surface (DWR 2022c).

The sources of groundwater recharge in the Yuba Subbasins consist of deep percolation from rainfall and applied irrigation water, stream seepage, irrigation canals and recharge ponds, boundary inflows from adjacent non-alluvial areas, and subsurface inflows from adjacent subbasins (Yuba Water et al. 2019).

## **Groundwater Dependent Ecosystems**

In addition to water supply for domestic, industrial, and agricultural uses, groundwater can serve as a key source of water supply for groundwater dependent ecosystems, which are defined as “ecological communities or species that depend on groundwater emerging from aquifers or on groundwater occurring near the ground surface” (CCR Title 23, Section 351(m)). Under the SGMA, groundwater dependent ecosystems must be considered as part of the potential depletions of interconnected surface and groundwater (Yuba Water et al. 2019).

Groundwater dependent ecosystems exist within the Yuba Subbasins largely where vegetation accesses shallow groundwater for survival; without the access to shallow groundwater, these plants would die. Based on the location map of identified groundwater dependent ecosystems within the Yuba Subbasins, there are no groundwater dependent ecosystems within the City limits (Yuba Water et al. 2019).

## **Groundwater Sustainability**

The North Yuba Subbasin is not in a state of overdraft, and has been classified according to SGMA priority rankings as a medium priority basin (DWR 2020). As part of the SGMA requirements, water budgets were developed for the GSP to provide a quantitative accounting of surface water and groundwater entering and leaving the Yuba Subbasins under historical, current, future, and future with climate change conditions. Modeling results indicate that the average annual groundwater storage is stable or increasing under all scenarios, suggesting sustainable conditions. The total sustainable yield is estimated to be 239,000 acre-feet per year (AFY), with 93,000 AFY in the North Yuba Subbasin and 146,000 AFY in the South Yuba Subbasin. Historical and current use in the North Yuba Subbasin has ranged from 38,000 to 89,000 AFY, and from 72,000 to 132,000 AFY in the South Yuba Subbasin. The Yuba Subbasins are operated via conjunctive water management, which includes a combination of both groundwater and surface water. The sustainable yield is a long-term value; thus, groundwater pumping may exceed these values during certain years, balanced by other years with reduced pumping, so that the long-term average remains at or below the sustainable yield. The Yuba Subbasins are not in a state of overdraft, meaning that groundwater extraction does not exceed the sustainable yield (Yuba Water et al. 2019).

The SGMA defines a groundwater basin’s sustainability goal as “the culmination of conditions resulting in an absence of undesirable results within 20 years” (CCR Title 23, Section 354.33). The SGMA defines sustainable groundwater management as “management and use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results.” The SGMA established six sustainability indicators that must be considered in the GSP (California Water Code Section 10721(x), CCR Title 23 Section 351(ah)). Based on the SGMA criteria, “undesirable results” related to groundwater sustainability would occur if there would be a significant and unreasonable occurrence of one or more of the six sustainability indicators caused by groundwater conditions occurring throughout the subbasin (California Water Code Section 10721(x)). The North and South Yuba Subbasins GSP includes monitoring criteria, a basin-wide monitoring



network, sustainable management criteria, and projects and management actions necessary to ensure the Subbasins' sustainability. Projects and management actions for the North and South Yuba Subbasins consist of the following (Yuba Water et al. 2019):

#### Improved Understanding of Local Conditions

- ▶ Agroclimate Station
- ▶ Yuba Groundwater Model – Updates and Refinements
- ▶ Continued Groundwater Dependent Ecosystem and Depletion Evaluation
- ▶ Identification of Locations Vulnerable to Damage from Subsidence
- ▶ Aquifer Testing
- ▶ Estimation of Use for Groundwater Uses that are Difficult to Estimate
- ▶ Enhanced Boundary Flow Measurement

#### Information Sharing and Dissemination

- ▶ Public Data Portals and Data Coordination with Other Entities
- ▶ Coordination and Information Sharing with Local, State, and Federal Entities

#### Groundwater Monitoring

- ▶ Groundwater Level Monitoring Network Coordination and Improvements
- ▶ Modifications to the Groundwater Quality Monitoring Network

### 4.9.3 REGULATORY FRAMEWORK

#### FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS

##### Clean Water Act

CWA33 U.S.C. Section 1251 et seq.) is the primary federal law that governs and authorizes water quality control activities by the U.S. Environmental Protection Agency (EPA), the lead federal agency responsible for water quality management. By employing a variety of regulatory and non-regulatory tools, including establishing water quality standards, issuing permits, monitoring discharges, and managing polluted runoff, the CWA seeks to restore and maintain the chemical, physical, and biological integrity of surface waters to support the protection and propagation of fish, shellfish, and wildlife, and recreation in and on the water.

##### ***Water Quality Criteria and Standards***

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. As defined by the CWA, water quality standards consist of two elements: (1) designated beneficial uses of the water body in question, and (2) criteria that protect the designated uses. Section 304(a) requires EPA to publish advisory water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Section 303(d) requires states to develop lists of the water bodies and associated pollutants that exceed water quality criteria.

## ***National Pollutant Discharge Elimination System Permit Program, Section 402***

The NPDES permit program was established as part of the CWA to regulate municipal and industrial discharges to surface waters of the U.S. Federal NPDES permit regulations have been established for broad categories of discharges, including point source municipal waste discharges and nonpoint source stormwater runoff. NPDES permits generally identify limits on the concentrations and/or mass emissions of pollutants in effluent discharged into receiving waters; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

### ***Section 303(d) Impaired Waters List***

Under Section 303(d) of the CWA, states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point source dischargers (municipalities and industries). Section 303(d) requires that the state develop a TMDL for each of the listed pollutants. The TMDL is the amount of loading that the water body can receive and still be in compliance with water quality objectives. The TMDL is also a plan to reduce loading of a specific pollutant from various sources to achieve compliance with water quality objectives. The goal of the TMDL program is that, after implementation of a TMDL for a given pollutant on the 303(d) list, the causes that led to the pollutant's placement on the list would be remediated.

## **National Flood Insurance Program**

Marysville is a participant in the NFIP, which is administered by the FEMA. For a community to participate in the NFIP, it must adopt and enforce floodplain management regulations that meet or exceed the minimum NFIP standards and requirements contained in the Code of Federal Regulations Chapter 44. These standards are intended to prevent loss of life and property, as well as economic and social hardships that result from flooding.

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) of 1969 is California's statutory authority for the protection of water quality. Under the Act, the State must adopt water quality policies, plans, and objectives that protect the State's waters for the use and enjoyment of the people. Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The RWQCBs are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans. The Porter-Cologne Act sets forth the obligations of the SWRCB and RWQCBs to adopt and periodically update water quality control plans (basin plans). Basin plans are the regional water quality control plans required by both the CWA and Porter-Cologne Act in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California.

Marysville is located within the boundaries of the *Water Quality Control Plan (Basin Plan) for the Sacramento and San Joaquin River Basins* (Central Valley RWQCB 2019), which is administered by the Central Valley RWQCB.



## **NPDES Construction General Permit**

Projects that disturb 1 acre or more of land must comply with the NPDES requirements in the SWRCB's *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order WQ 2022-0057-DWQ) (SWRCB 2022b). The SWRCB's Construction General Permit contains a numeric, two-part, risk-based analysis process. It also identifies the need to address hydromodification (stream channel modification and alterations in the natural hydrology of a watershed that result from changes in land cover/land use), and requires low impact development (LID) controls to more closely mimic the pre-developed hydrologic condition. Construction dischargers must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), which must include a site map and a description of construction activities, and must identify the Best Management Practices (BMPs) that will be employed to prevent soil erosion and discharge of other construction-related pollutants (SWRCB 2022b).

## **NPDES Waste Discharge Requirements for Limited Threat Discharges to Surface Water**

Construction dewatering activities, or other activities that involve discharge of contaminated groundwater where a treatment method has been clearly established, are subject to the Central Valley RWQCB's (2023) NPDES Order *Waste Discharge Requirements Limited Threat Discharges to Surface Water* (Order No. R5-2022-0006-01, NPDES No. CAG995002) (Limited Threat General Order). The Limited Threat General Order is designed to allow limited threat waste discharges to surface waters or surface water drainage courses, including storm drains, as long as the discharge does not include human waste and is able to meet all effluent limitations and discharge prohibitions.

Although the primary focus of the Central Valley RWQCB is water quality, the program deals with all environments, including surface water, groundwater, soil, sediment, the vadose zone (from the ground surface to the groundwater table), and air. Discharges may be clean or relatively clean wastewater projects and include such activities as construction dewatering, well development, pump/well testing, and pipeline flushing or dewatering. The Limited Threat General Order also applies to low-threat operational discharges that may contain low levels of chemicals that require treatment prior to discharge such as industrial facilities, dry cleaners, pipeline leaks and spills, underground tanks, above ground tank farms, petroleum fuel pollution, some types of groundwater remediation projects, pesticide and fertilizer facilities, equipment decontamination, and certain types of brownfields. The discharger must submit a Notice of Intent, and if the discharge is deemed eligible, the Central Valley RWQCB will issue a Notice of Applicability that includes applicable effluent limitations and specifies the monitoring and reporting program requirements.

## **NPDES Phase II Small MS4 Permit**

Phase II of the NPDES municipal permit system (i.e., known as the NPDES General Permit for Small Municipal Separate Storm Sewer Systems (Small MS4s], NPDES Permit No. CAS000004, WDR Order No. 2013-0001-DWQ as amended in 2019) (SWRCB 2019) requires small municipality areas of less than 100,000 persons to develop stormwater management programs. The City of Marysville is a co-permittee to the NPDES Phase II Small MS4 permit issued and enforced by the SWRCB. The MS4 Permit specifies the actions necessary to reduce the discharge of pollutants in stormwater to the maximum extent practicable, in a manner designed to achieve compliance with water quality standards and objectives, and methods to effectively prohibit non-stormwater discharges into municipal storm drain systems and watercourses within the permittees' jurisdictions. The MS4 Permit is implemented through City and project applicant compliance with the City's *Storm Water Management*

*Program* (City of Marysville 2004), the *City of Marysville Post-Construction Standards Plan* (WGR Southwest, Inc. 2015), and compliance with the City's Urban Stormwater Quality Management and Discharge Control Ordinance (Marysville Municipal Code Chapter 6.20, which requires implementation of BMPs to control and treat site-specific stormwater runoff).

## **NPDES Industrial General Permit**

The *Statewide General Permit for Storm Water Discharges Associated with Industrial Activities*, Order 2014-0057-DWQ (Industrial General Permit or IGP), as amended in 2015 and 2018, effective July 1, 2020, implements the federally required storm water regulations in California for storm water associated with industrial activities that discharge to waters of the United States (SWRCB 2020). The SWRCB and the nine RWQCBs implement and enforce the Industrial General Permit. The Industrial General Permit regulates discharges associated with nine broad categories of industrial activities: certain specific manufacturing operations (e.g., asphalt, cement, fertilizer, and feedlots), all manufacturing facilities with standard industrial classifications, oil and gas mining facilities, hazardous waste treatment and disposal facilities, landfills and open dumps, recycling facilities, steam electric power generating facilities, facilities with vehicle maintenance shops and/or equipment cleaning operations, and wastewater treatment plants. Dischargers are required to use Best Available Technologies to reduce pollutants in stormwater discharges. Dischargers are also required to prepare and implement an operational SWPPP along with a suite of BMPs designed to reduce pollutants; and to conduct an annual Comprehensive Facility Compliance Evaluation to determine whether the existing BMPs are effective or whether additional stormwater controls are needed. The Industrial General Permit also contains water quality monitoring and reporting requirements. The California Stormwater Quality Association's (CASQA) *Industrial and Commercial BMP Handbook* provides guidance for dischargers to support compliance with the SWRCB's Industrial General Permit.

## **Sustainable Groundwater Management Act**

In 2014, the California Legislature enacted a three-bill law (AB-1739, SB-1168, and SB-1319), known as the SGMA. The SGMA was created to provide a framework for the sustainable management of groundwater supplies, and to strengthen local control and management of groundwater basins throughout the state with little state intervention. The SGMA is intended to empower local agencies to adopt groundwater sustainability plans that are tailored to the resources and needs of their communities, such that sustainable management would provide a buffer against drought and climate change, and ensure reliable water supplies regardless of weather patterns. The SGMA and corresponding regulations require that each high and medium priority groundwater basin is operated to a sustainable yield, balancing natural and artificial groundwater recharge with groundwater use to ensure undesirable results such as chronic lowering of groundwater levels, loss of storage, water quality impacts, land subsidence, and impacts to hydraulically connected streams do not occur. The SGMA is considered part of the statewide, comprehensive California Water Action Plan that includes water conservation, water recycling, expanded water storage, safe drinking water, and wetlands and watershed restoration. The SGMA protects existing surface water and groundwater rights and does not affect current drought response measures.

California's 515 groundwater basins are classified into one of four categories; high-, medium-, low-, or very low-priority based on components identified in the California Water Code Section 10933(b). Basin prioritization, as determined by DWR, define which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the SGMA apply in a basin.

The SGMA required that local agencies form one or more groundwater sustainability agencies by June 30, 2017. Agencies located within high- or medium-priority basins were required to adopt GSP by January 31, 2020 (if the basin was in a state of critical overdraft), otherwise by January 31, 2022. Local agencies have 20 years to fully implement GSPs after the plans have been adopted. The SGMA requires local agencies to develop and implement groundwater sustainability plans in high and medium priority groundwater basins throughout California. Groundwater sustainability plans are not required for low or very low priority basins.

### **Central Valley Flood Protection Act**

SB 5 enacted the Central Valley Flood Protection Act of 2008. SB 5 required DWR and the CVFPB to prepare and adopt a CVFPP by 2012. The CVFPP was prepared by DWR and adopted in 2012, and was last updated in 2022 (DWR 2022b). The CVFPP focuses on improving integrated flood management and flood risk reduction for areas protected by facilities of the State Plan of Flood Control (the Marysville Ring Levee is a State Plan of Flood Control facility). The CVFPP also considers the flood emergency response and operations and management of facilities in tributary watersheds that influence areas protected by the State Plan of Flood Control. SB 5 established a 200-year flood (0.5 percent annual exceedance probability) as the minimum urban level of flood protection. SB 5 restricts approval of development agreements and subdivision maps in CVFPP flood hazard zones, unless certain findings are made. Furthermore, any project within 30 feet of a CVFPB Regulated Stream or within a CVFPB Designated Floodway must first obtain an encroachment permit. Permit applications are reviewed by the CVFPB (together with the USACE and local floodplain authorities, as applicable), which must make a determination that the proposed encroachment would not impede flood flows, and would not increase downstream flooding (i.e., would not substantially increase downstream water surface elevations) prior to issuance of a permit. During the CVFPB permit application process, additional materials such as a hydraulic study may be required.

SB 5 does not specify any enforcement authority for the urban level of flood protection (i.e., 200-year flood), but instead relies on the due diligence of cities and counties to incorporate flood risk considerations into floodplain management and planning. However, SB 5 tasked DWR with developing criteria that cities and counties could use to make findings related to an urban level of flood protection. SB 5 also provides that cities and counties may develop their own criteria as long as it is consistent with the criteria developed by DWR. The *Urban Levee Design Criteria* (ULDC) (DWR 2012) provides criteria and guidance for designing, evaluating, operating, and maintaining levees and floodwalls in urban and urbanizing areas.

### **Surface Mining and Reclamation Act, California Public Resources Code Section 2710-2796**

SMARA (California Public Resources Code Sections 2710-2796) addresses surface mining of minerals and requires prevention of adverse environmental effects caused by mining, reclamation of mined lands for alternative uses, and elimination of hazards to public health and safety from the effects of mining activities. SMARA also encourages production, conservation, and protection of California's mineral resources. California Public Resources Code Section 2207 provides annual reporting requirements for all mines in the State, under which the State Mining and Geology Board is also granted authority and obligations. SMARA is implemented through ordinances that permit mining, as developed by local government agencies that provide the regulatory framework under which local mining and reclamation activities are conducted. The State Mining and Geology Board reviews the local ordinances to ensure that they meet the procedures established by SMARA. The general process consists of obtaining a permit to mine material, implementing a reclamation plan to protect environmental resources during mining operations and return the land to a useable condition after mining is completed, and providing

financial assurances to ensure the feasibility of the reclamation plan. The process of reclamation includes maintaining water and air quality and minimizing flooding, erosion, and damage to wildlife and aquatic habitats caused by surface mining.

Under SMARA, Reclamation Plans must first be approved by the local lead agency and then submitted to the California Department of Conservation for review and approval. SMARA requires that documentation be provided to the California Department of Conservation demonstrating that surface and groundwater will be protected in accordance with the Porter-Cologne and Clean Water Acts, and Regional Water Quality Control Board requirements. Erosion and sediment control plans, and groundwater studies, are also required. Approval of the Reclamation Plan is required prior to the start of mining activities.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985, 2022<sup>1</sup>) includes the following goals and policies related to hydrology and water quality.

#### ***Conservation and Preservation of Resources***

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens needs

- ▶ **Policy 4:** To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.
- ▶ **Policy 7:** To work with Yuba County to identify and protect aquifer recharge areas.
- ▶ **Policy 8:** To permit open space and conservation land use within floodplains.
- ▶ **Policy 9:** To eliminate such uses in the floodplain where continued use would pose a danger to the public health, safety, or welfare.
- ▶ **Policy 10:** To take proper steps to assure that floodplains, waterways, groundwater recharge areas, and areas with a high water table will not be polluted or contaminated.

#### ***Safety Element***

**Goal CS-2:** Avoid the risk of loss of life and injury and minimize the risk of damage to property from flooding and inundation hazards.

- ▶ **Policy CS-11:** The City shall identify contacts and coordinate with operators of nearby dams, including Oroville Dam, and develop a communications protocol in the event of an emergency, so the City is adequately informed and can respond to emergencies.

---

<sup>1</sup> As noted in Chapter 3, “Project Description,” the Safety Element was recently updated in 2022, and no additional updates are proposed as part of the 2050 General Plan.

- ▶ **Policy CS-12:** The City shall coordinate with the Yuba Water Agency and other appropriate entities to maintain locally and regionally effective strategies for the planning, construction, operation, and maintenance of drainage and flood-control facilities, as well as the Marysville Levee Ring.
- ▶ **Policy CS-13:** The City shall use the best available flood hazard information and mapping from regional, state, and federal agencies to inform land use, zoning, and public facility investment decisions.
- ▶ **Policy CS-14:** The City shall protect natural waterways from unnecessary alteration whenever flood protection structures or other forms of construction are proposed.
- ▶ **Policy CS-15:** The City shall conduct structural retrofits of at-risk City-owned infrastructure to protect against flooding.
- ▶ **Policy CS-16:** The City shall require all projects in Marysville to address and mitigate adverse impacts to the carrying capacity of local and regional storm drain systems.
- ▶ **Policy CS-17:** The City shall prohibit construction near levees that would adversely affect the integrity of the levee or would impede maintenance, inspection, or planned levee expansion.
- ▶ **Policy CS-18:** The City shall prohibit development along rivers and waterways that would reduce stream capacity, increase erosion, or cause deterioration of the channel.
- ▶ **Policy CS-19:** The City shall require that new developments evaluate potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.
- ▶ **Policy CS-20:** The City shall ensure that new development and infrastructure projects do not create or exacerbate flood risks elsewhere in Marysville or in neighboring communities.
- ▶ **Policy CS-21:** The City shall require all new residential development outside of the levee system to have the ground floor located above the 100-year flood base elevation, as defined on the Federal Emergency Management Agency's Flood Insurance Rate Maps.
- ▶ **Policy CS-22:** The City shall not approve permanent structures within a flood hazard area or an area of moderate flood hazard without demonstrating adequate flood protection.
- ▶ **Policy CS-23:** The City shall require new developments to provide drainage improvements according to City standards.
- ▶ **Policy CS-24:** The City shall strive to develop a standard for requiring a percentage of permeable surfaces on new and redevelopment projects consisting of one acre or more to reduce surface runoff.
- ▶ **Policy CS-25:** The City shall work with its partner agencies to maintain Ellis Lake and East Ellis Lake to provide stormwater retention during storm events.

### ***Public Safety and Emergency Management***

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-46:** The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.
- ▶ **Policy CS-47:** The City shall coordinate with mutual-aid partners, other agencies, water providers, and regional dam operators, to establish a procedure for communication and implementation of evacuation routes.
- ▶ **Policy CS-48:** The City shall continue to update and ensure that the Emergency Response Plan meets current federal, state, and local emergency requirements.

## **City of Marysville Urban Stormwater Quality Management and Discharge Control Ordinance**

Marysville Municipal Code Chapter 6.20 regulates stormwater management, including source control requirements, and includes requirements for development projects to reduce stormwater pollution and erosion during the construction and operational phases. Minor discharges of clean water, such as landscape irrigation water, and uncontaminated pumped groundwater (e.g., construction dewatering) are exempt from the ordinance (Section 6.20.130).

The City has incorporated the EPA's categorical pretreatment standards found at 40 Code of Federal Regulations, Chapter I, Subchapter N, Parts 405–471. These pretreatment standards consist of numeric effluent limitations for a variety of industrial point sources (other than publicly owned treatment works). The EPA's pretreatment standards require the application of the best practicable control technology currently available. The City has also adopted specific numeric standards for industrial water discharge for a variety of pollutants, such as arsenic, benzene, lead, mercury, oil and grease, and suspended solids, among others (Section 6.20.126). Detailed plans describing industrial wastewater pretreatment and operating procedures must be submitted to the Public Works Director for review and approval prior to construction (Section 6.28.128).

Section 6.20.170 requires the City to establish requirements identifying BMPs for any activity, operation, or facility which may cause or contribute to pollution or contamination of stormwater, the storm drain system, or Waters of the U.S. as separate BMP guidelines (see *City of Marysville Post-Construction Standards Plan*, discussed below). BMPs designed to pre-treat and reduce the amount of pollutants must be implemented and maintained whenever pollutants may enter the storm drain system, during both construction and operation. Proposed projects are required to incorporate BMPs to control the volume, rate, and potential pollutant loading of stormwater runoff. The owner or operator of a commercial or industrial establishment must provide reasonable protection from accidental discharge of prohibited materials or other wastes into the municipal storm drain system or watercourses.

Section 6.20.210 requires every person owning property through which a watercourse passes to keep and maintain that part of the watercourse within the property reasonably free of trash, debris, and other obstacles that would pollute, contaminate, or significantly retard the flow of water through the watercourse. Furthermore, existing privately-owned structures within or adjacent to a watercourse must be maintained such that the effective functioning and physical integrity of the watercourse is protected, and in a manner that does not cause pollution. Healthy streambank vegetation may not be removed beyond that actually necessary for utility and bikeway construction and/or maintenance, flood control, or fire protection, and removal of said vegetation must not be performed in such a manner as to increase the vulnerability of the watercourse to unnaturally high rates of erosion.

## **City of Marysville Post-Construction Standards Plan**

The *City of Marysville Post-Construction Standards Plan* (WGR Southwest, Inc. 2015) was prepared to guide project proponents and municipal plan checkers through the various site design requirements of the MS4 Permit. Increased urbanization through new development and redevelopment has been shown to cause more frequent storm water discharge events, higher peak flow velocities, and larger volumes of storm water runoff. These conditions, if not properly managed, can degrade water quality by mobilizing greater and more frequent loads of pollutants such as sediment, organic material, trash, nutrients, pathogens, heavy metals, and other toxic substances. In addition, natural and manmade drainage systems can be overwhelmed, causing accelerated erosion of channels and deposition of sediment and pollutants in downstream waterbodies, along with flooding.

Development projects are required to incorporate LID standards and hydromodification management techniques. LID reduces excessive runoff by incorporating control measures that utilize evapo-transpiration, infiltration, capture/reuse, and biotreatment to mimic the runoff of a natural environment. Hydromodification is the alteration of the natural flow of water through a landscape, and often takes the form of channel straightening, widening, or deepening, or relocating existing natural stream channels. Hydromodification techniques are used to design development sites so that post-construction runoff flow rates do not exceed those of the pre-construction conditions.

Small projects (that create and/or replace between 2,500 and 5,000 square feet of impervious surface) are required to implement one or more site design measures that “treat” storm water runoff using methods to evapo-transpire, infiltrate, harvest and reuse, or biotreat. Small projects are also required to quantify the runoff reduction achieved through the implementation of those measures. Larger “regulated” projects (that create or replace 5,000 square feet or more of impervious surface) are also required to implement site design measures, and in addition must also implement source control measures, LID measures, and hydromodification management measures. The Post-Construction Standards Plan generally requires that there is no-net-increase of the post-construction runoff flow rate compared to the pre-construction value for a 2-year, 24-hour storm event. The Plan includes lists of potential source control measures, LID measures, and hydromodification management measures that could be used, as well as sizing, volumetric, and flow-based criteria for design. A long-term plan for conducting regular maintenance of control measures is also required.

## **City of Marysville Surface Mining Ordinance**

Marysville Municipal Code Chapter 21.04 regulates surface mining and reclamation activities within the City limits. Mining operations involving less than 1,000 cubic yards of material within an area that is 1 acre or less, and surface mining operations that are required solely by federal law in order to protect a mining claim, are exempt from the ordinance.

Surface mining operations include the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine. Surface mining operations include, but are not limited to: (1) in-place distillation or retorting or leaching; (2) production and disposal of mining waste; and (3) prospecting and exploratory activities. (Section 21.04.020(x))

Surface mining activities in the City limits require a permit application, approval of a reclamation plan, and approval of financial assurances filed with the Public Works Department and approved by the City Planning

Commission (Section 21.04.030(a)). An Interim Management Plan is required within 90 days of an active mining operation becoming an idle mine; the Interim Management Plan must be approved by the City Planning Commission (Section 21.04.030(h)). Any mining operations that would be conducted within a 100-year floodplain and also within 1 mile of a State highway bridge require notification to the Caltrans and consideration of Caltrans comments on the surface mining application, before permit approval by the City Planning Commission (Section 21.04.040).

Section 21.04.050 provides the detailed specifications that are required as part of surface mining reclamation plans, including, but not limited to, the following:

- ▶ A grading and erosion control plan for overburden and waste deposit sites.
- ▶ A drainage and erosion control plan for stockpiles of mined and processed materials.
- ▶ Plans showing the location, design, and program for continuing maintenance of proposed protection works, settling ponds, and other bodies of water, including a description of provisions for the conservation and protection of quality and quantity of groundwater and streams, and the disposition of surface drainage and control of erosion.
- ▶ A detailed description of the manner in which contaminants will be controlled, and mining waste will be disposed.
- ▶ A detailed description of the manner in which rehabilitation of affected streambed channels and streambanks to a condition minimizing erosion and sedimentation will occur.
- ▶ A landscape rehabilitation plan prepared by a qualified professional with expertise in preparing such a plan, designed to prevent erosion and protect natural appearance, and containing a soils report, list of plant materials, and details related to irrigation.

### **City of Marysville Floodplain Management Ordinance**

Marysville Municipal Code Title 20 regulates floodplain management. A permit is required from the City's Floodplain Administrator for development in any area of special flood hazard zones (Section 20.08.010). Chapter 20.12 contains provisions intended to reduce flood hazards in all special flood hazard zones identified by FEMA or zones identified in studies conducted by the City's Floodplain Administrator. All new construction and substantial improvements to existing facilities must employ construction methods and practices, and be constructed using materials and utility equipment that are resistant to flood damage. In FEMA flood zones AH and AO, adequate drainage paths must be provided around structures on slopes to guide floodwaters around and away from proposed structures. Construction in flood zones other than AO must be elevated so the lowest floor is above the base flood elevation. Construction in flood zone AO must be elevated so the lowest floor is elevated above the highest grade shown on the FIRM, or a minimum of 2 feet if the grade is not specified on the FIRM. Nonresidential construction and associated sanitary facilities must either comply with the above provisions, or install watertight floodproofing around the lowest floor and have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.



Section 20.12.050 requires all new and replacement water supply and sanitary systems in special flood hazard areas to be designed to minimize or eliminate infiltration of floodwaters into the system and discharge from systems into floodwaters. Furthermore, on-site waste disposal systems must be located to avoid impairment to or contamination from such systems during flooding.

Within a designated floodway, the following actions are prohibited (Section 20.12.080):

- ▶ New construction, substantial development, or other development (including fill) within FEMA Zones A1—30 and AE, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other development, will not increase the water surface elevation of the base flood more than one foot at any point within the city.
- ▶ Encroachments, including fill, new construction, substantial improvements, and other development, unless certification by a registered professional engineer or architect is provided demonstrating that encroachments would not result in any increase in flood levels during the occurrence of the base flood discharge.

### **Yuba County Local Agency Management Program (Wastewater)**

Septic systems (also known as Onsite Wastewater Treatment Systems, or OWTS) in Yuba County are regulated under the Yuba County Local Agency Management Program (LAMP), as approved by the Central Valley RWQCB in 2018. The LAMP includes the County OWTS requirements contained in Yuba County Municipal Code Chapter 7.07 and in the County's *On-Site Sewage Manual* (Yuba County Department of Environmental Health [Yuba County DEH] 2018).

Yuba County Municipal Code Section 7.07.204 requires a variety of materials to be submitted in support of a permit application, as detailed in the *On-Site Sewage Manual*. Section 7.07.207 sets forth the required distances between septic tanks and leach fields. Section 7.07.208 states that prior to receiving approval, a land use project proposing to utilize on-site sewage disposal must complete the County's site evaluation process as described below and in the *On-Site Sewage Manual* (Yuba County DEH 2018) to determine the suitability of on-site sewage disposal, as part of the septic system permit application process.

Each project must include soils testing that includes soil profile excavations and a percolation rate determination. A site evaluation report must be prepared that verifies all of the following minimum site characteristics:

- ▶ Minimum vertical separation of 48 inches of defined effective soil with a percolation rate between six minutes per inch and 60 minutes per inch.
- ▶ For sites that do not meet these criteria, acceptable alternative systems designs are identified and described in the *On-Site Sewage Manual*.

Yuba County Municipal Code Section 7.07.210 requires that when a public sewer system is available in a city, town, sanitary district, or sewer maintenance district, a sewer connection must be made to that system for all new construction.

Once constructed, septic systems are subject to the County's Operation, Maintenance, and Monitoring Program as specified in the *On-Site Sewage Manual* (Yuba County 2018).

## **4.9.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

This EIR analyzes buildout within the City limits consistent with the land use designations and zoning in the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, and compares this to the existing physical conditions, which constitute the baseline for determining whether potential impacts are significant.

### **THRESHOLDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, an impact related to hydrology and water quality is considered significant if the proposed project would:

- ▶ Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- ▶ Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- ▶ 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 which would:
  - i) result in substantial erosion or siltation on- or off-site;
  - ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or 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; or
  - iv) impede or redirect flood flows.
- ▶ In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- ▶ Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## IMPACT ANALYSIS

IMPACT 4.9-1 Violate Water Quality Standards or Waste Discharge Requirements or Otherwise Substantially Degrade Surface or Ground Water Quality. *Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan, along with utilities and public facilities required to serve such development, would increase the potential for construction and operation-related erosion, and transport of sediment and other pollutants into downstream waterbodies that could degrade water quality. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.*

Development and supporting infrastructure under the proposed 2050 General Plan and the Downtown Specific Plan could result in short-term water quality degradation through construction-related erosion and pollutant transport to downstream waterbodies. Construction activities associated with future development would involve grading, excavation, and other earth-moving activities. Construction would result in the temporary disturbance of soil and would expose disturbed areas to winter storm events. Rain of sufficient intensity could dislodge soil particles from the soil surface. If the storm is large enough to generate runoff, localized construction-related erosion could occur. Sediment and other construction site pollutants could be transported via overland flow to downstream drainage facilities and waterbodies during winter storm events. In addition, soil disturbance during the summer as a result of construction activities could result in soil loss because of wind erosion.

Groundwater quality can be degraded either by direct contact from construction dewatering, or by indirect contact as a result of percolation of stormwater during operation. Construction dewatering is regulated through compliance with the Central Valley RWQCB's Low Threat General Order, which requires discharges to surface waters and storm drains to be either pollutant-free or to implement treatment prior to discharge where such treatment is well established and the volume of discharge does not exceed certain limits. Protection of groundwater quality from stormwater percolation during normal business operation is also accomplished through compliance with the Low Threat General Order, as well as implementation of the City's MS4 permit (discussed below).

Long-term water quality could be degraded by adding impervious surfaces and additional urban stormwater runoff, which could result in pollutant transport into downstream waterbodies. Development projects have the potential to alter the types, quantities, and timing of contaminant discharges in stormwater runoff. Changes to a more developed state, if not properly managed, can adversely affect water quality. Sediment, trash, organic contaminants, nutrients, trace metals, and oil and grease compounds are common urban runoff pollutants that can degrade receiving water quality. Sources of these pollutants may be erosion from disturbed areas, deposition of atmospheric particles derived from automobiles or industrial sources, corrosion or decay of building materials, rainfall contact with toxic substances, and accidental spills of toxic materials on surfaces that receive rainfall and generate runoff.

Sources of sediment from urban development include roads and parking lots, as well as destabilized landscape areas, streambanks, unprotected slopes, and disturbed areas where vegetation has been removed during the grading process. Sediments, in addition to being contaminants in their own right, transport other contaminants, such as trace metals, nutrients, and hydrocarbons that adsorb to suspended sediment particles. New urban industrial and commercial development can generate urban runoff from parking areas, as well as any areas of hazardous materials storage exposed to rainfall. The amount of contaminants discharged in stormwater drainage

from developed areas varies based on a variety of factors, including the intensity of urban uses such as vehicle traffic, types of activities occurring (e.g., office, commercial, industrial), types of contaminants used at a given location (e.g., pesticides, herbicides, cleaning agents, petroleum byproducts), contaminants deposited on paved surfaces, and the amount of rainfall.

Long-term operational discharges of urban contaminants into the stormwater drainage system and ultimate receiving waters could increase with the buildout of the proposed 2050 General Plan and Downtown Specific Plan. However, since most of the city is built out, the increase would be minor.

Improper installation and lack of proper maintenance of septic systems can result in insufficient treatment of wastewater by soil microbes, and/or leakage or spills from septic holding tanks. These problems, in turn, can result in degradation of surface water and/or groundwater quality.

Surface mining activities can result in water quality degradation from erosion, and sediment and other pollutant transport into surface water and groundwater.

Water quality degradation can interfere with Basin Plan implementation and with achievement of TMDL objectives required by the CWA, and can adversely affect wetland ecosystems, sensitive plant and animal species, and human health.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Projects that disturb more than one acre of land must comply with the requirements in the SWRCB's *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order WQ 2022-0057-DWQ) (SWRCB 2022b). The SWPPP must include a site map and a description of construction activities, and must identify the BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants. It also identifies the need to address hydromodification (stream channel modification and alterations in the natural hydrology of a watershed that result from changes in land cover/land use), and requires LID controls to more closely mimic the pre-developed hydrologic condition.

Marysville Municipal Code Section 6.20.160 requires that any person subject to an NPDES Construction General Permit must comply with and provide proof of such compliance to the City. Municipal Code Section 6.20.170(4) requires that any person performing construction work within the city must implement appropriate BMPs to prevent the discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment to the stormwater drainage system.

The City's Urban Stormwater Quality Management and Discharge Control Ordinance (Marysville Municipal Code Chapter 6.20) regulates stormwater management to achieve compliance with the City's MS4 Permit, including source control requirements, and includes requirements for development projects to reduce stormwater pollution and erosion during the construction and operational phases. The City has incorporated the EPA's categorical pretreatment standards, which consist of numeric effluent limitations for a variety of industrial point sources (other than publicly owned treatment works). The EPA's pretreatment standards require the application of the best practicable control technology currently available. The City has also adopted specific numeric standards for industrial water discharge for a variety of specific pollutants. The Ordinance requires that detailed plans describing industrial wastewater pretreatment and operating procedures must be submitted to the Public Works Director for review and approval prior to the start of construction.

New development is required to comply with the provisions of the *City of Marysville Post-Construction Standards Plan* (WGR Southwest, Inc. 2015) with regards to site design requirements for compliance with the City's MS4 Permit. Projects are required to incorporate LID standards and hydromodification management techniques. Small projects are required to implement one or more site design measures that "treat" storm water runoff using methods to evapo-transpire, infiltrate, harvest and reuse, or biotreat. Small projects are also required to quantify the runoff reduction achieved through the implementation of those measures. Larger projects are required to do the same, and are also required to implement source control measures, LID measures, and hydromodification management measures. The Post-Construction Standards Plan generally requires that there is no-net-increase of the post-construction runoff flow rate compared to the pre-construction value for a 2-year, 24-hour storm event. The Plan includes lists of potential source control measures, LID measures, and hydromodification management measures that could be used, as well as sizing, volumetric, and flow-based criteria for design. A long-term plan for conducting regular maintenance of control measures is also required.

Industrial or commercial facilities require appropriate NPDES permits/WDRs, and implementation of site-specific BMPs, per compliance with the SWRCB's Industrial General Permit. CASQA's *Industrial and Commercial BMP Handbook* provides guidance to dischargers, including descriptions of structural and non-structural source control BMPs, and guidance related to annual reporting of structural control measures and treatment systems.

All development in Marysville is required to connect to the City's wastewater conveyance system, where feasible. Septic systems in Yuba County are regulated through County Municipal Code Chapter 7.07. Specific requirements that govern installation and operation of septic systems are contained in the County's *On-Site Sewage Manual* (Yuba County DEH 2018).

Marysville Municipal Code Chapter 21.04 regulates surface mining and reclamation activities within the City limits. Surface mining activities in the City limits require a permit application and approval of a Reclamation Plan. The Reclamation Plan must include a grading and erosion control plan for overburden and waste deposit sites and for stockpiles of mined and processed materials; and provisions for the conservation and protection of quality and quantity of groundwater and streams, and the disposition of surface drainage and control of erosion. The Reclamation Plan must also include a detailed description of the manner in which contaminants will be controlled, and mining waste will be disposed. Under SMARA, Reclamation Plans must be approved by the City and then submitted to the California Department of Conservation for review and approval. SMARA requires that the documentation be provided to the California Department of Conservation demonstrating that surface and groundwater will be protected in accordance with the Porter-Cologne and Clean Water Acts, and Regional Water Quality Control Board requirements, before issuance of a mining permit.

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address the impact related to potential violation of water quality standards and degradation of water quality throughout the city, including the Downtown Specific Plan Area.

### ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.6:** Facilitate a flexible approach for stormwater treatment and management systems that implements low impact development methods in new development and recognizes constraints for infill development.
- ▶ **Policy OS-2.7:** Discourage grading activities during the rainy season, and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.
- ▶ **Policy OS-2.8:** Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.
- ▶ **Policy OS-2.9:** Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.11:** Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
  - **Implementation Strategy OS 2.1-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.

**Goal OS-5:** Orderly extraction of minerals while protecting sensitive environmental resources.

- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.
  - **Implementation Strategy OS 5.1-1:** Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

## Land Use + Community Development Element

- **Policy LU+CD-8.5:** Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.

## Conclusion

Proposed 2050 General Plan Policies OS-2.6 through OS-2.13, OS-5.2, and LU+CD-8.5 along with Implementation Strategies OS 3.1-1 and OS 6.1-1 listed above would help prevent erosion and siltation by limiting grading activities during the winter rainy season, implementing LID techniques to provide stormwater pre-treatment, requiring that all new development demonstrate adequate stormwater pre-treatment through compliance with the City's Post-Construction Standards Plan and the CASQA BMP Handbooks, ensuring that new industrial uses in the northeast corner of the City do not discharge untreated water into the Yuba River, requiring that surface mining projects provide approved Reclamation Plans that demonstrate how water quality protection will be achieved before permit issuance, and requiring that development in Open Space areas avoid adverse effects on stream bank stability and stream water quality. In addition, compliance with the SWRCB's NPDES Construction General Permit requirements to implement a SWPPP and BMPs would reduce construction-related erosion. Compliance with the City's MS4 permit by implementing the requirements in the City's Post-Construction Standards Plan and the CASQA BMP Handbooks for site design and operation would ensure pre-treatment of process water and stormwater runoff. Compliance with the City's SMARA ordinance would ensure that a Reclamation Plan with specific measures to control erosion and protect water quality during surface mining activities would be implemented as part of the mining permit terms and conditions. Compliance with Yuba County's Municipal Code requirements and the County's On-Site Sewage Manual would minimize and avoid water quality contamination from wastewater. These measures would protect water quality as required by the Basin Plan. Therefore, this impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.9-2 Decrease Groundwater Supplies or Interfere with Groundwater Recharge so as to Impede Sustainable Groundwater Basin Management. *Development under the proposed 2050 General Plan and the Downtown Specific Plan would result in a minor increase in the demand for water supply and the amount of impervious surfaces. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.*

Most development and improvements to infrastructure and public facilities under the proposed 2050 General Plan and the Downtown Specific Plan would be within the Marysville Ring Levee; this area is generally already built out and therefore development under the proposed Plans would not result in a substantial increase in new impervious surfaces. Most of the land within the City limits but *outside* of the Marysville Ring Levee is designated Open Space in the proposed 2050 General Plan. Although the proposed 2050 General Plan recommends improvements to recreational amenities outside the Levee, the need for water supply and the surface area of new impervious surfaces (e.g., parking areas and small restroom or storage/maintenance buildings) to serve these parks would be small.

Approximately 95 acres of vacant land in the northeastern corner of the city outside the Ring Levee, adjacent to the Recology Yuba-Sutter Transfer Station and Materials Recovery Facility, would be designated for future Fabrication and Services Uses. Any development in this area would result in an increased demand for water supply and new impervious surfaces. As described in detail in Section 4.15, “Utilities and Service Systems,” all of the city’s water comes from groundwater supplied by the California Water Service Company (Cal Water). Modeling performed for Cal Water’s most recent Urban Water Management Plan, adopted in 2021, determined that under all hydrologic conditions, its groundwater supply for the Marysville District would fully meet future demands through the 2045 planning horizon (Cal Water 2021). (Please see Section 4.15, “Utilities and Service Systems,” for additional details related to water supply.) Furthermore, although water shortage conditions are not expected to arise due to drought, Cal Water has developed a Water Shortage Contingency Plan (part of the Urban Water Management Plan) to address potential water shortage conditions that may result in the future from any cause (e.g., droughts, distribution system infrastructure issues, regulatory-imposed shortage restrictions, etc.).

Marysville overlies the southern end of the North Yuba Subbasin. As required by the SGMA, a combined Groundwater Sustainability Plan for the North and South Yuba Subbasins was prepared and approved by DWR in 2021 (Yuba Water et al. 2019). Groundwater levels in the North Yuba Subbasin have been generally stable for at least 70 years. The North Yuba Subbasin is not in a state of overdraft, meaning that groundwater extraction does not exceed the sustainable yield. Groundwater modeling for sustainability purposes included existing and projected development through the 2040 planning horizon. The combined North and South Yuba Subbasins Groundwater Sustainability Plan includes monitoring criteria, a basin-wide monitoring network, sustainable management criteria, and projects and management actions necessary to ensure the Subbasins’ sustainability.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The City of Marysville is one of the three Groundwater Sustainability Agencies responsible for sustainability planning in the North Yuba Groundwater Subbasin. As such, as required by the SGMA, the City is responsible for monitoring groundwater conditions, complying with SGMA requirements, and coordinating with other agencies and entities (e.g., public water systems, etc.) to implement programs designed to achieve sustainability per the conditions in the adopted North and South Yuba Subbasins Groundwater Management Plan.

### **Relevant Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies would address the impact related to groundwater supplies, recharge, and sustainability throughout the city, including the Downtown Specific Plan Area.

#### ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.1:** Participate in ongoing water supply and groundwater sustainability planning with the California Water Service Company, Yuba Water Agency, and the Cordua Irrigation District.
- ▶ **Policy OS-2.2:** Implement applicable water efficiency requirements for both indoor and outdoor water use in new development.
- ▶ **Policy OS-2.3:** Provide public educational materials related to water conservation and water quality on the City’s website.



- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.5:** Require any new water wells drilled near existing watercourses in areas designated Open Space to be set back from the watercourse to avoid an impact to stream hydrology.
- ▶ **Policy OS-2.6:** Facilitate a flexible approach for stormwater treatment and management systems that implements low impact development methods in new development and recognizes constraints for infill development.
- ▶ **Policy OS-2.9:** Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.

### ***Land Use + Community Development Element***

- ▶ **Policy LU+CD-8.5:** Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.

### **Conclusion**

Proposed 2050 General Plan Policies OS-2.1 through OS-2.6, OS-2.9, and LU+CD-8.5 would promote water conservation through the use of water-efficient interior appliances and landscaping along with public education to reduce the use of groundwater supplies; would protect the major river and stream corridors in the Marysville area for continued groundwater recharge and from adverse hydrologic impacts from any new water wells; and would require the incorporated of LID techniques in new and redevelopment such as permeable pavement and landscaping that would provide groundwater recharge at each project site. The City of Marysville is one of the three Groundwater Sustainability Agencies responsible for sustainability planning in the North Yuba Groundwater Subbasin. As such, the City is responsible for monitoring groundwater conditions, complying with SGMA requirements, and coordinating with other agencies and entities (e.g., public water systems, etc.) to achieve sustainability. Continued implementation of the programs in the adopted Groundwater Sustainability Plan for the North and South Yuba Subbasins, which includes projected future growth and urban development in the areas overlying the basins, would provide for groundwater sustainability for the development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan. Therefore, this impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.9-3 Substantially Alter Drainage Patterns or Add Impervious Surfaces Resulting in Substantial Erosion or Siltation On- or Off-Site. *Most of the city is already built out; therefore, development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would not result in substantial alteration of drainage patterns. Future development could result in the addition of new impervious surfaces, that could in turn result in erosion or siltation. Implementation of 2050 General Plan policies, and compliance with existing federal and state regulations and local ordinances, would result in a less-than-significant impact.*

Most of the city is already built out and the area within the Marysville Ring Levee where most development is anticipated is flat. Therefore, development anticipated under the proposed 2050 General Plan and Downtown Specific Plan would not result in substantial alteration of drainages or substations amounts of new impervious surfaces. The proposed 2050 General Plan does include recommendations to improve recreational amenities and improve trail connections in areas outside the Marysville Ring Levee, though these types of physical changes do not require, and would not result in substantial alteration of drainages or substations amounts of new impervious surfaces.

There are historic and active mining areas in the vicinity of Marysville. If there are future surface mining activities in the City limits along the Yuba River, this could result in alteration of existing drainage patterns and, if not properly contained, could result in transport of sediment and other pollutants into the Yuba River.

Future development within the developed area of the city within the Marysville Ring Levee, including within the Downtown Specific Plan Area, would generally replace existing impervious surfaces with new buildings and pavement, but some increases in new impervious surfaces would occur. (It is also possible that future physical changes within the Marysville Ring Levee (new landscaping, low impact development drainage improvements, etc.] could result in a net *decrease* in impervious surfaces. If there is development in the northeastern corner of the City, if and when such development proposals were brought forward in the future, they could result in new impervious surfaces. The addition of impervious surfaces allows pollutants such as oil, grease, and sediment to accumulate and be subsequently mobilized and transported in stormwater runoff during the winter rainy season. Furthermore, construction would include earthmoving activities such as excavating and grading that could expose disturbed areas and stockpiled soils to wind or water erosion, resulting in sediment transport via stormwater runoff into Jack Slough, the Feather River, and the Yuba River.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Projects that disturb more than one (1) acre of land must comply with the requirements in the SWRCB's *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Construction General Permit) (Order WQ 2022-0057-DWQ). The SWPPP must include a site map and a description of construction activities, and must identify the BMPs that will be employed to prevent soil erosion and discharge of other construction-related pollutants.

Operation of residential and commercial development is subject to the City's NPDES Phase II Small MS4 permit, which is implemented through project applicant compliance with the City's *Post-Construction Standards Plan* (WGR Southwest, Inc. 2015) the City's Urban Stormwater Quality Management and Discharge Control Ordinance (Marysville Municipal Code Chapter 6.20), which require implementation of site design and source control BMPs to control and treat site-specific operational stormwater runoff.

Most industrial development is subject to the SWRCB's Industrial General Permit, which requires dischargers to use Best Available Technologies to reduce pollutants in stormwater discharges, to prepare and implement an operational SWPPP, and to implement a suite of BMPs designed to reduce pollutants.

Surface mining activities are subject to the City's and the California Department of Conservation's approval of a Reclamation Plan prior to issuance of mining permits. As required by SMARA, the Reclamation Plan must demonstrate how water quality will be protected during mining activities.

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address the impact related to substantial alteration of drainages and subsequent erosion and siltation throughout the City, including the Downtown Specific Plan Area.

### ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.2:** Facilitate a flexible approach for stormwater treatment and management systems that implements low impact development methods in new development and recognizes constraints for infill development.
- ▶ **Policy OS-2.7:** Discourage grading activities during the rainy season, and require activities that are conducted during the rainy season to implement measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.
- ▶ **Policy OS-2.8:** Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.
- ▶ **Policy OS-2.9:** Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.11:** Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
  - **Implementation Strategy OS 2.1-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and

protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.

**Goal OS-5:** Orderly extraction of minerals while protecting sensitive environmental resources.

- ▶ **Policy OS-5.2:** In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.
- **Implementation Strategy OS 5.1-1:** Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

### ***Land Use + Community Development Element***

- ▶ **Policy LU+CD-8.5:** Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.

### **Conclusion**

Proposed 2050 General Plan Policies OS-2.6 through OS-2.12, OS-5.2, and LU+CD-8.5, and Implementation Strategies OS 2.1-1 and OS 5.1-1 listed above would help prevent erosion and siltation by limiting grading activities during the winter rainy season, implementing LID techniques to provide stormwater pre-treatment, requiring that all new development demonstrate adequate stormwater pre-treatment through compliance with the City's Post-Construction Standards Plan and the CASQA BMP Handbooks, ensuring that new industrial uses in the northeast corner of the City do not discharge untreated water into the Yuba River, requiring that surface mining projects provide approved Reclamation Plans that demonstrate how water quality protection will be achieved before permit issuance, and requiring that development in Open Space areas avoid adverse effects on stream bank stability and stream water quality. In addition, compliance with the SWRCB's NPDES Construction General Permit requirements to implement a SWPPP and BMPs would reduce construction-related erosion. Compliance with the City's MS4 permit by implementing the requirements in the City's Post-Construction Standards Plan and the CASQA BMP Handbooks for site design and operation would ensure pre-treatment of process water and stormwater runoff.

Compliance with the City's SMARA ordinance would ensure that a Reclamation Plan with specific measures to control erosion and protect water quality during surface mining activities would be implemented as part of the mining permit terms and conditions.

Therefore, alteration of drainages and the addition of new impervious surfaces from implementation of development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan would not result in substantial erosion or siltation, and this impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.9-4 Substantially Increase Stormwater Runoff that Would Exceed the Capacity of Stormwater Drainage Systems and/or Cause an Increase in Flooding or Provide Additional Sources of Polluted Runoff. *Development under the proposed 2050 General Plan and Downtown Specific Plan could result in a minor increase in the amount of impervious surfaces, thereby increasing surface runoff that would require adequate drainage facilities in order to reduce flooding. With implementation of the policies in the proposed General 2050 General Plan, combined with current drainage and flood control regulations and ordinances, this impact would be less than significant.*

Most of the city is already built out. Most development and anticipated infrastructure and public facilities improvements under the proposed 2050 General Plan would be within the Downtown Specific Plan Area, which is built out. Development within the developed area of the city, including the Downtown Specific Plan Area, would generally replace existing impervious surfaces with new buildings and pavement, although some increases in impervious surfaces with increased stormwater runoff could occur. The proposed 2050 General Plan does include recommendations to improve recreational amenities and improve trail connections in areas outside the Marysville Ring Levee, though these types of physical changes would not include substantial amounts of new impervious surfaces that would generate substantial new stormwater runoff.

The City's storm drainage system includes approximately 27 miles of pipelines and 3 pump stations. Stormwater runoff in the developed portion of the City limits, including the Downtown Specific Plan Area, is discharged to the Yuba River and Jack Slough through pumping stations located along the levees. Jack Slough discharges into the Feather River approximately 0.6 mile north of the City limits.

New development in the northeastern corner of the City outside the Marysville Ring Levee could result in new impervious surfaces with resultant stormwater runoff, and since there is no stormwater drainage infrastructure in this area now, new stormwater drainage infrastructure would be required. As discussed in Impact 4.8-3 in Section 4.8, "Hazards and Hazardous Materials," due to requirements for the ongoing administrative remedies at the former Recology Yuba-Sutter Landfill (which includes contaminated soil, groundwater, and landfill gases), it is unlikely that future development would be permitted in this area during the life of the proposed 2050 General Plan. If future development proposals were brought forward for this area, the City would impose conditions on such proposals to ensure consistency with proposed 2050 General Plan policies, including those that would reduce the potential for impacts related to erosion, hazardous materials exposure, water quality, hydrology, and other topics.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Operation of residential and commercial development is subject to the City's NPDES Phase II Small MS4 permit, which is implemented through project applicant compliance with the City's *Post-Construction Standards Plan* (WGR Southwest, Inc. 2015) the City's Urban Stormwater Quality Management and Discharge Control Ordinance (Marysville Municipal Code Chapter 6.20), which require implementation of site design and source control BMPs to control and treat site-specific operational stormwater runoff.

Most industrial development is subject to the SWRCB's Industrial General Permit, which requires dischargers to use Best Available Technologies to reduce pollutants in stormwater discharges, to prepare and implement an operational SWPPP, and to implement a suite of BMPs designed to reduce pollutants.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following proposed 2050 General Plan policies and implementation strategies would address the impact related to stormwater drainage infrastructure with associated flooding and pollutant transport throughout the city, including the Downtown Specific Plan Area.

### ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.9:** Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.10:** New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.
- ▶ **Policy OS-2.11:** Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.
- ▶ **Policy OS-2.12:** Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.
  - **Implementation Strategy OS 2.1-1:** The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.

### ***Land Use + Community Development Element***

- ▶ **Policy LU+CD-8.5:** Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.
  - **LU+CD Implementation Strategy 8.2:** The City will prepare and maintain water, drainage, and sewer infrastructure master plans, in coordination with other service agencies, as appropriate, that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing development and development anticipated during the General Plan planning horizon.

**Existing General Plan Safety Element**

**Goal CS-2:** Avoid the risk of loss of life and injury and minimize the risk of damage to property from flooding and inundation hazards.

- ▶ **Policy CS-16:** The City shall require all projects in Marysville to address and mitigate adverse impacts to the carrying capacity of local and regional storm drain systems.
- ▶ **Policy CS-23:** The City shall require new developments to provide drainage improvements according to City standards.
- ▶ **Policy CS-24:** The City shall strive to develop a standard for requiring a percentage of permeable surfaces on new and redevelopment projects consisting of one acre or more to reduce surface runoff.
- ▶ **Policy CS-25:** The City shall work with its partner agencies to maintain Ellis Lake and East Ellis Lake to provide stormwater retention during storm events.

**Conclusion**

Proposed 2050 General Plan Policies OS-2.9 through OS-2.15, CS-16, CS-23, CS-24, CS-25, and LU+CD-8.5, and Implementation Strategies OS 2.1-1 and LU+CD 8.2 listed above ensure adequate stormwater drainage facilities that eliminate potential flooding and reduce pollutant transport by required development to implement LID techniques to provide stormwater pre-treatment, requiring that all new development pay a fair share towards any necessary upgrades to the City’s stormwater drainage infrastructure and demonstrate adequate stormwater pre-treatment through compliance with the City’s Post-Construction Standards Plan and the CASQA BMP Handbooks, ensuring that new industrial uses in the northeastern corner of the City do not discharge untreated water into the Yuba River, and requiring that development in Open Space areas avoid adverse effects on stream bank stability and stream water quality. In addition, these implementation strategies require all projects in the City to address and mitigate effects on the carrying capacity of stormwater drainage infrastructure; and provide drainage improvements according to City standards. Furthermore, compliance with the City’s MS4 permit by implementing the requirements in the City’s Storm Drainage Ordinance, the Post-Construction Standards Plan, and the CASQA BMP Handbooks for site design and operation would ensure pre-treatment of process water and stormwater runoff. Therefore, alteration of drainages and the addition of new impervious surfaces from implementation of development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan would not result in substantial erosion or siltation, and this impact would be **less than significant**.

**Mitigation Measure**

No mitigation is required.

IMPACT 4.9-5	Impede or Redirect Flood Flows and Risk Release of Pollutants Due to Inundation. <i>Most development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would be protected from riverine flooding by the Marysville Ring Levee. Areas outside the Ring Levee are subject to 100- and 200-year flooding. Portions of the City are also subject to inundation if several dams that impound reservoirs upstream from the city were to fail. With implementation of the policies in the proposed 2050</i>
-----------------	--

*General Plan, combined with current drainage and flood control regulations and ordinances, this impact would be **less than significant**.*

As explained previously in the Environmental Setting, the city is not located in a tsunami or seiche zone; thus, there would be **no impact** from release of pollutants from either of these hazards.

As discussed in detail in the Environmental Setting, the Marysville Ring Levee currently provides 100-year FEMA flood protection. When the current Ring Levee improvements and upgrades are completed, which is anticipated in 2024, the levee will provide most of the City with 200-year (CVFPP) and 300-year flood protection. Therefore, development that is within the Marysville Ring Levee, including all of the Downtown Specific Plan Area, would not be subject to FEMA or CVFPP riverine flood hazards, and development in these areas would result in **no impact** from impedance or redirection of flood flows.

Although the southeastern portion of the city that is outside the Marysville Ring Levee would be subject to inundation from 200-year (CVFPP) floods along the Yuba River (Exhibit 4.9-3), this area is designated for Open Space uses and therefore would not result in structures that would impede or redirect flood flows, or represent a source of pollutants that could be transported during floodwater inundation. Thus, there would be **no impact** from impedance or redirection of flood flows or risk of pollutant risk from inundation in these areas of the city.

The northeast corner of the City, which is designated for future Fabrication and Service uses, is outside of the State Plan of Flood Control levee system along the Yuba River. Therefore, future development in this area, if and when development proposals were brought forward in the future, could impede or redirect flood flows or be subject to a release of pollutants due to inundation from 100- and 200-year FEMA and CVFPP riverine flood hazards (Exhibit 4.9-2 and Exhibit 4.9-3).

All lands within the City limits are currently subject to potential inundation from a failure of New Bullards Bar Dam, which is approximately 27 miles in a direct line and approximately 37 river miles upstream to the northeast (near Camptonville). The depth of projected floodwaters would decrease from northeast to southwest, from more than 10 feet in the northeast, to depths of 5–10 feet within the Downtown Specific Plan Area, and depths of 0–5 feet in the west (Yuba County Water Agency and Mead & Hunt 2018). Areas within the City limits that are outside of the Marysville Ring Levee are also subject to potential inundation from a failure of Bowman Lake Dam and Oroville Dam, along with Virginia Ranch Dam in some areas (see Exhibit 4.9-4 and Exhibit 4.9-5).

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The City's Floodplain Management Ordinance (Marysville Municipal Code Title 20) regulates floodplain management. A permit is required from the City's Floodplain Administrator for development in any area of special flood hazard zones (Section 20.08.010). Chapter 20.12 contains provisions intended to reduce flood hazards in all special flood hazard zones identified by FEMA or zones identified in studies conducted by the City's Floodplain Administrator. All new construction and substantial improvements to existing facilities must employ construction methods and practices, and be constructed using materials and utility equipment that are resistant to flood damage. City requirements include providing adequate drainage paths around structures on slopes to guide floodwaters around and away from proposed structures, and elevating structures so the lowest floor is above the base flood elevation or elevated above the highest grade shown on the FIRM. Nonresidential construction and associated sanitary facilities must either comply with the above provisions, or install watertight



floodproofing around the lowest floor and have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.

SB 5 restricts approval of development agreements and subdivision maps in CVFPP flood hazard zones, unless certain findings are made. Furthermore, any project within 30 feet of a CVFPB Regulated Stream or within a CVFPB Designated Floodway (see Exhibit 4.9-3) must first obtain an encroachment permit. Permit applications are reviewed by the CVFPB (together with the USACE and local floodplain authorities, as applicable), which must make a determination that the proposed encroachment would not impede flood flows, and would not increase downstream flooding (i.e., would not substantially increase downstream water surface elevations) prior to issuance of a permit. During the CVFPB permit application process, additional materials such as a hydraulic study may be required.

All Yuba County citizens are encouraged to sign up for the CodeRED emergency notification service, which alerts residents and businesses by telephone, cell phone, text message, email, and social media when there is a threat to the health or safety of residents. The CodeRED system provides emergency alert notifications in the event of evacuation orders and warnings from natural disasters such as flooding.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies and implementation strategies would address the impact related to potential impedance or redirection of flood flows and release of pollutants from inundation throughout the city, including the Downtown Specific Plan area.

#### ***Existing General Plan Safety Element***

**Goal CS-2:** Avoid the risk of loss of life and injury and minimize the risk of damage to property from flooding and inundation hazards.

- ▶ **Policy CS-11:** The City shall identify contacts and coordinate with operators of nearby dams, including Oroville Dam, and develop a communications protocol in the event of an emergency, so the City is adequately informed and can respond to emergencies.
- ▶ **Policy CS-12:** The City shall coordinate with the Yuba Water Agency and other appropriate entities to maintain locally and regionally effective strategies for the planning, construction, operation, and maintenance of drainage and flood-control facilities, as well as the Marysville Ring Levee.
- ▶ **Policy CS-13:** The City shall use the best available flood hazard information and mapping from regional, state, and federal agencies to inform land use, zoning, and public facility investment decisions.
- ▶ **Policy CS-14:** The City shall protect natural waterways from unnecessary alteration whenever flood protection structures or other forms of construction are proposed.
- ▶ **Policy CS-15:** The City shall conduct structural retrofits of at-risk City-owned infrastructure to protect against flooding.
- ▶ **Policy CS-16:** The City shall require all projects in Marysville to address and mitigate adverse impacts to the carrying capacity of local and regional storm drain systems.

- ▶ **Policy CS-17:** The City shall prohibit construction near levees that would adversely affect the integrity of the levee or would impede maintenance, inspection, or planned levee expansion.
- ▶ **Policy CS-18:** The City shall prohibit development along rivers and waterways that would reduce stream capacity, increase erosion, or cause deterioration of the channel.
- ▶ **Policy CS-19:** The City shall require that new developments evaluate potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.
- ▶ **Policy CS-20:** The City shall ensure that new development and infrastructure projects do not create or exacerbate flood risks elsewhere in Marysville or in neighboring communities.
- ▶ **Policy CS-21:** The City shall require all new residential development outside of the levee system to have the ground floor located above the 100-year flood base elevation, as defined on the Federal Emergency Management Agency's Flood Insurance Rate Maps.
- ▶ **Policy CS-22:** The City shall not approve permanent structures within a flood hazard area or an area of moderate flood hazard without demonstrating adequate flood protection.

### ***Public Safety and Emergency Management***

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-46:** The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.
- ▶ **Policy CS-47:** The City shall coordinate with mutual-aid partners, other agencies, water providers, and regional dam operators, to establish a procedure for communication and implementation of evacuation routes.
- ▶ **Policy CS-48:** The City shall continue to update and ensure that the Emergency Response Plan meets current federal, state, and local emergency requirements.

### ***Circulation Element***

- **Implementation Strategy C2.4:** The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk events.

### **Conclusion**

The 2050 General Plan Goal CS-2 and Policies CS-12 through CS-22 would reduce the potential for flooding, and therefore also reduce the risks of pollutant release from inundation, by requiring coordination with agencies to maintain evacuation information in the event of a dam failure and for operation and maintenance of flood control facilities; preventing construction that would affect levee stability; conducting retrofits of City infrastructure where necessary; requiring that new development evaluate flood hazards and demonstrate compliance with standards prior to approval; and requiring that adequate flood protection be demonstrated for new structures subject to flood hazards. In addition, Goal CS-6 and Policies CS-46 through CS-48 would continue to provide for

coordination between the City and other agencies related to evacuations and warnings, city Emergency Evacuation Plans for flood-prone areas, and ongoing City training for emergency preparedness. Under Implementation Strategy C2.4, the City would maintain and update its emergency hazard evacuation network. Furthermore, compliance with the specific design and engineering requirements for structures in the flood zones consistent with the City's Floodplain Management Ordinance (Marysville Municipal Code Title 20), and compliance with CVFPB requirements for construction within 30 feet of a CVFPB Regulated Stream or within a CVFPB Designated Floodway would provide for flood proofing of new structures to reduce risk of pollutants and would maintain levee integrity to ensure continued protection of development. Therefore, implementation of development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan would not impede or redirect flood flows or result in substantial risk of pollutant release from inundation, and this impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.9-6	Conflict with or Obstruct Implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan. <i>With implementation of the policies in the Proposed 2050 General Plan and Downtown Specific Plan, and compliance with applicable statutes, regulations, and ordinances, this impact would be less than significant.</i>
-----------------	---

For the reasons described in detail in Impacts 4.9-1 and 4.9-2, implementation of the Proposed 2050 General Plan and the Downtown Specific Plan would not conflict with or obstruct implementation of the *Water Quality Control Plan for the Sacramento River and San Joaquin River Basins* (Central Valley RWQCB 2019) or the North and South Yuba Subbasins Groundwater Sustainability Plan (Yuba Water Agency et al. 2019). Therefore, this impact is considered **less than significant**.

### **Mitigation Measure**

No mitigation is required.

This page intentionally left blank

## **4.10 LAND USE AND PLANNING**

### **4.10.1 INTRODUCTION**

This section describes potential impacts related to land use and planning associated with the proposed 2050 General Plan, Specific Plan, and Zoning Code Update. There were no NOP comments regarding the topics addressed in this section of the EIR.

### **4.10.2 ENVIRONMENTAL SETTING**

Marysville is home to approximately 12,600 residents and 7,000 jobs, with a broad mix of housing types, retail and commercial services, parks and open space, assembly and fabrication facilities, and civic uses. Marysville is rich in cultural and historic character, and offers access to abundant open spaces. The city's geographic and geophysical advantages led to its early development, serving as the northernmost point accessible by paddleboat between the San Francisco and Sierra gold fields in the 1840s. The city is protected from the floodwaters of the Feather and Yuba Rivers by ring levees that prevented outward expansion and promoted a compact development pattern.

Residential neighborhoods are primarily located in two main areas: the historic district northwest of Downtown and East Marysville. Commercial activities, including retail, services, and professional offices, are strategically distributed throughout the City, with Downtown serving as a primary hub. Additionally, commercial clusters are found along State Highway 70 and State Highway 20 and in proximity to the hospital. Professional offices are also dispersed, with a notable presence around the Yuba County court facilities. The State Highway 70 and 20 corridors currently cater to the traveling public with retail, restaurants, convenience retail, and fueling stations.

The Marysville Historic Commercial District was formally listed on the National Register of Historic Places as two discontinuous districts spanning approximately 14 blocks bound by 1st, 6th, C, and E streets. The City commissioned a reconnaissance-level survey of the historic district in 2021 of the original 59 buildings that were identified as contributors to the district, finding that 8 have been demolished and 1 has been altered to such an extent that it is no longer recommended as a contributor.

### **4.10.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

No federal plans, policies, regulations, or laws related to land use and planning are applicable to the proposed project.

#### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **Planning Law**

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide development (Government Code Section 65300). To successfully guide long-range development, a general plan requires a complex set of analyses, comprehensive public outreach and input, and public policy for a

vast range of topic areas. State law also specifies the content of general plans. Current law requires seven mandated elements: land use; circulation; housing, conservation; open space; noise; and, safety. The State now requires local jurisdictions that have a disadvantaged community (as defined in the legislation) to address environmental justice in the general plan. Environmental justice is the “fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies” (California Government Code Section 65040.12 subsection e).

A general plan must contain development policies, diagrams, and text that describe objectives, principles, standards, and plan proposals. According to the Governor’s Office of Planning and Research’s (OPR) guidelines regarding general plans, topics from different elements may be combined, but all must be addressed within the general plan.

### **California Sustainable Communities and Climate Protection Act**

The California Sustainable Communities and Climate Protection Act (SB 375) requires regional planning agencies to develop regional land use plans (sustainable communities strategies) to meet greenhouse gas emission reduction goals set forth in the California Global Warming Solutions Act (Assembly Bill 32). These plans address reducing vehicle miles traveled by co-locating uses to shorten necessary trips and by coordinating land use and transportation/transit planning. Coordination is enforced by requiring transportation planning projects to comply with the sustainable community standards to receive state funding. SB 375 also allows projects that meet regional sustainable community standards to qualify for California Environmental Quality Act exemptions or streamlining.

### **Local Agency Formation Commissions**

The Cortese-Knox Local Government Reorganization Act (sec. 56000 et. seq. of the Government Code) is the framework within which proposed annexations and other changes to government reorganization are considered. This law sets forth the functions of a Local Agency Formation Commission (LAFCO), which are agencies that were created by state legislation to ensure that changes in local governmental organization occur in a manner that provides efficient and good-quality services and preserves open space land resources. In 1963, the California Legislature established LAFCOs in each county and gave them regulatory authority over local agency boundary changes. In the 1970s, the legislature recognized the connection between decisions concerning governmental organization and the issues of urban sprawl and loss of prime agricultural land. In response to these concerns, LAFCOs were charged with implementing changes in governmental organization in a manner that preserves agricultural and open space land resources, as well as provides the delivery of services. In 2000, the Cortese-Knox-Hertzberg Act was further amended as a result of Assembly Bill 2838.

The Cortese-Knox-Hertzberg Act contains the following specific “policy elements” for LAFCO reviews:

- ▶ encourage planned, well-ordered, efficient urban development patterns;
- ▶ encourage the logical formation and determination of boundaries;
- ▶ ensure that affected populations receive efficient governmental services; and

- ▶ guide development away from open space and prime agricultural land uses unless such actions would not promote planned orderly and efficient development.

The Yuba Local Agency Formation Commission (Yuba LAFCO) is responsible for reviewing, approving, or disapproving changes in the organization to cities and special districts, including annexations, detachments, new formations, and incorporations. LAFCOs must, by law, complete municipal service reviews and update spheres of influence for each independent local governmental jurisdiction within their jurisdiction.

## State Housing Element Requirements

Article 10.6 of the California Government Code outlines the State’s Housing Element requirements. The Housing Element must analyze existing and projected housing needs, examine special housing needs within the population, evaluate the effectiveness of current goals and policies, identify governmental and other constraints, determine compliance with other housing laws, and identify opportunities to incorporate energy conservation into the housing stock. The element must also establish goals, policies, and programs to maintain, enhance, and develop housing.

## Regional Housing Needs Assessment

State law requires that all cities and counties provide a certain amount of housing to accommodate the demands of the growing population. The California Department of Housing and Community Development is responsible for determining the statewide housing need, while local governments and councils of governments determine the specific housing needs within their jurisdictions and prepare a Regional Housing Needs Allocation (RHNA). Construction of new housing is not mandated by the RHNA, which is intended as a planning tool and a guide to an equitable distribution of housing. Each jurisdiction must be able to show it has sufficient zoned land with appropriate infrastructure to accommodate its RHNA.

Sacramento Area Council of Governments (SACOG) prepares the Regional Housing Needs Plan (RHNP) for the Sacramento region to determine potential locations for future housing stock based on projected population growth, employment trends, and development suitability. The RHNP allocates to SACOG cities and counties their “fair share” of the region’s projected housing needs (the RHNA). The RHNA for the current 2021–2029 planning period totals 167 new units. The share of the regional housing need by the affordability level/income category for Marysville includes extremely low (19 units), very low (19 units), low (23 units), moderate (31 units), and above moderate (75 units) (Table 4.10-1). Extremely low-, very low-, and low-income categories are often referred to as a group as lower-income.

**Table 4.10-1. Housing Unit Allocation for Marysville**

Income Group	New Units Needed
Extremely Low (<30%)	19
Very Low (31 – 50%)	19
Low (51 – 80%)	23
Moderate (81 – 120%)	31
Above Moderate (120% +)	75
<b>Total</b>	<b>167</b>

Source: SACOG, Regional Housing Needs Plans, March 2020

## California Relocation Law

The California Relocation Law, California Public Resources Code Section 7260(b), requires the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity. The law requires agencies to prepare a relocation plan, provide relocation payments, and identify substitute housing opportunities for any resident who is to be displaced by a public project.

## REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES

### Sacramento Area Council of Governments 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy

On November 19, 2019, SACOG approved the *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy* (2020 MTP/SCS), which is a regional transportation plan and land use strategy designed to support good growth patterns, including:

- ▶ Increased housing and transportation options;
- ▶ Inwardly focused growth and improved economic viability of rural areas;
- ▶ Minimized direct and indirect transportation impacts on the environment;
- ▶ A transportation system that delivers cost-effective results and is feasible to construct and maintain;
- ▶ Effective connections between people and jobs;
- ▶ Improved opportunities for businesses and citizens to easily access goods, jobs, services, and housing; and
- ▶ Real, viable choices for methods of travel.

The 2020 MTP/SCS includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development, reducing the growth in vehicle miles traveled and associated greenhouse gas emissions. The 2020 MTP/SCS also includes projections for the location of growth within the region, between jurisdictions and among housing place types (i.e., infill and greenfield development).

In the 2020 MTP/SCS, SACOG categorized the urbanized land within its jurisdiction into four Community Types according to land use and density/intensity. According to the 2020 MTP/SCS, three Community Types are represented in Marysville, as follows:<sup>1</sup>

- ▶ **Center and Corridor Communities.** Land uses are typically higher density and more mixed than surrounding land uses. These areas are identified in local plans as historic downtowns, main streets, commercial corridors, rail station areas, central business districts, town centers, or other high-density destinations. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the rest of the region. ***In Marysville, this Community Type designation is applied to most of the Downtown Specific Plan Area, but does not include portions of the Downtown Specific Plan Area that are west of State Route 70.***
- ▶ **Natural Resource Lands.** These areas of the region are not expected to develop during the planning period. These areas are dominated by commercial agriculture, forestry, resource conservation, mining, flood protection, or a combination of these uses. Some of these areas have long-term plans and policies to preserve

---

<sup>1</sup> The fourth Community Type, which is not represented in Marysville, is Rural Residential. Rural Residential communities are typically located outside of urbanized areas and are predominately very low-density residential.



or maintain the existing “nonurban” uses; however, some are covered by adopted or proposed plans that allow urban development and/or are identified in the Blueprint Vision for future growth. ***This Community Type represents designation is applied to surrounding areas of Downtown Marysville and along the Feather and Yuba Rivers.***

- ▶ **Established Communities.** Typically, these areas are adjacent to, or surrounding, Center and Corridor Communities. Local land use plans aim to maintain the existing character and land use pattern. Land uses are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. ***This Community Type represents all areas of Marysville outside those noted in the Community Types above – primarily developed portions of Marysville within the Marysville Ring Levee, but outside of the Downtown core.***

## **Sacramento Area Council of Governments Blueprint**

The Sacramento Blueprint is a smart growth vision for the Sacramento region that was adopted by the SACOG Board of Directors in December 2004. The original Sacramento Region Blueprint prompted a fundamental reevaluation of the interplay between transportation and land use within the region and is a voluntary framework for regional transportation and land use planning that was developed to aid the jurisdictions in the six-county greater Sacramento area in guiding development through 2050.

The forthcoming Blueprint, scheduled for finalization in early 2025, represents SACOG members' collective vision to foster a connected region, offering diverse transportation options, affordable housing, and equitable investments to ensure all community members have access to a safe and thriving environment.

The Blueprint is intended to suggest different development patterns and densities in the future compared to past trends in part to provide for more efficient public facilities and infrastructure, to reduce vehicle miles traveled regionally, to reduce air pollutant emissions, and to reduce other environmental impacts. The Blueprint Principles focus on high-quality design for compact development that provides walkable communities; compact development that helps preserve open space allows multi-modal transportation access, and facilitates more efficient infrastructure provision; reinvestment to allow better use of existing infrastructure; mixed-use development that provides for more vibrant neighborhoods; and open space that is incorporated into the development and conserved on the fringes of the developed region for agriculture and habitat. These Blueprint Principles are broad and are expected to have different applications in different parts of the Sacramento region.

## **SACOG Greens Means Go**

Downtown Marysville has been identified as a “Green Means Go Green Zone” as part of the SACOG Green Means Go pilot program, which aims to lower greenhouse gas emissions and reduce the need for vehicle trips in the Sacramento region by accelerating infill development in targeted areas. The SACOG “Green Means Go” zone helped to inform the Downtown Specific Plan Area boundary. ss

- ▶ Provide a comprehensive plan for the designated ‘Green Zone’ area of the City
- ▶ Accelerate both multi-family and missing middle housing units

- ▶ Increase housing production by providing for ministerial approval of housing developments consistent with recent state legislation
- ▶ Support infill housing and revitalization in the Green Zone, particularly for workforce housing to support major employers
- ▶ Reduce vehicle miles traveled (VMT) through the location of efficient housing
- ▶ Develop and implement VMT reduction strategies and increase access to support walking, biking, and use of public transit
- ▶ Retain and expand community assets in Green Zones and implement the City's Bounce Back Initiative
- ▶ Provide public engagement and support equitable outcomes for low-income households, avoid displacement, and support people of color

### **Marysville Bounce Back Vision & Implementation Plan**

In 2016, the City developed a strategic plan called the “Bounce Back Vision & Implementation Plan.”<sup>2</sup> This plan outlines the City's goal to encourage reinvestment in the Downtown area through a vision that focuses on five districts. The districts include the E Street Corridor, Downtown, Lake District, Medical Arts District, and the River & Recreation District. The Bounce Back plan highlights unique advantages that create opportunities for growth in Marysville, such as:

- ▶ An extensive calendar of events and strong potential for cultural tourism
- ▶ Large employers, such as Rideout Medical Center and Caltrans
- ▶ Extraordinary recreational resources
- ▶ Easy access from Yuba College and Beale Air Force Base
- ▶ Connections to surrounding agriculture
- ▶ Continuing recognition as a center of culture and government
- ▶ Motivated local community comprised of citizens, merchants, and community leaders

The Specific Plan incorporates ideas from the community that informed the Bounce Back initiative.

### **Existing City of Marysville General Plan**

This EIR does not generally present information from the City's existing (1985) General Plan, since the project, in this case, would comprehensively revise the existing General Plan. However, for this section, which addresses consistency with adopted plans and policies, some discussion of the existing General Plan is appropriate. Also addressed below is the City's existing Housing Element of the General Plan, which was adopted on August 17, 2021. The inclusion of this information in the EIR is strictly for comparison to the proposed General Plan. The proposed General Plan does not have to be consistent with the current General Plan to reach a less-than-significance conclusion. Rather, the revised plan will, by definition, be consistent with itself.

---

<sup>2</sup> For more detail, please see: <https://www.marysville.ca.us/bounce-back-initiative>.

## ***Marysville Existing General Plan Designations***

The existing General Plan (City of Marysville 1985) includes eight land use designations. These eight designations include:

- ▶ Low Density Residential – Land designated exclusively for single family residential development.
- ▶ Medium Density Residential – Land designated for both single and multiple family residential development.
- ▶ High Density Residential – Land designated for both multiple family residential development.
- ▶ Commercial – Land designated for commercial uses. Note that some residential uses are permitted in commercially designated areas subject to the issuance of a permit.
- ▶ Industrial – Land designated for industrial uses.
- ▶ Public and Quasi-Public – Land designated for public or quasi-public uses.
- ▶ Natural Open Space – Land designated for natural resource conservation and recreation areas.
- ▶ Urban or Enhanced Open Space – Land designated for parks, agricultural, public utilities and mineral extraction uses.

The existing City of Marysville General Plan includes the following goals and policies related to Land Use and Planning.

**Goal for Residential Land Use:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

- ▶ **Policy 1:** To prevent the intrusion of incompatible uses into stable existing residential areas.
- ▶ **Policy 2:** To preserve and enhance the quality of existing residential areas by continuing active programs for high-quality public services, the rehabilitation of useful units, and the removal of seriously substandard units.
- ▶ **Policy 3:** To continue programs for the prevention and removal of blight using all public and private resources available including enforcement of all codes, neighborhood rehabilitation and redevelopment.
- ▶ **Policy 4:** To encourage active involvement of individual and organized citizens in the maintenance and upgrading of existing residential neighborhoods.
- ▶ **Policy 5:** To encourage preservation and adaptive reuse of significant historic structures.

**Goal for New Residential Land Use:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

- ▶ **Policy 1:** To insure that new residential development is compatible with existing neighborhoods.

- ▶ **Policy 2:** To make lands available outside of the city limits for residential development only upon demonstrated need.
- ▶ **Policy 3:** To designate residential land according to the following scale:

Low Density:	1-12 units per acre
Medium Density:	Maximum of 24 units per acre
High Density:	Maximum of 48 units per acre

**Goal for Commercial Land Use:** To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future city needs.

- ▶ **Policy 1:** To promote the retention and renewal of the central business district and the redevelopment area as the commercial center of the city.
- ▶ **Policy 2:** To encourage office-professional uses in commercial centers.
- ▶ **Policy 3:** To mitigate or minimize any conflicts with other land uses, especially residential, park and recreational uses. New commercial establishments shall be carefully integrated into the surrounding area.

**Goal for Industrial Land Use:** To provide sufficient land designated for industrial uses that are compatible with the existing community.

- ▶ **Policy 1:** To require that industrial land uses be buffered from and protected from encroachment by residential or other incompatible land uses.
- ▶ **Policy 2:** To encourage industrial land uses that do not harm the environment or pose danger to city residents.
- ▶ **Policy 3:** To designate land for industrial uses sufficient to meet future city needs but limited to uses that will not negatively impact existing neighborhoods.

**Goal for Redevelopment:** To improve the social, economic and aesthetic characteristics of the city through the revitalization of deteriorating areas.

- ▶ **Policy 1:** To ensure that all future redevelopment activity within Marysville is consistent with the Marysville Plaza Redevelopment Plan, the Marysville Plaza Urban Design and Development Plan, and individual target area plans.
- ▶ **Policy 2:** To preserve and restore, where feasible, sites having historic significance.
- ▶ **Policy 3:** To give preference to proposals of existing land owners for participation in private redevelopment over all other proposals.
- ▶ **Policy 4:** To ensure that replacement housing is available prior to residential displacement.
- ▶ **Policy 5:** To employ all practical means to limit noise due to redevelopment activity.

- ▶ **Policy 6:** To use and design public buildings and open space in such a manner as to provide a positive incentive for adjacent private development.
- ▶ **Policy 7:** To emphasize safety in the circulation pattern within the project area through separation of transportation modes.
- ▶ **Policy 8:** To encourage the provision of adequate off-street parking in all project area development plans.

### ***Marysville Housing Element***

The Housing Element is a five-year plan for the 2021–2029 period. This differs from other General Plan elements, which have a longer time horizon. The Housing Element serves as an integral part of the General Plan but is updated more frequently to ensure its relevancy and accuracy. The Housing Element identifies strategies and programs that focus on:

- ▶ matching housing supply with need,
- ▶ maximizing housing choices throughout the community,
- ▶ assisting in the provision of affordable housing,
- ▶ removing governmental and other constraints to housing investment, and
- ▶ promoting fair and equal housing opportunities.

The Housing Element consists of the following components:

- ▶ the City’s Housing Plan to address identified housing needs through housing goals, policies and programs;
- ▶ a community profile containing data and analysis of the City’s demographics, housing characteristics, and existing housing needs;
- ▶ an analysis of future housing needs;
- ▶ an analysis of constraints to housing production and maintenance, such as market, governmental, and environmental factors affecting the County’s ability to meet identified housing needs;
- ▶ an identification of resources to meet housing needs, including vacant land for new construction, as well as financial and administrative resources available for housing; and
- ▶ an assessment of past accomplishments.

The Housing Element for the General Plan update was certified by the state Department of Housing and Community Development on November 11, 2021, and adopted by the Marysville City Council on November 16, 2021 (HCD 2021).

### **City Zoning Ordinance**

Title 18 of the Marysville Municipal Code is the Zoning Ordinance for Marysville. The Zoning Ordinance provides a precise plan for land use and development standards within Marysville and is the primary tool, as updated by the proposed Zoning Code Update, to implement the proposed 2050 General Plan and Downtown

Specific Plan. The proposed 2050 General Plan land use classifications are associated with zoning districts, which include specific requirements, including setbacks, height limits, and development standards.

## **Spheres of Influence and Planning Areas**

The sphere of influence is used under California law to guide long-range physical planning, with a focus on ensuring adequate and efficient public services – representing a geographic area that is the probable future physical boundary and service area of the agency. According to the State General Plan Guidelines, “The plan must cover the territory within the boundaries of the adopting city or county as well as “any land outside its boundaries which in the planning agency’s judgment bears relation to its planning” (Government Code § 65300). For cities, this means all territory within the city limits, both public and private, though the planning area may also include territory outside the current city limits.

Marysville’s existing Sphere of Influence includes developed and undeveloped properties south and east of the existing City limits – portions of the unincorporated Yuba County community of Linda that are served by other agencies currently. This area includes approximately 2,700 acres of total land area that is developed for residential, commercial, and public uses.

The proposed 2050 General Plan and Downtown Specific Plan do not establish the sphere of influence. Sphere of influence changes are adopted through a separate process that often follows a general plan update. The City can recommend sphere of Influence changes, which must be approved by a separate agency known as the Yuba LAFCO.

## **Yuba County 2030 General Plan**

The incorporated city of Marysville (the County seat) is located in Yuba County, which is composed of three general physiographic regions: the valley, foothills, and mountains. The County’s 2030 General Plan applies only to unincorporated areas of the county. However, coordination with Marysville will be required to implement several Yuba County 2030 General Plan policies and actions.

**Goal Sustainable and Vibrant Valley Communities:** To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future city needs.

- ▶ **Policy 1:** Support the vision, goals and policies of the cities of Marysville and Wheatland in order to achieve their future sustainability.

### **Goal CD12. Level of Service: Public Services and Facilities**

- ▶ **Policy CD12.11:** The County will seek funding to improve and extend hours at the existing library in Marysville while expanding library services to other urban and rural areas in the unincorporated County and Wheatland.

### **Goal CD14. Coordinated Public Services, Regional Services**

- ▶ **Policy CD14.2:** The County will coordinate with the cities of Wheatland and Marysville for proposed planning actions or development approvals involving land within their respective spheres of influence.

- ▶ **Policy CD14.3:** The County will support an orderly framework for communication with Wheatland, Marysville, Beale Air Force Base, LAFCO, service providers, SACOG, Sutter County, and other regional service providers and agencies.
- ▶ **Policy CD14.9** The County will support agreements with Marysville and Wheatland that promote mutual goals for fiscal sustainability, growth management, review of spheres of influence, transportation planning, agricultural preservation, emergency access and response, flood protection, renewable energy development, regional infrastructure provision, and other important planning and environmental issues, consistent with the General Plan.
- ▶ **Policy CD14.10:** The County will support agreements with Marysville and Wheatland on appropriate building standards, public utility connections, sewer and water service, and other matters that promote cost-effective development of unincorporated areas within the Valley Growth Boundary and viability for future incorporations.

#### **Goal CD18. Regional Transportation Planning**

- ▶ **Policy CD18.2:** County staff will seek input from Marysville and Wheatland, Sutter County, Butte County, Nevada County, Placer County, Sierra County and Yuba City during land use and transportation planning efforts that may have regional effects.
- ▶ **Policy CD18.4:** The County will work cooperatively with Nevada County, Caltrans, and SACOG to improve capacity on State Highway 20 east of Marysville.

#### **Goal HS5. Greenhouse Gas Emissions & Climate Change**

- ▶ **Policy HS5.10:** The County should collaborate with Marysville, Wheatland, and other local and state agencies to identify risks posed by climate change and implement appropriate adaptation strategies.
- ▶ **Policy HS9.3:** The County will coordinate with Caltrans to maintain Highways 20, 70, 49, and 65 in the lower half of the County and the County will maintain Marysville Road, Frenchtown Road, and La Porte–Quincy Road in the upper half of the County as primary emergency access and evacuation routes and improve other roads, as necessary, such as Plumas Arboga Road, to create additional evacuation routes (Exhibit Public Health & Safety-11).

#### **Goal NR5 Biological Resources**

- ▶ **Policy NR5.12:** Any new developments adjacent to the Spenceville Wildlife Refuge, Marysville Wildlife Area, Feather River Wildlife Area, Daugherty Hill Wildlife Area, or Starbend Fishing Access shall be buffered from wildlife areas or otherwise designed to avoid adverse direct and indirect effects on wildlife. Buffers related to firearm use, if necessary, should occur within the public wildlife area.

## 4.10.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

Land use changes proposed under the proposed 2050 General Plan and Downtown Specific Plan were compared to existing land use conditions to determine if proposed future land uses would affect existing communities within Marysville. This analysis also compares the proposed 2050 General Plan and Downtown Specific Plan to land use plans, policies, and regulations with a focus on inconsistencies that could result in adverse physical effects under CEQA.

### THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to land use and planning is considered significant if the proposed project would:

- ▶ Physically divide an established community; or
- ▶ 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.

### IMPACT ANALYSIS

IMPACT 4.10-1 Physically Divide an Established Community. *The proposed 2050 General Plan and Downtown Specific Plan provide guidance for physical development and conservation with a focus on existing developed portions of the city within the Marysville Ring Levee, and particularly within the Downtown Specific Plan Area. The proposed Plans do not propose any infrastructure or other physical changes that would divide existing communities. This impact is considered **less than significant**.*

The proposed 2050 General Plan and Downtown Specific Plan do not propose land use development or infrastructure improvements that would divide any established communities. The policies and standards outlined in the proposed 2050 General Plan and Downtown Specific Plan focus on promoting investment and development on existing underutilized or vacant properties in already developed portions of the city based on input from decision makers, property owners, business owners, other stakeholders, and the public at large. Under the proposed 2050 General Plan and Downtown Specific Plan, most change is anticipated within the Downtown Specific Plan Area – an area identified by the City for infill development, and in particular, infill housing development. Relatively less change – including both private development projects, as well as public infrastructure improvements – is anticipated for the primarily residential neighborhoods northwest and northeast of Downtown. The proposed 2050 General Plan and Downtown Specific Plan are designed in large part to better connect the different neighborhoods and business districts within Marysville by improving pedestrian and bicycle safety around the state highways that currently divide the community, and by identifying other improvements to enhance connectivity between different parts of the city and adjacent developed portions of the unincorporate county and Yuba City.

The proposed 2050 General Plan and Downtown Specific Plan approach ensures that communities remain interconnected and cohesive rather than physically divide established communities. The proposed 2050 General



Plan and Downtown Specific Plan emphasize infill development and reinvestment initiatives that reinforce existing community features. The following policies demonstrate how the proposed 2050 General Plan and Downtown Specific Plan would promote land use and circulation system connectivity and avoid or minimize the division of established communities:

### **Relevant Policies of the 2050 General Plan**

The following 2050 General Plan policies would ensure against any impact related to physical division of an existing community.

**Goal LU+CD-1:** Enhanced quality of life, unique identity, and sense of community.

- ▶ **Policy LU+CD-1.4:** Enhance connections to East Marysville, and facilitate new neighborhood commercial services, bicycle and pedestrian enhancements, landscape improvements, and compatible public and private investments.

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.1:** Facilitate, incentivize, and accelerate compact, infill, mixed-use development – particularly on underutilized or vacant sites Downtown and in the Medical Arts District.
- ▶ **Policy LU+CD-3.3:** Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ **Policy LU+CD-3.5:** Collaborate with property owners of automobile-oriented uses in the Medical Arts District to find alternative sites in Marysville and convert these properties to housing, offices, medical-related, and other non-automobile-oriented uses.
- ▶ **Policy LU+CD-3.6:** Promote infill development around Lake Ellis that is oriented to the lake, including uses with outdoor seating that offers views of the lake.
- ▶ **Policy LU+CD-3.8:** Support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment, particularly Downtown and in the Medical Arts District.
- ▶ **Policy LU+CD-3.10:** Collaborate with other public agencies to identify surplus property that can support compact, infill development of additional housing and employment opportunities in Marysville and engage developers interested in assembling properties for infill development.

**Goal LU+CD-4:** Community design and development patterns that promote walking and bicycling.

- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
- ▶ **Policy LU+CD-4.8:** Support projects to improve existing developed properties by adding pedestrian connections, public art, shade trees and other landscaping, by converting parking areas to outdoor eating or other useful purposes, and by making other improvements to the public realm that improve the quality of design in existing neighborhoods and business districts.

**Goal LU+CD-5:** A preserved historic built environment with significant reinvestment.

- ▶ **Policy LU+CD-5.1:** Renovate and reuse historic buildings that have architectural value.
- ▶ **Policy LU+CD-5.2:** Avoid substantive adverse changes to historical resources, where feasible.
- ▶ **Policy LU+CD-5.5:** Retain as many character-defining features as possible in the renovation of historic buildings.

**Goal LU+CD-6:** Preserved and enhanced residential neighborhoods.

- ▶ **Policy LU+CD-6.2:** Encourage renovation, remodeling, additions, and redevelopment of homes and accessory units to add diversity and opportunity to the housing stock.
- ▶ **Policy LU+CD-6.3:** Guide land use change so that gathering places, services, and recreational spaces are within walking or biking distance for Marysville residents.
- ▶ **Policy LU+CD-6.4:** Engage neighborhood organizations, community groups, and residents to help tailor services and improvements to the needs and preferences of each neighborhood.

**Goal LU+CD-8:** High-quality, efficient, and effective public infrastructure, facilities, and services.

- ▶ **Policy LU+CD-8.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy LU+CD-8.3:** Maintain information on the condition and capacity of infrastructure required to serve infill development, and improve infrastructure as funding is available.

**Goal LU+CD-10:** Efficient and sustainable growth and expansion.

**Policy LU+CD-10.3:** Review development proposals within the City's Sphere of Influence and within the City's Area of Referral (Exhibit 3.9) and coordinate with Yuba County and service providers to ensure mutually satisfactory outcomes.

**Goal C-1:** A safe and efficient transportation system.

- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.

**Goal C-2:** Convenient access for all ages and abilities.

- ▶ **Policy C-2.1:** Maintain a comprehensive connected network of complete streets that provide safe, efficient, and convenient access to daily destinations for all ages and abilities.

- ▶ **Policy C-2.4:** Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.
- ▶ **Policy C-2.6:** Improve and expand the City's off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.
- ▶ **Policy C-2.7:** Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.
- ▶ **Policy C-2.10:** Collaborate with Yuba-Sutter Transit Authority regarding curb space, new transit stops within proposed developments, and other needs to improve the accessibility and convenience of transit for Marysville residents and employees.
- ▶ **Policy C-2.12:** Collaborate with emergency service providers, Caltrans, and the Union Pacific Railroad to maintain and improve emergency access and evacuation routes for a variety of scenarios.
- ▶ **Policy C-2.13:** Engage with BCAG, San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and other nearby local governments on the North Rail project, specifically development of the proposed Marysville-Yuba City Station.

**Goal C-3:** Reduced household transportation costs and improved public health through managed vehicular travel demand.

- ▶ **Policy C-3.2:** Facilitate infill residential development in portions of Marysville with relatively low per-capita residential-generated VMT rates and office development in portions of Marysville with relatively low employee-generated VMT rates.
- ▶ **Policy C-3.3:** Encourage the development of retail and services that are designed, located, sized, and oriented to the local population in Marysville.

### **Relevant Development Standards of the Downtown Specific Plan**

The following development standards in the Specific Plan would ensure against any impact related to physical division of an existing community.

- ▶ **Vehicular Circulation Improvements:** The City has identified a number of planned and targeted safety improvements in Table 5-1 of the Specific Plan and in Exhibits 5-3, 5-4, and 5-5, to be implemented as funding is available, and that may be updated in the future based on additional study, including a complete streets study of 2nd, 3rd, and 4th Streets to address high bicycle and pedestrian collision corridors and explore a safer and more comfortable transportation network that accommodates the needs of all mobility types, users, and ability levels.
- ▶ **Planned Bike and Pedestrian Circulation Improvements:** Pedestrian and bicycle circulation improvements will include filling sidewalk gaps, improving crosswalks, adding and improving bicycle facilities, and making

other improvements that enhance the attractiveness, convenience, and safety of walking and biking for residents, employees, and visitors Downtown.

- ▶ **Sidewalks:** Proposed sidewalk improvements in the Downtown Specific Plan Area are shown on Exhibit 5-6 and listed in Table 5-3 of the Specific Plan.
- ▶ **Crosswalks:** Improved crosswalks guide pedestrians across streets by defining and delineating the path of travel.
- ▶ **Improvements Required along State Highways:** Marysville has a unique position with multiple state routes traversing its city limits and the Specific Plan Area, offering regional mobility. However, the state highways also create safety problems and represent major barriers to bicycle and pedestrian access. To address this issue, the following improvements are required and will be pursued by the City in partnership with Caltrans, among other improvements (Table 5 6 of the Specific Plan):
- ▶ **Future Rail:** Butte County Association of Governments (BCAG), in collaboration with the San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and various local governments, including Marysville, are engaged with strategic planning for the extension of Altamont Corridor Express (ACE) and Amtrak San Joaquins trains from north of Sacramento to the city of Chico, known as the “North Valley Rail Project.” Passenger rail stops are proposed in Marysville, Plumas Lake, Gridley, and Chico. Two station locations in Marysville are considered – one between 10th Street and 5th Street and east of Featherside Way and another south of 5th Street and southwest of 3rd Street and J Street.
- ▶ **Open Space:** Provide opportunities to see and enjoy the natural environments associated with the Yuba and Feather Rivers, as well as comfortable and inviting facilities for pedestrians and cyclists to reach destinations in the Downtown Specific Plan Area.
  - **Trail Network.** Create a continuous interconnected trail network for walking, running, and bicycling – a continuous trail “loop” trail around Marysville, as discussed in the Pedestrian & Bicycle Master Plan.
- ▶ **Streets and Public Realm:**
  - **B Street Pedestrian Improvements.** Enhance pedestrian crossings across B Street to connect residential, commercial, and institutional uses on either street side.
  - **Bicycle Paths.** Improve in-town bicycle facilities that connect to the larger bicycle network, such as along levees and Riverside Park.
  - **Connections to Downtown and Neighborhoods.** Improve pedestrian access to Ellis Lake Park by enhancing crosswalks across 9<sup>th</sup> Street and B Street.

## Conclusion

The proposed 2050 General Plan and Downtown Specific Plan accommodate land use change and development, including public infrastructure improvements focused on vacant and underutilized properties identified as priority reinvestment areas by decision makers and the public through the expansive community engagement effort that accompanied development of the proposed Plans, as well as recent previous planning outreach efforts.

Implementation of the 2050 General Plan and Downtown Specific Plan would result in the development of new residential and commercial uses, along with public infrastructure and public facilities improvements that are intended to better connect the city and its neighborhoods. The proposed Plans directly address existing barriers to physical connectivity created by the state highways system. The proposed 2050 General Plan and Downtown Specific Plan provide the framework for transportation and infrastructure improvements that would be needed to serve anticipated development, but no proposed infrastructure improvements would divide any existing communities.

The 2050 General Plan Land Use Diagram and Downtown Specific Plan Land Use Zones would accommodate development in and adjacent to existing communities, but the proposed Plans do not propose any infrastructure or other physical changes that would divide existing communities. The 2050 General Plan and Downtown Specific Plan do not identify new infrastructure improvements that would be located in a way that would divide an established community. Implementation of the goals and policies contained within the 2050 General Plan and Downtown Specific Plan, as described above, would ensure that community divisions with adverse effects on the physical environment would either not occur or be minimized. This impact would be **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.10-2 Conflict with any land use plan, policy, or regulation. *The proposed 2050 General Plan and Downtown Specific Plan policies and standards would not conflict with other land use plans, policies, or agency regulations with jurisdiction over projects that could be developed under the 2050 General Plan and Downtown Specific Plan. There are no inconsistencies between the proposed 2050 General Plan and Downtown Specific Plan and other plans that would result in a significant environmental impact not already addressed in this EIR. The impact is less than significant.*

The City has analyzed the potential for inconsistencies between the proposed 2050 General Plan and Downtown Specific Plan and other relevant plans, policies, or regulations that were adopted to reduce environmental effects. The 2050 General Plan and Downtown Specific Plan were designed to reduce the environmental impacts of long-term growth within Marysville and to be consistent with relevant plans, policies, and regulations. Applicable plans and policies relevant within the Planning Area are listed below, along with an evaluation of their consistency with the proposed 2050 General Plan and Downtown Specific Plan.

### **Sacramento Area Council of Governments 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS)**

The 2020 MTP/SCS is a regional transportation plan and land use strategy designed to support good growth patterns, including increased housing and transportation options; minimized direct and indirect transportation impacts on the environment; effective connections between people and jobs; improved opportunities for businesses and citizens to easily access goods, jobs, services, and housing; and real, viable choices for methods of travel.

The MTP/SCS is not designed to address the full build-out conditions of each jurisdiction's planning area; it consists of a market-based forecast of growth. The 2020 MTP/SCS land use assumptions only include the

increment of growth likely to be developed by 2035, while this EIR analysis examines the full buildout of the 2050 General Plan and Downtown Specific Plan.

The 2020 MTP/SCS includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development, reducing the growth in vehicle miles traveled and associated greenhouse gas emissions. The 2050 General Plan and Downtown Specific Plan use the same basic principles outlined in the MTP/SCS for regional transportation planning. The following is a sampling of policies from the 2050 General Plan and Downtown Specific Plan that demonstrate consistency with the MTP/SCS:

- ▶ **Policy LU+CD-1.2:** Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.
- ▶ **Policy LU+CD-1.4:** Enhance connections to East Marysville, and facilitate new neighborhood commercial services, bicycle and pedestrian enhancements, landscape improvements, and compatible public and private investments.
- ▶ **Policy LU+CD-2.2:** Encourage development that improves the balance between local jobs and housing, including new commercial, industrial, home-based businesses, business incubators, and development that generates net revenues and produces local jobs.
- ▶ **Policy LU+CD-3.3:** Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.
- ▶ **Policy LU+CD-3.7:** Partner with other agencies to upgrade infrastructure necessary to support reinvestment in Marysville.
- ▶ **Policy LU+CD-3.8:** Support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment, particularly Downtown and in the Medical Arts District.
- ▶ **Policy LU+CD-3.10:** Collaborate with other public agencies to identify surplus property that can support compact, infill development of additional housing and employment opportunities in Marysville and engage developers interested in assembling properties for infill development.
- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
- ▶ **Policy LU+CD-4.2:** Locate new buildings close to the sidewalk and oriented to the primary street frontage or to the side where direct pedestrian access is provided.
- ▶ **Policy LU+CD-4.3:** Limit new surface parking, but where it is provided, locate parking areas behind or to the side of buildings, and break any larger parking areas into multiple smaller lots, with trees planted to shade parking areas.
- ▶ **Policy LU+CD-6.1:** Promote walkability and pedestrian safety in residential neighborhoods by improving street lighting, installing crosswalks and sidewalks, and reducing vehicular speeds.

- ▶ **Policy LU+CD-8.4:** Support development of new community facilities in locations within one-half mile of lower-income communities and public transit.
- ▶ **Policy C-1.1:** Operate a transportation system that prioritizes safety for all users.
- ▶ **Policy C-1.2:** Maintain improvement standards for City streets that ensure adequate access for all users and provide appropriate visual signals, such as relatively narrow lanes, parallel parking, street trees, and other design features shown to reduce vehicular speeds.
- ▶ **Policy C-1.3:** Encourage the use of cost-effective neighborhood traffic calming strategies that slow vehicular traffic.
- ▶ **Policy C-1.5:** Advocate for changes to the state highways within Marysville that better distribute and manage traffic flow, reduce noise and air pollutant emissions exposure, encourage bicycle and pedestrian travel, improve aesthetics, and slow traffic.
- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.
- ▶ **Policy C-2.1:** Maintain a comprehensive connected network of complete streets that provide safe, efficient, and convenient access to daily destinations for all ages and abilities.
- ▶ **Policy C-2.2:** Identify gaps and barriers in the transportation system, identify improvements that would improve bicycle and pedestrian safety or convenience, and seek funding to implement these improvements, with a focus on access to daily destinations such as work and school.
- ▶ **Policy C-2.3:** Maintain street improvement standards that provide safe and accessible environments for pedestrians, cyclists, motorists, and emergency service providers.
- ▶ **Policy C-2.4:** Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.
- ▶ **Policy C-2.5:** Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care, and commercial services.
- ▶ **Policy C-2.6:** Improve and expand the City's off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.

- ▶ **Policy C-2.7:** Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.
- ▶ **Policy C-2.10:** Collaborate with Yuba-Sutter Transit Authority regarding curb space, new transit stops within proposed developments, and other needs to improve the accessibility and convenience of transit for Marysville residents and employees.
- ▶ **Policy C-2.13:** Engage with BCAG, San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and other nearby local governments on the North Rail project, specifically the development of the proposed Marysville-Yuba City Station.
- ▶ **Policy C-3.1:** Reduce the dependence of Marysville residents on private vehicles for reaching employment, retail, services, entertainment, and recreation destinations.
- ▶ **Policy C-3.4:** Manage travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates.
- ▶ **Vehicular Circulation Improvements:** The City has identified a number of planned and targeted safety improvements in Table 5-1 of the Specific Plan and in Exhibits 5-3, 5-4, and 5-5, to be implemented as funding is available, and that may be updated in the future based on additional study, including a complete streets study of 2nd, 3rd, and 4th Streets to address high bicycle and pedestrian collision corridors and explore a safer and more comfortable transportation network that accommodates the needs of all mobility types, users, and ability levels.
- ▶ **Planned Bike and Pedestrian Circulation Improvements:** Pedestrian and bicycle circulation improvements will include filling sidewalk gaps, improving crosswalks, adding and improving bicycle facilities, and making other improvements that enhance the attractiveness, convenience, and safety of walking and biking for residents, employees, and visitors Downtown.
- ▶ **Sidewalks:** Proposed sidewalk improvements in the Downtown Specific Plan Area are shown on Exhibit 5-6 and listed in Table 5-3 of the Specific Plan.
- ▶ **Crosswalks:** Improved crosswalks guide pedestrians across streets by defining and delineating the path of travel.
- ▶ **Improvements Required along State Highways:** Marysville has a unique position with multiple state routes traversing its City limits and the Specific Plan Area, offering regional mobility. However, the state highways also create safety problems and represent major barriers to bicycle and pedestrian access. To address this issue, the following improvements are required and will be pursued by the City in partnership with Caltrans, among other improvements (Table 5-6 of the Specific Plan):
- ▶ **Future Rail:** Butte County Association of Governments (BCAG), in collaboration with the San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and various local governments, including Marysville, are engaged with strategic planning for the extension of Altamont Corridor Express (ACE) and Amtrak San Joaquin trains from north of Sacramento to the city of Chico, known as the “North Valley Rail Project.” Passenger rail stops are proposed in Marysville, Plumas Lake, Gridley, and Chico. Two



station locations in Marysville are considered – one between 10th Street and 5th Street and east of Featherside Way and another south of 5th Street and southwest of 3rd Street and J Street.

- ▶ **Open Space:** Provide opportunities to see and enjoy the natural environments associated with the Yuba and Feather Rivers, as well as comfortable and inviting facilities for pedestrians and cyclists to reach destinations in the Downtown Specific Plan Area.
  - **Trail Network.** Create a continuous interconnected trail network for walking, running, and bicycling – a continuous trail “loop” trail around Marysville, as discussed in the Pedestrian & Bicycle Master Plan.
- ▶ **Streets and Public Realm:**
  - **B Street Pedestrian Improvements.** Enhance pedestrian crossings across B Street to connect residential, commercial, and institutional uses on either street side.
  - **Bicycle Paths.** Improve in-town bicycle facilities that connect to the larger bicycle network, such as along levees and Riverside Park.
  - **Connections to Downtown and Neighborhoods.** Improve pedestrian access to Ellis Lake Park by enhancing crosswalks across 9<sup>th</sup> Street and B Street.

## City Zoning Ordinance

The City’s Zoning Ordinance describes the permitted land uses and development standards for each of the designated zoning districts in the City on a parcel-by-parcel basis. The Zoning Ordinance is subordinate to the General Plan and to be updated to reflect the changes made to the 2050 General Plan and Downtown Specific Plan including land use designations. The 2050 General Plan and Downtown Specific Plan contains actions requiring the City to update the Zoning Ordinance, which further ensures consistency.

- ▶ **LU+CD Implementation Strategy 4.1.:** The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian-friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.

## Conclusion

There are no inconsistencies between the 2050 General Plan policies and Downtown Specific Plan and other relevant plans, actions, and regulations that would result in any substantial adverse physical effects under CEQA other than those already addressed comprehensively and mitigated as appropriate throughout this EIR. The impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

## 4.11 NOISE AND VIBRATION

### 4.11.1 INTRODUCTION

This section describes potential impacts related to noise and vibration, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

The City reviewed and considered this information during the preparation of this noise and vibration section. There were no NOP comments regarding the topics addressed in this section of the EIR.

### 4.11.2 ENVIRONMENTAL SETTING

#### ACOUSTIC FUNDAMENTALS

Noise is sound that is loud, disagreeable, unexpected, or unwanted. Sound, as described in more detail below, is mechanical energy transmitted in the form of a wave because of a disturbance or vibration, and as any pressure variation in air that the human ear can detect.

#### Sound Properties

A sound wave is introduced into a medium (air) by a vibrating object. The vibrating object (e.g., vocal cords, the string and sound board of a guitar, the diaphragm of a radio speaker) is the source of the disturbance that moves through the medium. Regardless of the type of source that creates the sound wave, the particles of the medium through which the sound moves are vibrating in a back-and-forth motion at a given frequency (pitch).<sup>1</sup> A commonly used unit for frequency is cycles per second, called hertz (Hz).<sup>2</sup>

A wave is an energy transport phenomenon that transports energy along a medium. The amount of energy carried by a wave is related to the amplitude (loudness) of the wave. A high-energy wave is characterized by high

---

<sup>1</sup> The frequency of a wave refers to how often the particles vibrate when a wave passes through the medium. The frequency of a wave is measured as the number of complete back-and-forth vibrations of a particle per unit of time. If a particle of air undergoes 1,000 longitudinal vibrations in 2 seconds, then the frequency of the wave would be 500 vibrations per second.

<sup>2</sup> Each particle vibrates as a result of the motion of its nearest neighbor. For example, the first particle of the medium begins vibrating at 500 Hz and sets the second particle of the medium into motion at the same frequency (500 Hz). The second particle begins vibrating at 500 Hz and sets the third particle into motion at 500 Hz. The process continues throughout the medium; hence each particle vibrates at the same frequency, which is the frequency of the original source. A guitar string vibrating at 500 Hz will set the air particles in the room vibrating at the same frequency (500 Hz), which carries a sound signal to the ear of a listener that is detected as a 500-Hz sound wave. The back-and-forth vibration motion of the particles of the medium would not be the only observable phenomenon occurring at a given frequency. Because a sound wave is a pressure wave, a detector could be used to detect oscillations in pressure from high to low and back to high pressure. As the compression (high-pressure) and rarefaction (low-pressure) disturbances move through the medium, they would reach the detector at a given frequency. For example, a compression would reach the detector 500 times per second if the frequency of the wave were 500 Hz. Similarly, a rarefaction would reach the detector 500 times per second if the frequency of the wave were 500 Hz. Thus, the frequency of a sound wave refers not only to the number of back-and-forth vibrations of the particles per unit of time, but also to the number of compression or rarefaction disturbances that pass a given point per unit of time. A detector could be used to detect the frequency of these pressure oscillations over a given period of time. The period of the sound wave can be found by measuring the time between successive high-pressure points (corresponding to the compressions) or the time between successive low-pressure points (corresponding to the rarefactions). The frequency is simply the reciprocal of the period; thus, an inverse relationship exists so that as frequency increases, the period decreases, and vice versa.

amplitude; a low-energy wave is characterized by low amplitude. The amplitude of a wave refers to the maximum amount of displacement of a particle from its rest position. The energy transported by a wave is directly proportional to the square of the amplitude of the wave. This means that a doubling of the amplitude of a wave is indicative of a quadrupling of the energy transported by the wave.

### Sound and the Human Ear

Because of the ability of the human ear to detect a wide range of sound-pressure fluctuations, sound-pressure levels are expressed in logarithmic units called decibels (dB) to avoid a very large and awkward range in numbers. The sound-pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure squared. The reference sound pressure is considered the absolute hearing threshold (Caltrans 2013). Use of this logarithmic scale reveals that the total sound from two individual sources, each measured at 65 A-weighted decibels (dBA), is 68 dBA, not 130 dBA; that is, doubling the source strength increases the sound pressure by 3 dBA.

Because the human ear is not equally sensitive to all sound frequencies, a specific frequency-dependent rating scale was devised to relate noise to human sensitivity. A dBA scale performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. The basis for compensation is the faintest sound audible to the average ear at the frequency of maximum sensitivity. This dBA scale is used to regulate environmental noise. Typical indoor and outdoor noise levels are presented in Exhibit 4.11-1

With respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 6-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Caltrans 2013), as presented in Table 4.11-1.<sup>3</sup>

**Table 4.11-1. Subjective Reaction to Changes in Noise Levels of Similar Sources**

Change in Level, dBA	Subjective Reaction	Factor Change in Acoustical Energy
1	Imperceptible (except for tones)	1.3
3	Just barely perceptible	2.0
6	Clearly noticeable	4.0
10	About twice (or half) as loud	10.0

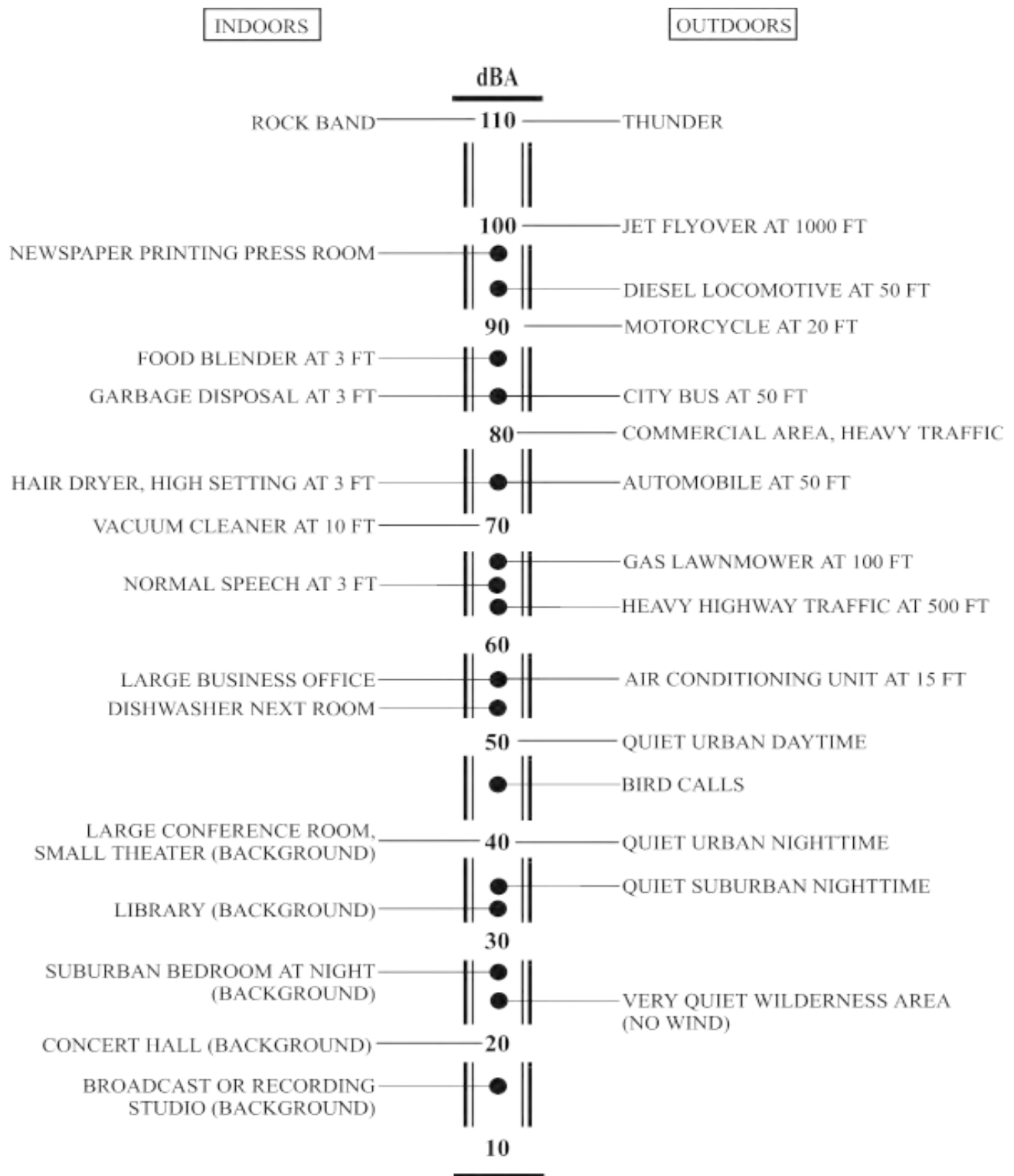
Note: dBA = A-weighted decibels  
Source: Caltrans 2013

### Sound Propagation and Attenuation

As sound (noise) propagates from the source to the receptor, the attenuation, or manner of noise reduction in relation to distance, is dependent on surface characteristics, atmospheric conditions, and the presence of physical barriers. The inverse-square law describes the attenuation caused by the pattern in which sound travels from the source to the receptor. Sound travels uniformly outward from a point source in a spherical pattern with an attenuation rate of 6 dBA per doubling of distance (dBA/DD). However, from a line source (e.g., a road), sound

<sup>3</sup> Table 4.11-1 was developed on the basis of the reactions of test subjects to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. It is probably most applicable to noise levels in the range of 50–70 dBA, as this is the usual range of voice and interior noise levels.

travels uniformly outward in a cylindrical pattern with an attenuation rate of 3 dBA/DD. The characteristics of the surface between the source and the receptor may result in additional sound absorption and/or reflection.



Notes: dBA = A-weighted decibels  
Source: Caltrans 2013

**Exhibit 4.11-1. Typical Noise Levels**

Atmospheric conditions such as wind speed, temperature, and humidity may affect noise levels. The presence of a barrier between the source and the receptor may also attenuate noise levels. The actual amount of attenuation depends on the size of the barrier and the frequency of the noise. A noise barrier may be any natural or human-made feature such as a hill, tree, building, wall, or berm (Caltrans 2013).

All buildings provide some exterior-to-interior noise reduction. A building constructed with a wood frame and a stucco or wood sheathing exterior typically provides an approximate exterior-to-interior noise reduction of 25 dB with its windows closed, and 15 dB with its windows open (EPA 1974).

## Noise Descriptors

The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise are defined below (Caltrans 2013).

- ▶  **$L_{\max}$  (Maximum Noise Level):** The maximum instantaneous noise level during a specific period of time. The  $L_{\max}$  may also be referred to as the “peak (noise) level.”
- ▶  **$L_{\min}$  (Minimum Noise Level):** The minimum instantaneous noise level during a specific period of time.
- ▶  **$L_{\text{eq}}$  (Equivalent Noise Level):** The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value is calculated, which is then converted back to dBA to determine the  $L_{\text{eq}}$ . In noise environments that are determined by major noise events, such as aircraft overflights, the  $L_{\text{eq}}$  value is heavily influenced by the magnitude and number of single events that produce the high noise levels.
- ▶  **$L_{\text{dn}}$  (Day-Night Noise Level):** The 24-hour  $L_{\text{eq}}$  with a 10-dBA “penalty” for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is “added” to noise events that occur in the nighttime hours, and this generates a higher reported noise level when determining compliance with noise standards. The  $L_{\text{dn}}$  attempts to account for the fact that noise at night is a potential source of disturbance with respect to normal sleeping hours.
- ▶ **CNEL (Community Noise Equivalent Level):** Similar to the  $L_{\text{dn}}$  described above, but with an additional 5-dBA “penalty” added to noise events that occur during the noise-sensitive hours between 7:00 p.m. and 10:00 p.m., which are typically reserved for relaxation, conversation, reading, and television. When the same 24-hour noise data are used, the reported CNEL is typically approximately 0.5 dBA higher than the  $L_{\text{dn}}$ .
- ▶ **SENL (Single-Event [Impulsive] Noise Level):** A receiver’s cumulative noise exposure from a single impulsive noise event, which is defined as an acoustical event of short duration and involves a change in sound pressure above some reference value. SENLs typically represent the noise events used to calculate the  $L_{\text{eq}}$ ,  $L_{\text{dn}}$ , and CNEL.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level  $L_{\text{eq}}$ , which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually 1 hour).

The  $L_{eq}$  is the foundation of the composite noise descriptors such as  $L_{dn}$  and CNEL, as defined above, and correlates well with community response to noise.

## **Negative Effects of Noise on Humans**

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Exposure to noise may result in physical damage to the auditory system, which may lead to gradual or traumatic hearing loss. Gradual hearing loss is caused by sustained exposure to moderately high noise levels. Traumatic hearing loss is caused by sudden exposure to extremely high noise levels over a short period. Gradual and traumatic hearing loss both may result in permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal may be considered dangerous. Noise may also be a contributor to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, and level of the noise, and the exposure time (Caltrans 2013).

## **Fundamental Noise Control Options**

Any noise problem is generally composed of three basic elements: the noise source, a transmission path, and a receiver. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria ( $L_{dn}$ ,  $L_{eq}$ , or  $L_{max}$ ); the location of the sensitive receiver (inside or outside); and the time that the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local accessibility, safety, and aesthetic standards, as well as practical structural and economic limits. Fundamental noise control options are described below.

### **Setbacks**

Noise exposure may be reduced by increasing the distance between the noise source and the receiving use. Setback areas can, for example, take the form of open space, frontage roads, recreational areas, and storage yards. The available noise attenuation from this technique is limited by the characteristics of the noise source but is generally about 4–6 dBA.

### **Barriers**

Shielding by barriers can be obtained by placing walls, berms, or other structures (such as buildings) between the noise source and the receiver. The effectiveness of a barrier depends on blocking the line of sight between the source and receiver; effectiveness is improved when the sound must travel a longer distance to pass over the barrier than if it were traveling in a straight line from source to receiver. The difference between the distance over a barrier and a straight line between source and receiver is called the “path length difference,” and is the basis for calculating barrier noise reduction.

Barrier effectiveness depends upon the relative heights of the source, barrier, and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a

smaller path length difference for a given increase in barrier height than does a location closer to either the source or receiver.<sup>4</sup> Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

There are practical limits to the noise reduction provided by barriers. For vehicle traffic or railroad noise, a noise reduction of 5–10 dBA may often be reasonably attained. A 15-dBA noise reduction is sometimes possible, but a 20-dBA noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall may provide up to 3 dBA additional attenuation over that attained by a solid wall alone, because of the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls alone, and they are sometimes preferred for aesthetic reasons.

### ***Site Design***

Buildings can be placed on a project site to shield other structures or areas from areas affected by noise, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce a project's overall noise control costs, particularly if the shielding structure is insensitive to noise.

### ***Building Façades***

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building façades. Standard construction practices provide a noise reduction of 10–15 dBA for building façades with open windows and a noise reduction of approximately 25 dBA when windows are closed. Thus, an exterior-to-interior noise reduction of 25 dBA can be obtained by requiring that building design include adequate ventilation systems, which allows windows to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building façade is necessary. Reducing relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in frames with low air infiltration rates, using fixed (non-movable) acoustical glazing, or eliminating windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by using double or staggered stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

### ***Vegetation***

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5-dBA attenuation of traffic noise (Caltrans 2013). Thus, the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

---

<sup>4</sup> For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 pounds per square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept the line of sight to all significant noise sources.



Vegetation can be used to acoustically “soften” intervening ground between a noise source and a receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting trees and shrubs also offers aesthetic and psychological value, and it may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. The effects of vegetation on noise transmission are minor and are primarily limited to increased absorption of high-frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

## **Vibration Fundamentals**

Vibration is the periodic oscillation of a medium or object. Similar to noise, groundborne vibration and groundborne noise can be generated from construction and operational sources. If vibration levels are high enough, groundborne vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Groundborne vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Groundborne noise is the noise generated by the indoor movement of room surfaces, such as walls, resulting from groundborne vibration.

## **Vibration Descriptors**

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration levels are usually expressed as a single-number measure of vibration magnitude in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean square (RMS), as in RMS vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV and RMS are normally described in inches per second (in/sec). PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (FTA 2018).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a period of 1 second. Like airborne sound, the RMS velocity is often expressed in decibel notation, as vibration decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2018). This is based on a reference value of 1 microinch per second ( $\mu\text{in/sec}$ ).

## **Vibration Sources**

Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, or transient, or random. Continuous vibrations result from operating factory machinery, vibratory pile drivers, large pumps, horizontal directional drilling, and compressors. Transient vibrations are generated by explosions, blasting, impact pile driving, and wrecking balls. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment.

Construction activities can generate groundborne vibrations, which can pose a risk to nearby structures. Constant or transient vibrations can weaken structures, crack facades, and disturb occupants (FTA 2018). Heavy

construction operations can cause substantial groundborne vibration in proximity to the source. The highest vibration levels are generated by impact equipment or heavy equipment, such as pile drivers or vibratory rollers, respectively.

The primary vibration sources associated with transportation include heavy truck and bus traffic along roadways and train traffic along rail lines. Vehicle traffic, including heavy trucks traveling on a highway, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage. In some cases, however, heavy trucks traveling over potholes or other discontinuities in the pavement have caused vibration high enough to result in complaints from nearby residents; these complaints typically can be resolved by smoothing the roadway surface. Freight trains, commuter trains, and light rail trains can also be sources of ground vibration.

### ***Effects of Vibration***

The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items that sit on shelves or hang on walls, and rumbling sounds. In extreme cases, vibration can damage buildings, although this is not a factor for most projects. Human annoyance from groundborne vibration often occurs when vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance can be well below the damage threshold for normal buildings.

Vibrations transmitted through the ground during construction equipment operations or transportation system operations may annoy people and detrimentally affect structures and sensitive devices. Where construction vibration does cause structural damage, it is through direct damage and/or vibration-induced settlement. Structural damage depends on the frequency of the vibration at the structure, as well as the condition of the structure and its foundation. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans.

Table 4.11-2 displays the reactions of people and the effects on buildings that continuous vibration levels produce. The annoyance levels shown in Table 4.11-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to vibration complaints, even when there is very little risk of actual structural damage.

**Table 4.11-2. Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels**

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structures
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to Severe	Threshold at which there is a risk of damage to newer residential structures
0.5	Severe – Vibration considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

Notes: in/sec = inches per second; PPV = peak particle velocity  
Source: Caltrans 2020

## EXISTING NOISE ENVIRONMENT

This section describes the existing conditions in Marysville.

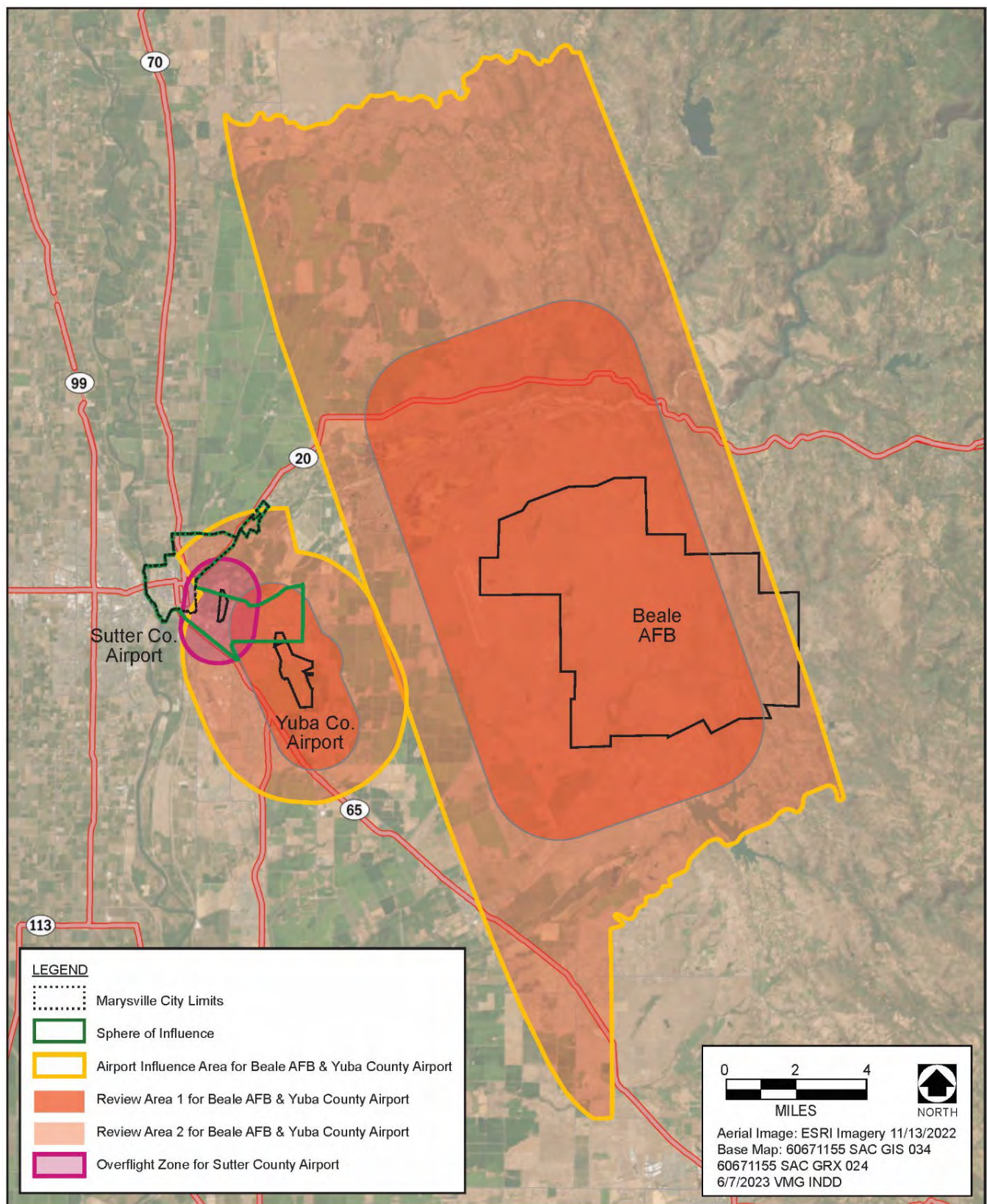
### Existing Sources of Noise

Noise sources within the City of Marysville can be characterized as “transportation-related” and “fixed” non-transportation-related). Transportation-related noise sources consist of roadway traffic noise and railroad noise. Major transportation routes are dominant sources of noise. These include traffic on State Route 70 (SR 70), SR 20; and the Union Pacific Railroad (UPRR), which is oriented north-northwest to south-southeast through the city. SR 70 bisects the east and west quadrants of the southern area of the city, oriented north to south, and SR 20 is oriented east-west in the southern area of the city, and along the eastern boundary of the city. The fixed noise sources include but are not limited to, industrial facility noise, operations associated with commercial land uses, racetrack operations, and special events such as softball and soccer games. Other noise sources in the City include stationary sources, and natural sources (wind, birds, etc.). Neither the city nor the City’s existing Sphere of Influence intersects with any military bases, special use airspaces, or low-level flight paths. There are safety zones or noise contours associated with airfields or airports that are a concern for land use compatibility planning in Marysville (see Exhibit 4.11-2 and Exhibit 4.11-3).

### Noise-Sensitive Land Uses

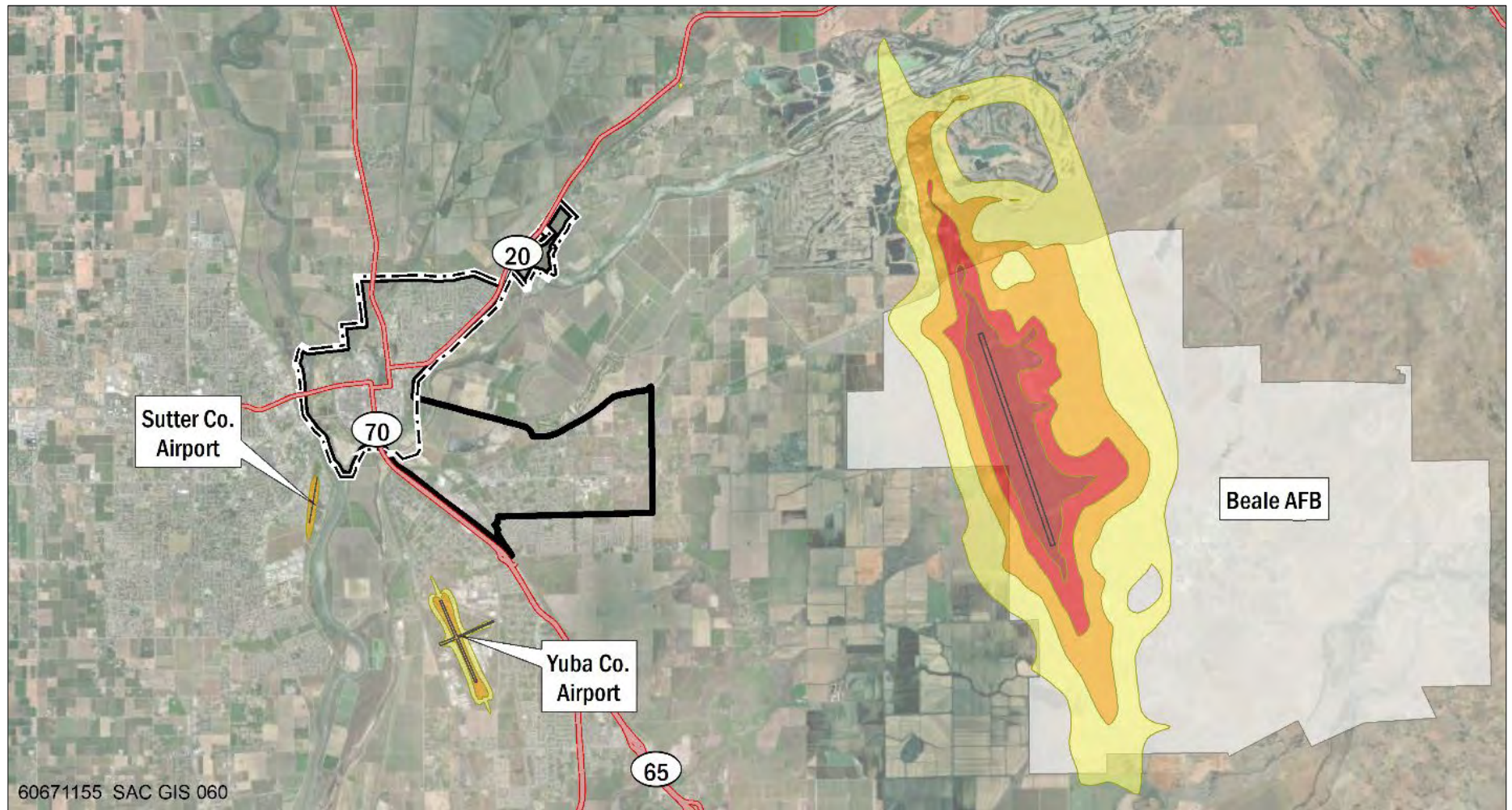
Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Places where people live, sleep, worship, and study are sensitive to noise because intrusive sound can be disruptive to these activities. Noise-sensitive uses include residentially designated areas, nursing homes, schools, libraries, and places of worship. Noise sources include highway and surface streets, railways, aircraft, and stationary noise sources such as commercial and industrial uses, construction sites, as well as neighborhood parks and schools. Exhibit 4.11-4 identifies existing noise-sensitive non-residential uses in Marysville.

In Exhibit 4.11-3, the dark black outline is the existing City Sphere of Influence, the dashed black and white boundary is the City limits, the yellow area is the 60 dBA CNEL noise contour, orange is 65, and red is 70.



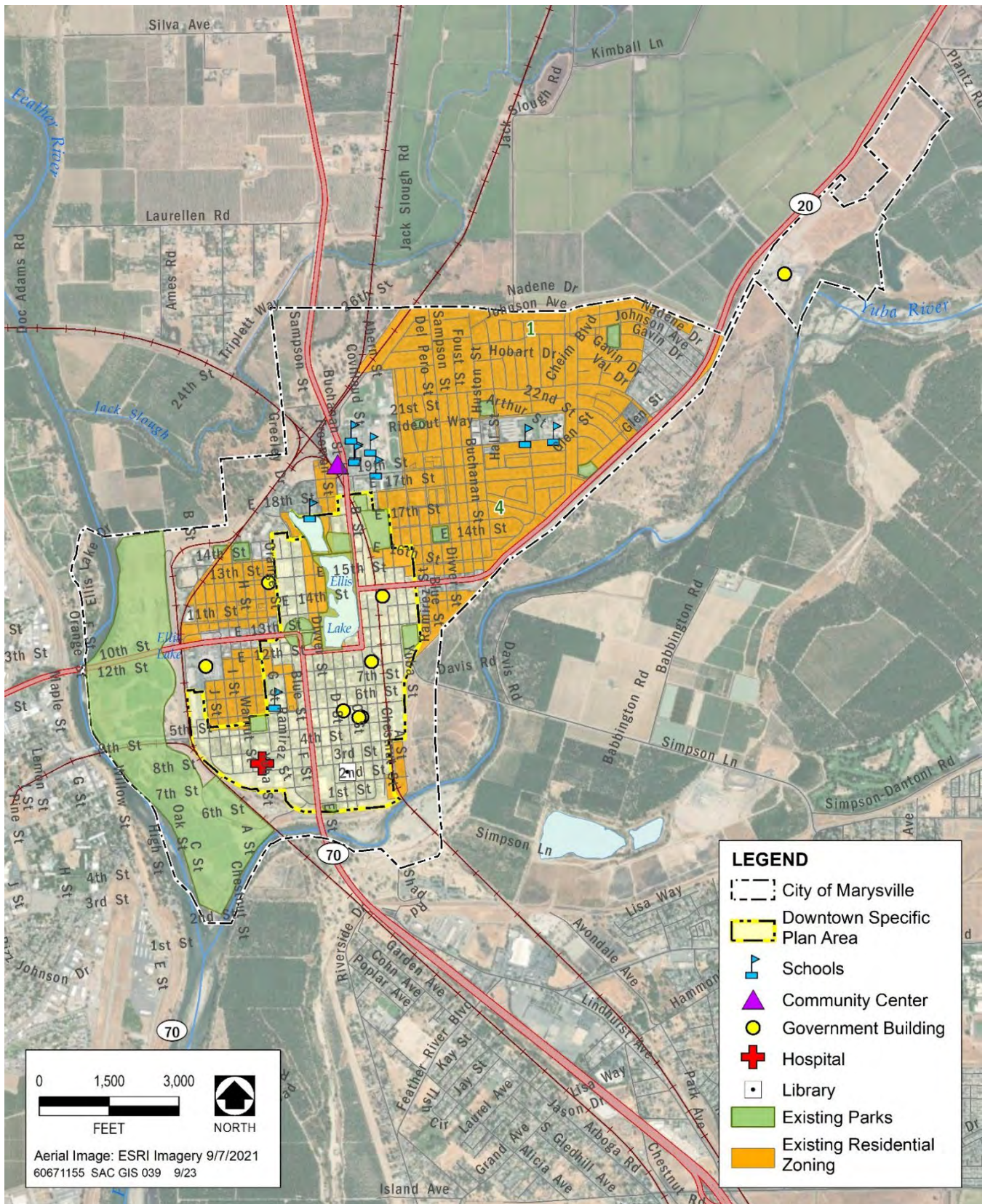
**Exhibit 4.11-2. Airport Influence Areas**





**Exhibit 4.11-3. Airport Noise Contours**





**Exhibit 4.11-4. Noise Sensitive Uses**

Noise conflicts can occur when larger-scale commercial and industrial uses are located near or adjacent to residential neighborhoods, but recreational and other non-residential land uses can also create conflicts. Whether or not the juxtaposition of different land uses creates a noise conflict depends on the design, scale, character, and operation of both the noise-generating use and the noise-sensitive use.

Residential neighborhoods are located throughout the Planning Area, while large-scale commercial uses are somewhat concentrated around SR 70 and SR 20, south of 5<sup>th</sup> Street, east and west of SR 70, in the southern areas of the City that are separated from most residences. Also, the adjacent areas along E Street and the area east of B Street in the Ellis Lake area, also have commercial uses with residential uses in closer proximity compared to the southwestern areas of the City. Industrial uses within the City area located mostly along the railroad to the east and west of B Street, and also north of 14<sup>th</sup> Street.

Developed parks can represent a source of noise, particularly parks that accommodate organized sports. Parks in Marysville are interspersed throughout residential areas. Similarly, public and institutional uses can emit noise. For example, schools, which are located throughout the City and are surrounded by residential uses, can represent a source of noise during events.

### **Ambient Noise Level Measurements**

A community noise survey was conducted to document noise exposure in areas with noise-sensitive land uses. Noise measurement sites were selected to be representative of noise-sensitive area. The community noise survey was conducted at five locations including four long-term (24-hour) and one short-term (10 to 20-minutes) measurement.<sup>5</sup> Traffic on local streets, SR 20 and SR 70, railroads within the City, distant commercial and industrial activities, and neighborhood activities are the controlling factors for background noise levels in most of the Planning Area. Long-term ambient noise level measurements were conducted at residential areas to record day-night statistical noise level trends. Short-term ambient noise level measurement was conducted to record typical daytime noise levels along SR 20 in the Planning Area.

Measured noise levels are summarized in Table 4.11-3, to provide an indication of ambient noise levels in Marysville. Noise measurement sites are shown in Exhibit 4.11-5. The  $L_{eq}$  values presented in Table 4.11-3 represent the average measured noise levels during the measured time periods.  $L_{max}$  values show the maximum noise levels observed during the measured time periods. These measurements were completed from August 15–16, 2023. The community noise survey results indicate that typical noise levels in noise-sensitive areas range from 55 dB to 68 dB  $L_{dn}$ . The noise survey data will be compared to future anticipated conditions under the buildout of the General Plan and Specific Plan at the potential locations of noise-sensitive receptors and noise-generating land uses in the Planning Area for the impact analysis.

---

<sup>5</sup> Noise level measurements were completed using Larson Davis Laboratories (LDL) Model 820, and 824 precision integrating sound level meters. The meters were calibrated prior to the measurements using an LDL Model (CAL 200) acoustical calibrator. The equipment used complies with all pertinent requirements of the American National Standards Institute for Class 1 sound level meters (ANSI S1.4).

**Table 4.11-3. Existing Ambient Noise Levels, dBA, Daytime (7 a.m.–10 p.m.) and Nighttime (10 p.m.–7 a.m.)**

Location	Address	From	To	Start Time	Duration	Day Leq	Day Lmax	Day L50	Day L90	Night Leq	Night Lmax	Night L50	Night L90	Ldn
LT-01	Veterans Park	Tuesday, August 15, 2023	Wednesday, August 16, 2023	11:00	24 Hour	59	77	49	52	56	75	49	51	63
LT-02	Yuba County Government Center	Tuesday, August 15, 2023	Wednesday, August 16, 2023	11:30	24 Hour	63	83	54	60	61	78	50	55	68
LT-03	City Hall	Tuesday, August 15, 2023	Wednesday, August 16, 2023	12:00	24 Hour	59	76	50	54	59	77	47	51	65
LT-04	Triplett Park	Tuesday, August 15, 2023	Wednesday, August 16, 2023	12:30	24 Hour	48	66	41	45	48	67	41	43	55
ST-01	Basin Park along Highway 20	Tuesday, August 15, 2023	Tuesday, August 15, 2023	13:27	0:10	76	86	73	58	--	--	--	--	--

Source: Measurements collected by AECOM, 2023.

Notes:

dBA = A-weighted decibels

L<sub>dn</sub> = Day-Night Noise Level

L<sub>eq</sub> = Equivalent Noise Level

L<sub>max</sub> = Maximum Noise Level

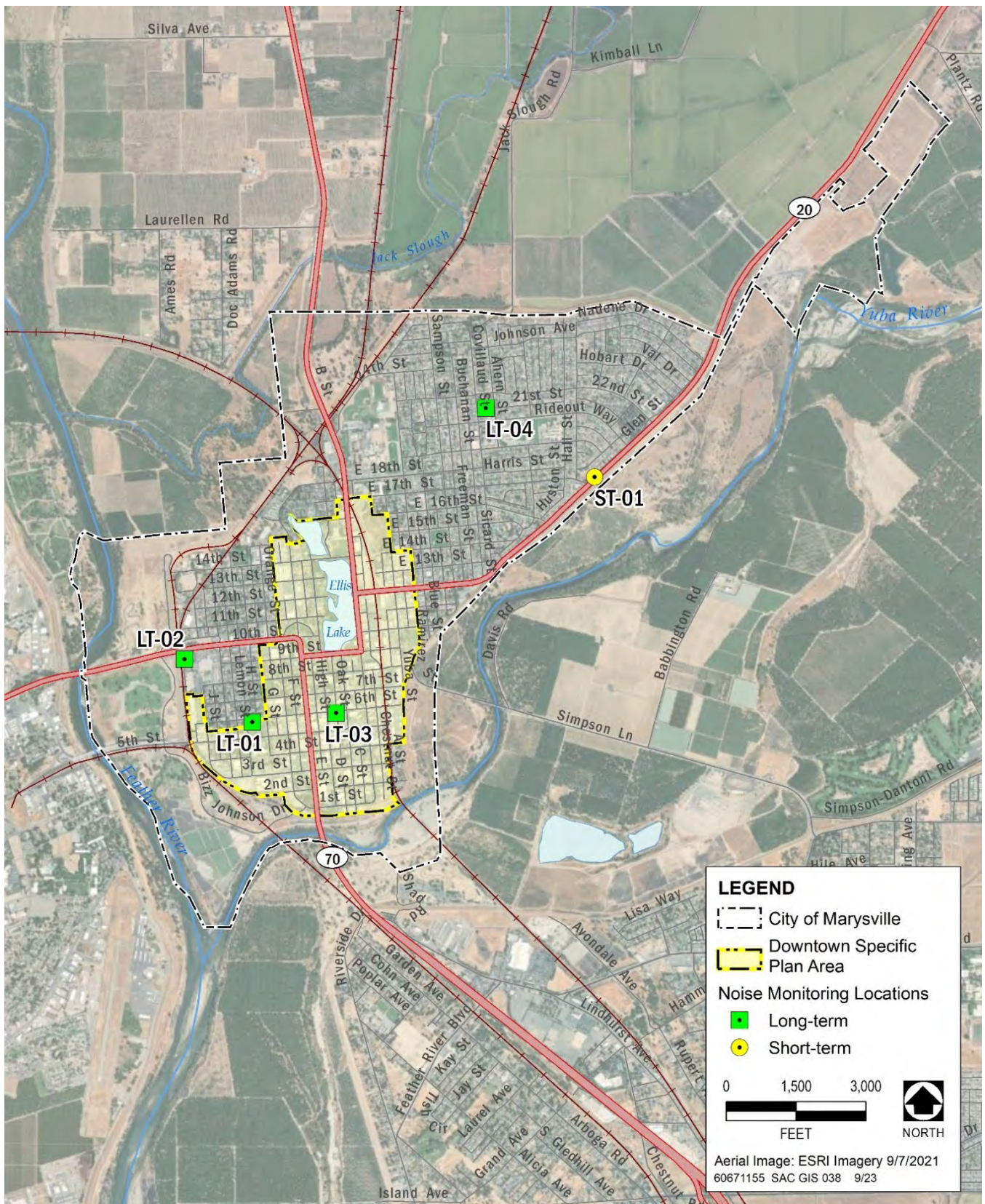
## Traffic

Traffic operations data was used to estimate existing traffic noise levels at a distance of 100 feet from the centerline of the studied roadways.<sup>6</sup> Additionally, the 60 dB L<sub>dn</sub>, 65 dB L<sub>dn</sub>, and 70 dB L<sub>dn</sub> traffic noise contour distances were determined. Please see Table 4.11-4 for a summary of traffic noise levels and contour distances for the existing condition.<sup>7</sup> Traffic noise contours were prepared using the Federal Highway Administration's (FHWA 1978) traffic noise prediction model (FHWA-RD-77-108) for SR 70, SR 20, major and minor arterials, and collector roadway segments. Please see Exhibit 4.11-6 and Exhibit 4.11-7 for existing traffic noise contours within the City of Marysville.

<sup>6</sup> Existing noise levels in the City have been characterized through the collection of noise measurements and traffic noise modeling. The City commissioned traffic counts for select segments of SR 20 and SR 70. For segments where the City did not collect counts, Caltrans traffic volumes and truck percentages for SR 20 and SR 70 were used. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), existing traffic volumes, and posted traffic speed, day/night traffic distribution, and assumption regarding the traffic fleet mix (i.e., percentage of automobiles, medium trucks, and heavy trucks) were used to assess existing traffic noise exposure. The FHWA Model is the standard model recommended by the FHWA and is the analytical method presently favored for traffic noise prediction by most state and local agencies, including Caltrans. The current version of the Model is based upon the California Vehicle Noise (CALVENO) noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver and the acoustical characteristics of the site. The FHWA Model predicts day-night average noise levels (L<sub>dn</sub>), and hourly L<sub>eq</sub> values for free-flowing traffic conditions and is generally considered to be accurate within 1.5 dB of the measured condition. Day/night traffic distribution for all studied streets was based on the day-night average daily traffic volumes. Posted traffic speeds, and vehicle mixes provided by Caltrans (for highways) and observed during the Model calibration noise level measurements, were assumed for the traffic noise modeling effort.

<sup>7</sup> In some cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA Model, because the modeling does not take into account existing sound barriers or structures, vegetation, or other factors that can attenuate (reduce) noise. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, roadway elevations, or elevation of receivers may also affect actual sound propagation. Therefore, the distances reported are estimates of noise exposure along streets and are expected to overestimate noise levels.





**Exhibit 4.11-5. Noise Monitoring Locations**

**Table 4.11-4. Existing Traffic Noise Levels and Contour Distances**

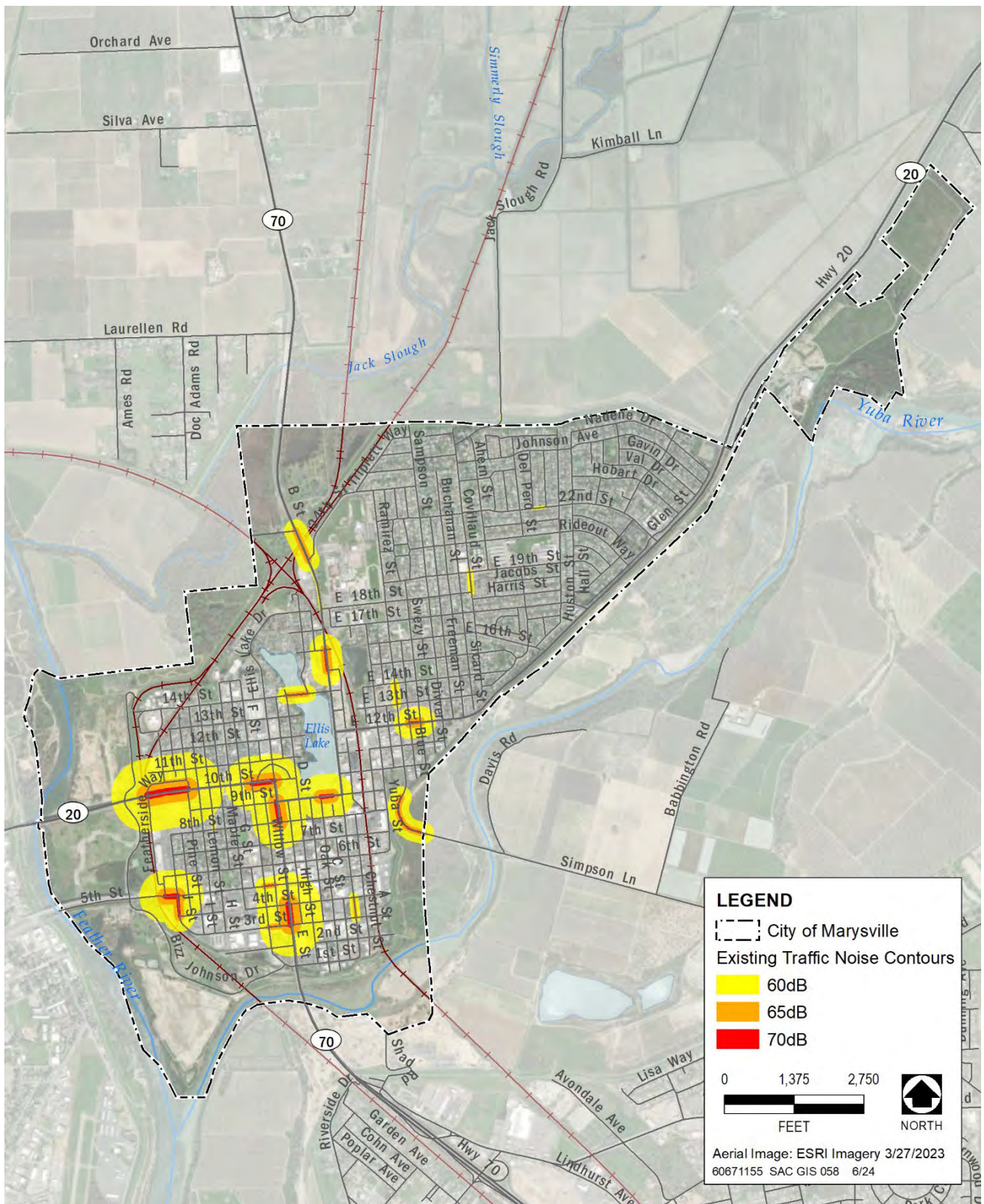
ID	Street	Segment	Average Daily Trips	L <sub>dn</sub> @ 100 ft	70 dBA L <sub>dn</sub> Distance to Contours	65 dBA L <sub>dn</sub> Distance to Contours	60 dBA L <sub>dn</sub> Distance to Contours
1	B Street (SR 70)	From East 24th Street to North of East 24th Street	14,928	64	22	71	225
2	Simpson Lane	From East 10th Street to South of East 10th Street	14,063	63	21	67	212
3	5th Street	From J Street to West of J Street	34,090	67	51	162	514
4	10th Street (SR 20)	From I Street to West of I Street	47,698	69	72	227	719
5	Jack Slough Road	From East 26th Street to North of East 26th Street	970	52	1	5	15
6	East 22nd Street	From Edward Street to Foust Street	2,221	55	3	11	33
7	Covillaud Street	From East 19th Street to South of East 19th Street	4,234	58	6	20	64
8	East 24th Street	From B Street to East of B Street	2,361	56	4	11	36
9	Ramirez Street	From East 13th Street to North of East 13th Street	5,731	59	9	27	86
10	East 12th Street	From Blue Street to Swezy Street	20,549	65	31	98	310
11	B Street	From 15th Street to North of 15th Street	20,728	65	31	99	312
12	14th Street	From C Street to D Street	11,514	62	17	55	174
13	H Street	From 8th Street to 9th Street	2,367	56	4	11	36
14	10th Street (SR 20)	From F Street to East of F Street	35,521	67	54	169	535
15	9th Street (SR 20)	From C Street to East of C Street	29,155	66	44	139	439
16	B Street	From 3rd Street to 4th Street	6,148	60	9	29	93
17	E Street (SR 70)	From 8th Street to 9th Street	35,236	67	53	168	531
18	E Street (SR 70)	From 3rd Street to 4th Street	41,559	68	63	198	626
19	5th Street	From F Street to East of F Street	11,707	62	18	56	176
20	3rd Street	From E Street to F Street	11,955	63	18	57	180
21	J Street	From 4th Street to 5th Street	20,406	65	31	97	308
22	SR 20	From Sutter/Yuba County to H Street	43,500	72	152	482	1524
23	SR 20	From H Street to F Street	38,500	69	74	234	741
24	SR 20	From F Street to South Junction CA-70	35,500	68	68	216	683
25	SR 20	From South Junction CA-70 to 9th/B Streets	31,500	68	61	192	606
26	SR 20	From 9th/B Streets to North Junction CA-70	39,000	69	75	237	751
27	SR 20	From North Junction CA-70 to Buchanan Street	17,700	65	34	108	341

ID	Street	Segment	Average Daily Trips	L <sub>dn</sub> @ 100 ft	70 dBA L <sub>dn</sub> Distance to Contours	65 dBA L <sub>dn</sub> Distance to Contours	60 dBA L <sub>dn</sub> Distance to Contours
28	SR 20	From Buchanan Street to 22nd Street	11,400	63	22	69	219
29	SR 20	From 22nd Street to Hallwood Boulevard	9,300	65	33	103	326
30	SR 70	From North Beale Road to 1st Street	62,000	76	359	1137	3594
31	SR 70	From 1st Street to 3rd Street	59,000	71	114	359	1136
32	SR 70	From 3rd Street to 5th Street	48,000	70	92	292	924
33	SR 70	From 5th Street to Junction Route 20	43,000	69	83	262	828
34	SR 70	From Junction Route 20 to 14th Street	15,300	65	29	93	295
35	SR 70	From 14th Street to 18th Street	19,400	66	37	118	374
36	SR 70	From 18th Street to 24th Street	18,400	65	35	112	354
37	SR 70	From 24th Street to Laurellen Road	15,000	67	53	166	525

Notes: dB = decibels; L<sub>dn</sub> = Day-Night Average sound level. Traffic volumes for certain segments labeled as City streets (such as B Street) that are also state highways show very similar, but very slightly different segment extents and volumes compared to similar segments where they are labeled as state highways.

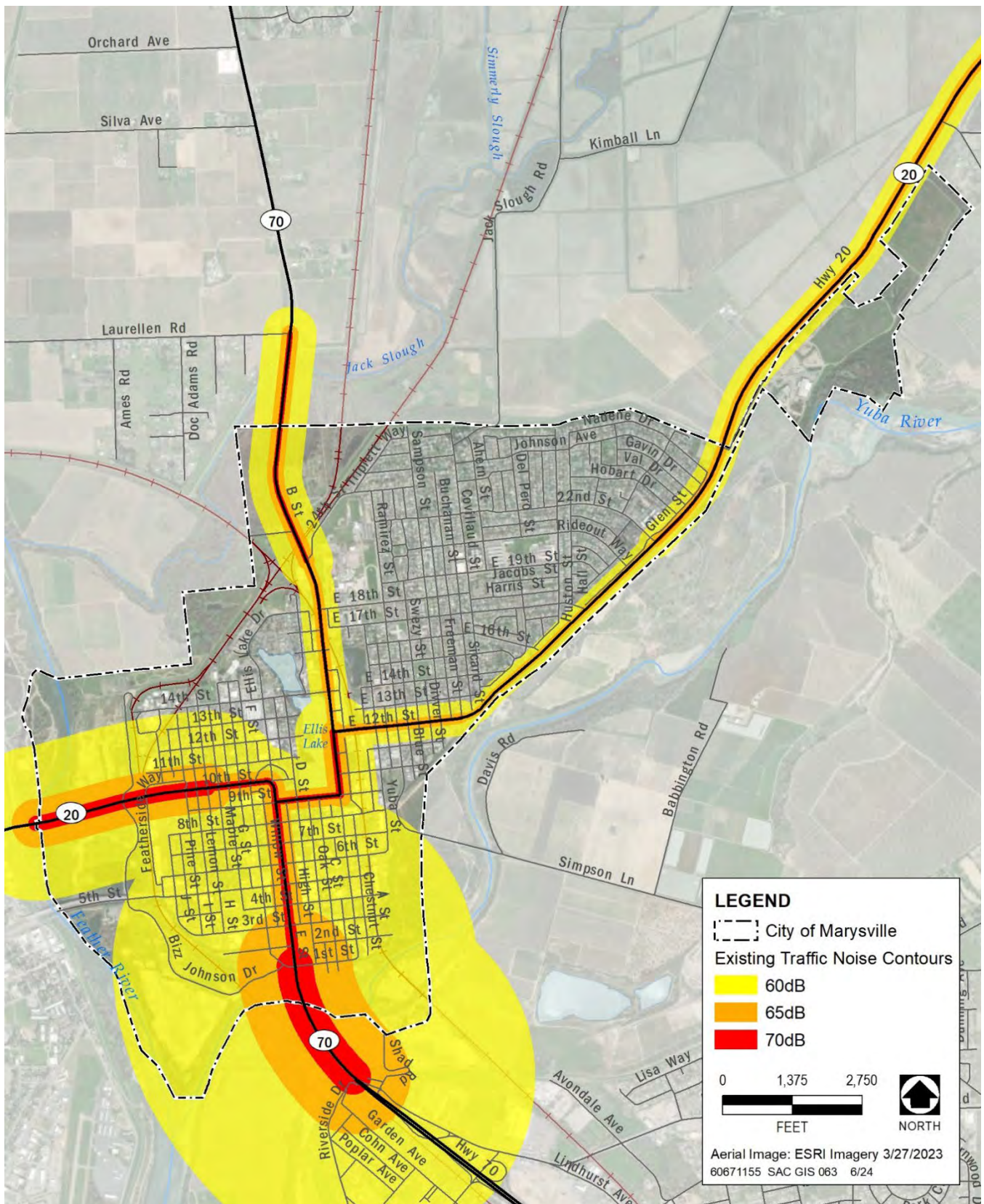
Source: Traffic data from National Data and Surveying Services (NDS 2023), noise modeling conducted by AECOM 2024.





**Exhibit 4.11-6. Existing Traffic Noise Contours, City Streets**





**Exhibit 4.11-7. Existing Traffic Noise Contours, State Highways**

## **Railroads**

Two major railroad lines, UPRR Valley Line and UPRR/BNSF rail line operated by Union Pacific Railroad (UPR) are the primary railroad traffic noise sources. Both railroads travel through the populated areas in the center of the city and along the western boundary of the city to the north, and have consistently high noise levels, with all tracks carrying heavy freight traffic with many nighttime as daytime operations. Noise levels associated with railroad line operations are a result of warning horns, at-grade crossing bells, locomotive engines, and rail car noise. The UPRR Valley Line operates approximately 19 daily train trips through Yuba County, and the UPRR/BNSF rail line operates approximately 48 daily train trips through Yuba County. The UPRR Operations of these railroad lines result in up to 74 to 78 dB  $L_{dn}$ , at 100 feet (Yuba County 2011).

## **Aircraft**

Aviation noise is addressed through a combination of short-term and continuous site noise measurements of aircraft operations and a review of adopted airport land use compatibility policies and noise contours. The impact of aircraft sound in the planning area is primarily from three sources of aircraft activity: Sutter County Airport, Yuba County Airport, and Beale Air Force Base (AFB). Exhibit 4.11-2 and Exhibit 4.11-3 show the boundaries of each of the Airport Influence Areas, Overflight Areas, and locations of the 60 dB CNEL noise contours.

The greatest potential for sound intrusion occurs when military jets and large commercial aircraft land, take off, or run up their engines on the ground. The airport land use compatibility plans for each of these airports define the area surrounding the airport where noise from aircraft operations may reach certain levels, known as noise contours. Noise contours are based on noise level measurements from aircraft, their flight paths, and times they are active. Noise contours are divided into zones that represent various degrees of noise exposure and help in planning for surrounding land uses. Low noise zones may be more suitable for residential or sensitive land uses, while high noise zones may be more disruptive for residential or sensitive land uses.

Noise from aircraft overflights may also be an issue from for sensitive receptors such as residences, schools, and medical facilities. As shown in the Airport Land Use Compatibility Plans (ALUCPs) for each airport, Marysville is located outside of the 55 to 60 dB CNEL noise contours of the Beale AFB and Yuba County Airport, and is also located outside of the 65 dB CNEL noise contour of the Sutter County Airport (Sacramento Area Council of Governments [SACOG] 1994, 2003, 2011, and 2010). However, the northeastern end of the approach and departure zone for the Sutter County Airport extends into the southwestern City limits, into Beckwourth Riverfront Park near the Cotton Rosser Arena and Pavilion (Exhibit 4.11-2). Based on a review of flight tracks for aircraft arriving and departing Beale AFB, aircraft overflight activity associated with the Base takes place east of the existing development within the Marysville Ring Levee, but does overlap with the northeastern edge of the City limits where the Recology Materials Transfer Facility is currently located (SACOG 2010:Exhibit 4). Most of the City is within the aircraft overflight zone for the Yuba County Airport (Exhibit 4.11-2).

## **Other Fixed Noise Sources**

Commercial and industrial facilities are also a source of noise within Marysville. Mechanical equipment and trucking are the primary sources of noise associated with these facilities. Industrial processes are often recognized as a primary fixed noise source. Significant noise generation can occur even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (OSHA and Cal/OSHA). Exterior noise levels may, however, exceed locally

acceptable standards. Commercial, recreational, and public service facility activities can also produce noise that affects adjacent sensitive land uses. These noise sources can be continuous and may contain tonal components that may be annoying to individuals who live in the nearby vicinity. In addition, noise generation from fixed noise sources may vary based on climatic conditions, time of day, and existing ambient noise levels.

From a land use planning perspective, fixed-source noise control issues focus upon two goals: to prevent the introduction of new noise-producing uses in noise-sensitive areas and to prevent encroachment of noise-sensitive uses upon existing noise-producing facilities. The first goal can be achieved by applying noise level performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses in near proximity to existing noise-producing facilities include mitigation measures to reduce noise exposure for the new noise-sensitive use.

Fixed noise sources that are typically of concern include, but are not limited to, the following:

- ▶ Air Compressors
- ▶ Blowers
- ▶ Boilers
- ▶ Conveyor Systems
- ▶ Cooling Towers/Evaporative Condensers
- ▶ Cutting Equipment
- ▶ Drill Rigs
- ▶ Emergency Generators
- ▶ Fans
- ▶ Gas or Diesel Motors
- ▶ Generators
- ▶ Grinders
- ▶ Heating, ventilation, and air conditioning (HVAC) Systems
- ▶ Lift Stations
- ▶ Outdoor Speakers
- ▶ Pile Drivers
- ▶ Pump Stations
- ▶ Steam Turbines
- ▶ Steam Valves
- ▶ Transformers
- ▶ Welders

These noise sources may be found in all kinds of industrial facilities, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, racetracks, landfills, sand and gravel operations, and athletic fields. There are numerous fixed noise sources that are dispersed throughout the city.

## **Other Stationary and Area Noise Sources**

The following provides descriptions of other stationary and area noise sources and, in some cases, noise level data associated with operations. The information is intended to be representative of the noise sources and noise levels associated with such uses.

### ***Landscape and Building Maintenance Activities***

Landscape maintenance activities include the use of leaf blowers, power tools, and gasoline-powered lawn mowers, and could result in intermittent noise levels of approximately 88 dB at 6 feet. Based on an equipment noise level of 88 dB, the use of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, would result in exterior noise levels of approximately 70 dB at 50 feet. If these activities occur during noise-sensitive hours, such as early in the morning, this results in compatibility issues for nearby noise-sensitive uses.

### ***Mechanical Equipment***

The operation of mechanical equipment (e.g., pumps, generators; heating, ventilation, and cooling systems) could result in intermittent noise levels of approximately 90 dB at 3 feet (EPA 1971). Based on this equipment noise level, the operation of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, may result in exterior noise levels of approximately 60 dB at 95 feet. These types of equipment are typically shielded from direct exposure (e.g., housed on rooftops, in equipment rooms, or in exterior enclosures), which can help to avoid noise compatibility issues.

### ***Garbage Collection Activities***

Garbage collection activities (e.g., emptying large refuse dumpsters, possible multiple times per week, and the shaking of containers with a hydraulic lift), could result in instantaneous maximum noise levels of approximately 89 dB  $L_{max}$  at 50 feet. Such activities are anticipated to be very brief, intermittent, and would occur during daytime hours, which are less noise-sensitive times of day. Garbage collection activities are infrequent, and therefore would not be expected to exceed daily noise standards. Noises would typically emanate from public rights-of-way, which would normally be separated from outdoor gathering spaces associated with residential uses. Noise associated with garbage collection would not be expected to create single-event noise that would be substantially disruptive to daily activities or cause sleep disturbance.

### ***Parking Lots***

Parking lots and parking structures include noise sources such as vehicles entering/exiting the lot, alarms/radios, and doors slamming. According to the FHWA, parking lots with a maximum hourly traffic volume of approximately 1,000 vehicles per hour either entering or exiting the lot could result in a peak hour and daily noise levels of approximately 56 dB  $L_{eq}$  and 63 dB  $L_{dn}$  at 50 feet.

### ***Commercial, Office, and Industrial Activities***

Commercial, office, and industrial noise sources include loading dock activities, air circulation systems, delivery areas, and the operation of trash compactors, air compressors, and public address systems (i.e., amplification and speakers used in drive-through retail establishments or sporting events). Such activities could result in intermittent



noise levels of approximately up to 91 dB  $L_{\max}$  at 50 feet (EPA 1971) and high single-event noise levels from backup alarms from delivery trucks during the more noise-sensitive hours of the day.

### ***Other Residential, School, and Recreation Activities and Events***

Noise sources typical of residential, school, recreation, and event uses could include voices and amplified music/speaker systems. Such sources could result in noise levels of approximately 60–75 dB  $L_{eq}$  at 50 feet.

### ***Agricultural Activities***

The city is essentially built out without any major agricultural activities, though the city is surrounded by agriculture. Agricultural activities involve the use of various types of heavy-duty equipment. Agricultural operations involve crop and orchard operations, which can occur during noise-sensitive times of the day and involve substantial noise levels. The operation of heavy-duty equipment associated with agricultural activities typically results in noise levels of approximately 75 dB  $L_{eq}$  at 50 feet (EPA 1971). The closest distances between proposed noise-sensitive land uses in Marysville and adjacent agricultural land uses would be approximately 50 to 200 feet in several locations. Based on the above noise levels and a typical noise-attenuation rate of 6.0 dB per doubling of distance, exterior noise levels at noise-sensitive receptors approximately 50 to 200 feet from agricultural activities could exceed 75 and 63 dB  $L_{eq}$ , respectively. It is important to note that the closest noise-sensitive receptors would not be exposed to this noise level for extended periods, given the mobile nature of agricultural activities (e.g., disking, plowing, harvesting). If, for instance, residential land uses were exposed to 75 dB  $L_{eq}$  for one entire hour during the daytime, and ambient noise levels were 50 dB  $L_{eq}$  during the rest of the daytime hours and 45 dB  $L_{eq}$  during the nighttime hours, the 24-hour noise level would be 62 dB  $L_{dn}$ .

## **4.11.3 REGULATORY FRAMEWORK**

Various agencies have established noise guidelines and standards to protect citizens from potential hearing damage and other adverse physiological and social effects associated with noise and vibration. Following is a discussion of federal, State, and local noise regulations and guidelines. This information is intended to provide the regulatory context against which existing and future noise conditions can be compared.

### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

Although not directly applicable to many projects, the research that supported the development of federal community noise standards is broadly applicable in understanding human response to different noise levels and is summarized below for the reader's edification.

Below is a list of federal agencies with noise exposure criteria.

- ▶ U.S. Environmental Protection Agency (USEPA): Noise standards to protect public health and welfare
- ▶ Housing and Urban Development (HUD): Noise standards for federally funded housing projects
- ▶ Federal Aviation Administration (FAA): Noise standards for aircraft noise
- ▶ Federal Highway Administration (FHWA): Noise standards for federally funded highway projects
- ▶ Federal Transit Administration (FTA): Noise standards for federally funded transit projects
- ▶ Federal Railroad Administration (FRA): Noise standards for federally funded rail projects

## U.S. Environmental Protection Agency Noise Control Act (Public Law 92-574)

The federal Noise Control Act of 1972 (Public Law 92-574) established a requirement that all federal agencies administer their programs to promote an environment free of noise that would jeopardize public health or welfare.<sup>8</sup> Although the USEPA was given a major role in disseminating information to the public and coordinating federal agencies, each federal agency retains authority to adopt noise regulations pertaining to agency programs.<sup>9</sup>

In 1974, in response to the requirements of the federal Noise Control Act, the USEPA identified indoor and outdoor noise level limits to protect public health and welfare (communication disruption, sleep disturbance, and hearing damage). Outdoor and indoor noise exposure limits of 55 dB  $L_{dn}$  and 45 dB  $L_{dn}$ , respectively, are identified as desirable to protect against speech interference and sleep disturbance for residential, educational, and healthcare areas. The sound-level criterion identified to protect against hearing damage in commercial and industrial areas is 70 dB 24-hour  $L_{eq}$  (both outdoors and indoors).

## U.S. Department of Housing and Urban Development Noise Abatement and Control (24 CFR Part 51, Subpart B)

The HUD has established guidelines for evaluating noise impacts on residential projects seeking financial support under various grant programs (HUD 2013), as summarized below:

- ▶ **Acceptable  $\leq$  65 dB.** Sites are generally considered acceptable for residential use if they are exposed to outdoor noise levels of 65 dB  $L_{dn}$  or less.
- ▶ **Normally Unacceptable 65–75 dB.** Sites are considered “normally unacceptable” if they are exposed to outdoor noise levels of 65–75 dB  $L_{dn}$ .
- ▶ **Unacceptable  $>$  75 dB.** Sites are considered “unacceptable” if they are exposed to outdoor noise levels above 75 dB  $L_{dn}$ .

The HUD goal for the interior noise levels in residences is 45 dB  $L_{dn}$  or less.

## Federal Aviation Administration Airport Noise Compatibility Planning (14 CFR Part 159)

14 CFR Part 150, “Airport Noise Compatibility Planning” prescribes the procedures, standards, and methodology to be applied to airport noise compatibility planning activities. Noise levels below 65 dB  $L_{dn}$  are normally considered to be acceptable for noise-sensitive land uses.

---

<sup>8</sup> The U.S. Environmental Protection Agency (USEPA) was given the responsibility for providing information to the public regarding identifiable effects of noise on public health and welfare, publishing information on the levels of environmental noise that will protect the public health and welfare with an adequate margin of safety, coordinating federal research and activities related to noise control, and establishing federal noise emission standards for selected products distributed in interstate commerce. The Noise Control Act also directed that all federal agencies comply with applicable federal, State, interstate, and local noise control regulations.

<sup>9</sup> The EPA can, however, require other federal agencies to justify their noise regulations in terms of the Noise Control Act policy requirements.

## **Federal Highway Administration Procedures for Abatement of Highway Traffic Noise and Construction Noise Regulations (23 CFR 772)**

FHWA regulations (23 CFR 772) specify procedures for evaluating noise impacts associated with federally funded highway projects and determining whether these impacts are sufficient to justify funding noise abatement. The FHWA noise abatement criteria are based on worst hourly  $L_{eq}$  sound levels, not 24-hour average values (e.g.,  $L_{dn}$  or CNEL). The worst-hour  $L_{eq}$  criteria for residential, educational, and healthcare facilities are 67 dB outdoors and 52 dB indoors. The worst-hour  $L_{eq}$  criterion for commercial and industrial areas is 72 dB (outdoors).

## **Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA Report No. 0123)**

Federal Transit Administration (FTA) procedures for the evaluation of noise from transit projects are specified in the document entitled, “Transit Noise and Vibration Impact Assessment” (FTA 2018). The FTA Noise Impact Criteria address the following categories:

- ▶ **Category 1:** Buildings or parks, where quiet is an essential element of their purpose.
- ▶ **Category 2:** Residences and buildings where people normally sleep. This includes residences, hospitals, and hotels where nighttime sensitivity is assumed to be of utmost importance.
- ▶ **Category 3:** Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, churches, and active parks.

The FTA noise impact threshold is a sliding scale based on existing noise exposure and land use of sensitive receivers. The basic concept of the FTA noise impact criteria is that more project noise is allowed in areas where existing noise is higher. However, in areas where existing noise exposure is higher, the allowable increase above the existing noise exposure decreases. For example, in an area with an existing noise level of 55 dBA, the allowable increase in noise level is 3 dBA, resulting in a total future noise impact threshold of 58 dBA. For an area with an existing noise level of 60 dBA, the allowable increase in noise level is only 2 dBA, resulting in a total future noise impact threshold of 62 dBA.

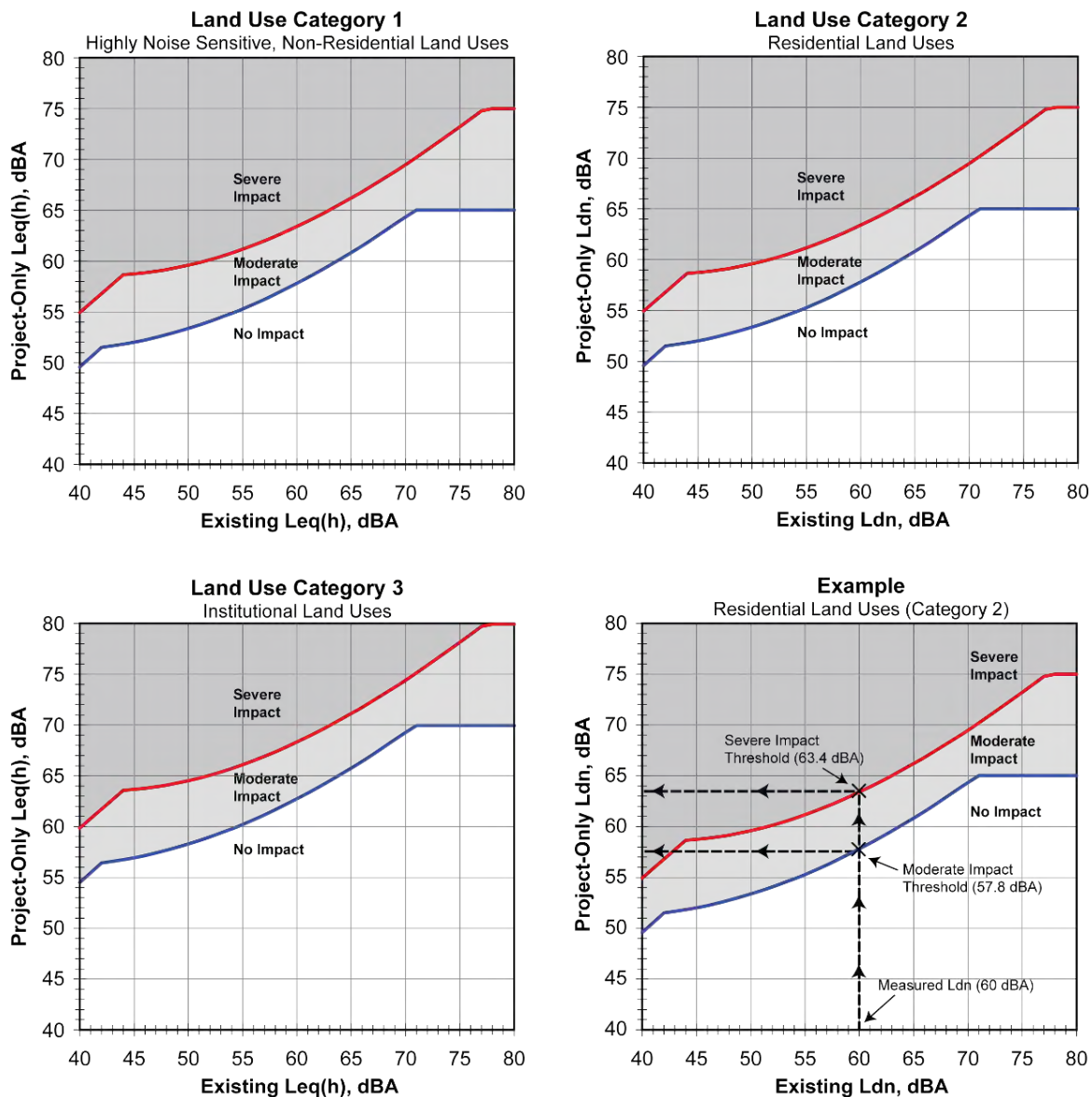
The FTA defines two levels of noise impact: moderate and severe. Mitigation is recommended for all severe noise impacts. The FTA noise impact criteria are shown graphically in Exhibit 4.11-8 for the different categories of land use, along with an example of how the criteria are applied. The two graphs on the left are for non-residential land uses where  $L_{eq}(h)$  represents the noise exposure metric, and the top right graph is for residential land uses where  $L_{dn}$  represents the noise exposure metric. As shown in Exhibit 4.11-8, the impact threshold is a sliding scale and it typically increases with an increase in existing noise exposure. The existing noise appears on the horizontal axis, and the amount of new noise that the project can create is on the vertical axis. The lower curve (blue) defines the threshold for moderate impact and the upper curve (red) defines the threshold for severe impact.

The sample graph located in the bottom right corner of Exhibit 4.11-8 clarifies the concept of a sliding scale for noise impact. Assume that the existing noise has been measured at 60 dBA  $L_{dn}$ . This is the total noise from all existing noise sources over a 24-hour period: traffic, aircraft, lawnmowers, children playing, birds chirping, etc. Starting at 60 dBA on the horizontal axis, follow the vertical line up to where it intersects the moderate and severe impact curves. Then refer to the left axis to see the impact thresholds. An existing noise of 60 dBA  $L_{dn}$  gives thresholds of 57.8 dBA  $L_{dn}$  for moderate impact and 63.4 dBA  $L_{dn}$  for severe impact. Note that the values are

measured in tenths of a decibel to avoid confusion from rounding off; in reality, one cannot perceive a tenth of a decibel change in sound level.

The curves in Exhibit 4.11-8 are defined in terms of project-only noise (on the vertical axes) and the existing noise (on the horizontal axes). The project-only noise is the noise introduced into the environment by the project; it is not the future noise levels with the project. The project-only noise does not include noise from existing noise sources in the area that would not change as a result of the project such as automobile traffic and airplanes.

The  $L_{dn}$  noise level descriptor is used to characterize noise exposure for residential areas (Category 2). For other noise sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum hourly  $L_{eq}$  during the facility's operating period is used. Noise impacts are identified based on absolute predicted noise levels and increases in noise associated with the subject project.



Source: Federal Transit Administration 2018.

**Exhibit 4.11-8. FTA Impact Criteria for Noise**

## FTA Construction Vibration Criteria

The FTA Guidance Manual recommends using local construction noise limits, if possible. The primary concern regarding construction vibration is potential damage to structures. The thresholds for potential damage are much higher than the thresholds for evaluating potential annoyance used to assess impact from operational vibration.

Building damage criteria recommended by FTA are shown in Table 4.11-5. These limits will be used to estimate potential problems that should be addressed during final design. The vibration limits that are shown are the levels at which a risk for damage would exist for each building category, not the level at which damage would occur. These limits should be viewed as criteria to be used during the impact assessment phase, to identify problem locations.

**Table 4.11-5. FTA Construction Vibration Damage Criteria**

Building Category	PPV (inch/second)	Approximate RMS Vibration Velocity Level <sup>a</sup>
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2018

Notes:

A RMS vibration velocity level in VdB relative to 1 micro-inch/second.

PPV = peak particle velocity

RMS = root-mean-square

To avoid temporary annoyance to building occupants during construction or construction interference with vibration-sensitive equipment inside special-use buildings, such as that from a magnetic resonance imaging machine, FTA recommends comparing the project construction-related VdB to the criteria shown in Table 4.11-6 for frequent, occasional, and infrequent events. FTA defines frequent events as more than 70 events per day, occasional events as 30–70 events per day, and infrequent events as fewer than 30 events per day. It was conservatively assumed that the construction-related, vibration-generating activities under the proposed project would fall under occasional events as defined by FTA. The vibration annoyance criteria for vocational events because of construction are shown in Table 4.11-6 with 75 VdB for land use Category 1 and 78 VdB for land use Category 2.

**Table 4.11-6. FTA Construction Vibration Annoyance Criteria**

Land Use Category	Frequent Events <sup>a</sup>	Occasional Events <sup>b</sup>	Infrequent Events <sup>c</sup>
Category 1: Buildings where vibration would interfere with interior operations	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Source: FTA 2018

Notes:

a "Frequent event" is more than 70 vibration events from the same source per day. Impact Levels (VdB; relative to 1 micro-inch/second)

b "Occasional events" is 30 to 70 vibration events from the same source per day. Impact Levels (VdB; relative to 1 micro-inch/second)

c "Infrequent events" is fewer than 30 vibration events from the same source per day. Impact Levels (VdB; relative to 1 micro-inch/second)

d This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels.

## **Federal Railroad Administration**

The FRA noise standards are the same as those specified by the FTA.

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **State of California General Plan Guidelines, Government Code Section 65302 et seq.**

In 1971, the State required cities and counties to include noise elements in their general plans (Government Code Section 65302 et seq.). The State of California General Plan Guidelines (Office of Planning and Research 2017) identify guidelines for the noise elements of local general plans, including a sound level/land-use compatibility chart. The noise element guidelines identify the “normally acceptable” range of noise exposure for low-density residential uses as less than 60 dB  $L_{dn}$ , and the “conditionally acceptable” range as 55–70 dB  $L_{dn}$ . The “normally acceptable” range for high-density residential uses is identified as below 65 dB  $L_{dn}$ , and the “conditionally acceptable” range is identified as 60–70 dB  $L_{dn}$ . For educational and medical facilities, levels below 70 dB  $L_{dn}$  are considered “normally acceptable,” and levels of 60–70 dB  $L_{dn}$  are considered “conditionally acceptable.” For office and commercial land uses, levels below 70 dB  $L_{dn}$  are considered “normally acceptable,” and levels of 67.5–77.5 dB  $L_{dn}$  are considered “conditionally acceptable.” Overlapping noise level ranges are intended to indicate that local conditions (existing sound levels and community attitudes toward dominant sound sources) should be considered in evaluating land use compatibility at specific locations.

State law intended that noise elements guide policymakers in making land use determinations and in preparing noise ordinances that would limit the exposure of their populations to excessive noise levels. In 1984, State noise element provisions were revised to “recognize” guidelines prepared by the Office of Noise Control of the California Department of Health Services and to analyze and quantify, “to the extent practicable, as determined by the legislative body,” noise from the following sources: highways and freeways; primary arterials and major local streets; passenger and freight on-line railroad operations and ground rapid transit systems; commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and other ground facilities and maintenance functions related to airport operation; local industrial plants, including, but not limited to, railroad classification yards; and other ground stationary noise sources identified by local agencies as contributing to the community noise environment. As noted in the draft update to the General Plan Guidelines, the Office of Planning and Research notes that the Department of Health Services Office of Noise Control no longer exists, and the guidelines have been incorporated into the General Plan Guidelines for Noise Elements (OPR 2017).

Also, a part of the draft General Plan Guidelines is a discussion regarding the balance between environmental noise and other planning objectives, including recognition that developed infill locations may experience higher levels of noise but are often desirable places to live and work for the very reason that they are active. Moreover, there are design strategies that can reduce adverse exposure to noise even in areas with relatively higher ambient noise levels (OPR 2017).

### **California Noise Insulation Standards, California Code of Regulations Part 2, Title 24**

Part 2, Title 24 of the California Code of Regulations “California Noise Insulation Standards” establishes minimum noise insulation standards to protect persons within new hotels, motels, dormitories, long-term care

facilities, apartment houses, and dwellings other than single-family residences. Under this regulation, interior noise levels attributable to exterior noise sources should not exceed 45 dB L<sub>dn</sub> in any habitable room.<sup>10</sup>

## **Division of Aeronautics Noise Standards, California Code of Regulations Title 21, Chapter 5000**

Title 21, Chapter 5000 of the California Code of Regulations identifies noise compatibility standards for airport operations. Section 5014 of the Code states that the standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is established to be 65 dB CNEL. Residences, schools, hospitals, or places of worship exposed to aircraft noise levels exceeding 65 dB CNEL are deemed to be in a noise-impacted area. Airports operating within a noise-impacted area require a variance, as prescribed in Article 5 of Title 21, Chapter 5000 of the California Code of Regulations.

## **California Department of Transportation Vibration Criteria**

The effects of groundborne vibration include movement of building floors, rattling of windows, shaking of items that sit on shelves or hang on walls, and rumbling sounds. In extreme cases, vibration can damage buildings, although this is not a factor for most projects. Human annoyance from groundborne vibration often occurs when vibration exceeds the threshold of perception by only a small margin. A vibration level that causes annoyance can be well below the damage threshold for normal buildings.

Vibration impacts would be significant if vibration levels would exceed the Caltrans-recommended standard of 0.2 in/sec PPV with respect to the prevention of structural damage for normal buildings or FTA's maximum-acceptable vibration standard of 80 VdB with respect to human response for residential uses (i.e., annoyance) at nearby vibration-sensitive land uses. Table 4.11-7 shows Caltrans' general thresholds for structural responses to vibration levels.

**Table 4.11-7. Structural Responses to Vibration Levels**

Structure and Condition	Transient Sources	Continuous/Frequent
	Peak Vibration Threshold (in/sec PPV)	Intermittent Sources Peak Vibration Threshold (in/sec PPV)
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Notes: in/sec = inches per second; PPV = peak particle velocity  
Source: Caltrans 2013

<sup>10</sup> Where such residences are located in an environment where exterior noise is 60 dB L<sub>dn</sub> or greater, an acoustical analysis is required to ensure that interior levels do not exceed the 45 dB L<sub>dn</sub> interior standard.

## **State Law Requirements Regarding Real Estate Transfer Disclosure and Airport Noise**

Effective January 1, 2004, Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an airport influence area as described below.

These state requirements apply to the sale or lease of newly subdivided lands and condominium conversions and to the sale of certain existing residential property. In general, airport proximity disclosure is required with existing residential property transfer only when certain natural conditions (earthquake, fire, or flood hazards) warrant disclosure.

The statutes define an “airport influence area” as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission. The areas within which the airport land use commission deems airport proximity disclosure to be appropriate are identified in the ALUCPs and are shown in Exhibits 3.8-4, 3.8-5, 3.8-6, and 4.11-2.

Where disclosure is required, the state statutes dictate that the following statement shall be provided:

NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing (1985) City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goals and policies related to noise and vibration, the goal of which is to protect residents from health hazards and annoyance associated with excessive noise levels:

1. To require analysis of potential noise from new development or impacting new development and require mitigation measures that reduce noise impacts to acceptable standards.
2. To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.
3. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
4. To consider the adoption and enforcement of a community noise ordinance to be used as an instrument for short-term or immediate solutions to intrusive noise occurrences.



5. To discourage the use of Covillaud Street as a major arterial where it passes near Kynoch Elementary School if annexation into Simmerly-Jack Slough takes place.
6. To examine any new source of noise projected at or above 70 dB at 50 feet for compatibility with existing or projected planned neighboring land uses prior to the granting of a rezoning or building permit.
7. To encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic noise.

## **City of Marysville Municipal Code**

The City of Marysville due to its status as an incorporated city, has established separate provisions related to noise regulation. Chapter 9.07 of the Marysville Municipal Code (City of Marysville 2024) lays forth procedural provisions for police response to loud and unreasonable noise.

### **CHAPTER 9.07 NOISE ORDINANCE FOR TRANSPORTATION AND NEW CONSTRUCTION**

#### **9.07.010 PURPOSES**

The City Council declares and finds that excessive noise levels are detrimental to the public health, welfare and safety and contrary to the public interest as follows:

- A. By interfering with sleep, communication, relaxation and the full use of one's property;
- B. By contributing to hearing impairment and a wide range of adverse physiological and psychological stress conditions; and
- C. By adversely affecting the value of real property.

It is the intent of this chapter to protect people from excessive levels of noise within or near a residence, school, church, hospital or public library and to warn people of the hazards of excessive noise in places of public entertainment in relation to increases in transportation noise or new construction development.

#### **9.07.040 - EXTERIOR NOISE STANDARDS**

- D. Transportation noise sources should not exceed 65  $L_{dn}$  50-feet from the centerline of the roadway as measured within an outdoor activity area associated with a noise sensitive use.
- A. **Construction-related Noise Near Noise Sensitive Uses.** Construction work or related activity which is adjacent to or across a street or right of way from a noise sensitive use, except between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Sunday and Saturday shall not exceed a noise standard of 65  $L_{dn}$ . However, at the discretion of the Community Development Director or his/or her designee, the hours and/or days of operations may be extended on a case-by-case basis (i.e., excessive heat, etc.) for not more than 15-days per project. No such construction is permitted on major Federal holidays (New Years Day, President's Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas holidays). As used in this Article, "construction" shall mean any site preparation, assembly, erection, substantial repair, alteration, demolition or similar action, for or on any

private property, public or private right-of-way, streets, structures, utilities, facilities, or other similar property for new development. It is not subject to existing business operations or manufacturing already approved/occurring. Construction activities carried on in violation of this Article may be enforced as provided in Section 09.090. of the Municipal Code Police Response to Loud and Unreasonable Noise and may also be enforced by issuance of a stop work order and/or revocation of any or all permits issued for such construction activity.

- B. **Conflicts with Noise Sensitive Uses.** Subject to the restrictions on construction contained in subdivision (b), the sustained operation or use between the hours of 9:00 p.m. and 8:00 a.m. shall not exceed 65 L<sub>dn</sub>. Noise generating uses includes any electric or gasoline powered motor or engine or the repair, modification, reconstruction, testing or operation of any automobile, motorcycle, sweeper, vacuum, public address system, whistle muffler, motorized scooter, machine or mechanical device or other contrivance or facility.
- C. In the event the measured ambient noise level exceeds the applicable noise level standard in any category above, the applicable standard shall be adjusted so as to equal the ambient noise level.
- D. Each of the noise level standards specified above shall be reduced by five dB(A) for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises.
- E. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards.

#### **9.07.080 - INTERIOR NOISE STANDARDS**

- A. The interior standard for interior residential buildings is 45 L<sub>dn</sub>.
- B. If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be measured, the noise level measured while the source is in operation shall be compared directly to the noise level standards.

#### **9.07.090 - NOISE SOURCE EXEMPTIONS**

The following activities shall be exempted from the provisions of this chapter:

- A. **Public Parks.** Activities conducted in public parks, public playgrounds, and public or private school grounds, including but not limited to: Bryant Field, school athletic and school entertainment events;
- B. **Emergency Activities.** Any mechanical device, apparatus or equipment used, related to or connected with emergency activities or emergency work;
- C. **Residential Properties** Noise sources associated with the maintenance of residential property provided such activities take place between the hours of six a.m. and nine p.m. on any day except Saturday or Sunday, or between the hours of seven a.m. and nine p.m. on Saturday or Sunday;

- D. **Commercial Activities.** Noise sources associated with a lawful commercial or industrial activity caused by mechanical devices or equipment, including air conditioning or refrigeration systems, installed prior to the effective date of this chapter;
- E. **Utilities.** Noise sources associated with work performed by private or public utilities in the maintenance or modification of its facilities;
- F. **Municipal Solid waste Collection.** Noise sources associated with the collection of waste, recycling, vegetative waste by the City or under contract with the City;
- G. Any activity to the extent regulation thereof has been preempted by state or federal law.
- H. **Warning Devices.** Warning devices necessary for the protection of public safety, such as police, fire and ambulance sirens.
- I. **Public Works Construction Projects, Maintenance, and Repair.** Street, utility, and similar construction projects undertaken by or under contract to the City, or the State of California or a public utility regulated by the California Public Utilities Commission, as well as maintenance and repair operations conducted by such parties, including street sweeping, debris and litter removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, repairing of water hydrants and mains, gas lines, oil lines, sewers, storm drains, roads, and sidewalks.
- J. **Schools.** School bells and school-sanctioned outdoor activities such as pep rallies, sports games, and band practice.
- K. **Religious Assembly Facilities and Other Similar Organizations.** Unamplified bells, chimes, or other similar devices used by religious assembly facilities and other houses of religious worship, as such devices are played between the time period of 7 a.m. and 10 p.m. and the playing period does not exceed five minutes in any one hour.
- L. **Agricultural.** Noise resulting from Crop Cultivation.
- M. **Public Utility Facilities.** Facilities including, but not limited to, 60-cycle electric power transformers and related equipment, sewer lift stations, municipal wells, and pumping.

#### **9.07.100 - AIR CONDITIONING AND REFRIGERATION**

Notwithstanding the provisions of this section where the intruding noise source when measured as provided in Section 9.070.030 is an air conditioning or refrigeration system or associated equipment installed prior to adoption of this Ordinance, the exterior noise level shall not exceed fifty-five dBA, except where such equipment is exempt from the provisions of this chapter. The exterior noise level shall not exceed fifty dBA for such equipment installed or in use after December 1, 2023.

## **4.11.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

Noise conditions were identified for new noise-sensitive developments located within areas with the potential to be affected by substantial existing or future mobile noise sources (e.g., aircraft, automobile or truck traffic, railroad lines) and stationary noise sources (e.g., construction activities, commercial and industrial facilities, recreational activities).

Existing physical conditions, which constitute the baseline for purposes of determining whether potential impacts are significant, were compared to future anticipated conditions under buildout of the proposed 2050 General Plan and Downtown Specific Plan. Land uses consistent with buildout of the 2050 General Plan and Downtown Specific Plan and data obtained during on-site noise monitoring were used to determine the potential locations of noise-sensitive receptors and noise-generating land uses in the city, as discussed above under the “Ambient Noise Level Measurements.” Noise-sensitive land uses and major noise sources were identified based on existing documentation (e.g., equipment noise levels and attenuation rates) and site reconnaissance data. Baseline ambient noise levels were based, in part, on the noise surveys. Predictions from traffic noise modeling, and stationary-source noise levels were based on manufacturers’ specifications.

The methodology used for this analysis was consistent with approaches recommended by the FTA and the California Department of Transportation (Caltrans). Noise modeling was conducted using the FHWA’s traffic noise prediction model (FHWA-RD-77-108) and the FTA’s Transit Noise and Vibration Impact Assessment Guidance Manual (2018). Stationary-source noise levels were obtained from manufacturer specifications and industry-standard technical reports. Traffic data from the traffic impact analysis prepared for buildout of the General Plan were used to model existing and future traffic noise levels. Detailed noise analytical information is provided in Appendix C.

### **Construction Noise**

To assess the potential short-term noise impacts from construction, sensitive receptors and their relative levels of exposure were identified. Construction noise was predicted using the Transit Noise and Vibration Impact Assessment methodology for construction noise prediction (FTA 2018). The noise emission levels referenced, and usage factors are based on FHWA’s Roadway Construction Noise Model (FHA 2006). Noise levels of specific construction equipment and resultant noise levels at the locations of sensitive receptors were calculated.

Groundborne vibration impacts were assessed based on FTA methodology for construction (e.g., vibration levels produced by specific construction equipment operations and the distance of sensitive receptors from a given source), and transportation vibration sources (FTA 2018). Please see above under the heading, “Federal Transit Administration Transit Noise and Vibration Impact Assessment (FTA Report No. 0123),” for more detail.

### **Traffic Noise**

Noise impacts were also evaluated by comparing traffic noise generation associated with buildout of the proposed 2050 General Plan and Downtown Specific Plan to existing conditions. The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels under existing conditions and 2050 buildout conditions. The 2050 scenario includes buildout of the proposed 2050 General Plan and Downtown

Specific Plan, but also includes forecast regional growth outside of Marysville. Sacramento Area Council of Governments staff incorporated land use change assumptions outside of Marysville and provided the vehicular travel demand modeling in collaboration with AECOM transportation planners that produced estimates of average daily trips that are employed in the transportation noise analysis presented in this section.

Table 4.11-4 lists the estimated distances to the 60 dBA, 65 dBA and 70 dBA  $L_{dn}$  traffic noise contours under existing conditions. Table 4.11-9 lists predicted distances to the 60 dBA, 65 dBA and 70 dBA  $L_{dn}$  traffic noise contours with buildout of the 2050 General Plan and Downtown Specific Plan including regional growth estimated by the Sacramento Area Council of Governments to occur between present and 2050. These contour distances identify portions of the city that could be subject to noise impacts. Exhibit 4.11-9 and Exhibit 4.11-10 illustrate the predicted 60 dBA, 65 dBA, and 70 dBA  $L_{dn}$  noise contours under the 2050 buildout scenario. Noise estimates accounted for different vehicle speeds, but not the effects of existing walls, berms, or other intervening structures that may exist along certain street segments.

### **Stationary Noise**

Potential noise impacts from stationary non-transportation sources and other area noise sources (e.g., HVAC, landscape, parking lot, commercial and industrial activities, school, and recreation activities and events, agricultural activities) were assessed based on existing data (equipment noise levels) and site reconnaissance data.

### **Airport and Aircraft Overflight Noise**

Potential long-term (operational) noise impacts from airport noise and aircraft overflight noise were assessed based on a review of data provided by SACOG within ALUCPs for each airport (SACOG 1994, 2003, 2011, and 2010) and a consideration of the types of land uses proposed within the airport review areas.

### **THRESHOLDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, a noise impact is considered significant if implementation of the proposed project would cause any of the following:

- ▶ 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. The definition of what is “excessive” or “substantial” noise is defined in the City’s General Plan and Noise Ordinance, as described in the Regulatory Framework section. (*The existing 1985 General Plan addresses this in Policies 1 through 7 for Transportation Noise Sources, and 8 for Non-Transportation Noise Sources*);
- ▶ Generation of excessive groundborne vibration or groundborne noise levels (*Table 4.11-5 and Table 4.11-7 for Building Damage and Table 4.11-6 for Annoyance*);
- ▶ 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 living or working in the project area to excessive noise levels.

## IMPACT ANALYSIS

IMPACT 4.11-1 Potential for Substantial Temporary, Short-Term Exposure to Construction Noise. Short-term construction source noise levels could exceed the applicable City standards at nearby noise-sensitive receptors. In addition, if construction activities were to occur during more noise-sensitive hours, construction source noise levels could also result in annoyance and/or sleep disruption to occupants of existing and proposed noise-sensitive land uses and create a substantial temporary increase in ambient noise levels. The proposed 2050 General Plan includes policies and implementation strategies to reduce construction noise levels. The City cannot demonstrate at this time that the implementation of these policies and implementation strategies would avoid temporary construction noise impacts in all instances. The impact is considered *significant*.

Residences and businesses located adjacent to areas of construction activity would be affected by construction noise during the buildout of the General Plan. Construction noise impacts result when construction activities occur during noise-sensitive times of the day (early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, and when construction durations last over extended periods of time.

Noise-generating construction activities would include demolition activities, site grading and excavation, building erection, paving, and other typical construction activities. The highest construction noise levels are typically generated during grading and excavation. Relatively lower noise levels typically occur during building construction.

Large pieces of earth-moving equipment, such as graders, excavators, and dozers, generate maximum noise levels of 85 dBA to 90 dBA at a distance of 50 feet (refer to Table 4.11-8 below) (EPA 1971:11). Typical hourly average construction-generated noise levels are approximately 80 dBA to 85 dBA measured at a distance of 50 feet from an active construction site during busy construction periods.

**Table 4.11-8. Typical Construction Equipment Noise Levels**

Type of Equipment	Noise Level in dB at 50 feet Without Feasible Noise Control	Noise Level in dB at 50 feet With Feasible Noise Control <sup>1</sup>
Dozer or Tractor	80	75
Excavator	88	80
Compactor	82	75
Front-end Loader	79	75
Backhoe	85	75
Grader	85	75
Crane	83	75
Generator	78	75
Truck	91	75
Pile Driver	101	-

Note: dB = decibel. <sup>1</sup> Feasible noise control includes the use of intake mufflers, exhaust mufflers, and engine shrouds in accordance with manufacturer's specifications.

Sources: EPA 1971; FTA 2018

Pile-driving could occur at some development sites, particularly within the Downtown area, where multi-story construction is anticipated to occur. This type of construction activity could produce very high noise levels of approximately 105 dB at 50 feet. Noise levels would attenuate at a rate of approximately 6 dBA per doubling of distance between the noise source and receptor. Intervening structures would provide additional shielding from the noise source.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The General Plan accommodates the development of existing developed properties, as well as development on vacant and underutilized properties throughout the city. Some infill development opportunities would involve properties that are near existing noise-sensitive uses, such as residences and schools, as well as properties that may be developed in phases, with noise-sensitive residential uses included in earlier phases. In these cases, there could be temporary construction activity in areas directly adjacent to existing or planned noise-sensitive uses and the worst-case noise exposure estimates provided above may occur. However, the majority of construction would be limited to daytime hours.

The Noise Ordinance limits construction near noise-sensitive uses to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 7:00 p.m. on Sunday and Saturday unless that construction activity is limited to a noise level of 65 dBA  $L_{dn}$  or unless the Community Development Director or designee grants a waiver of this prohibition. No construction is permitted on major Federal holidays.

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following 2050 General Plan policies and implementation strategies would help to reduce short-term, construction-related noise impacts.

- ▶ **Policy N-1.2:** Locate noise-generating equipment away from outdoor activity areas of noise-sensitive land uses or use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.
- ▶ **Policy N-1.3:** Limit demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line to the hours between 7 a.m. to 7 p.m. on weekdays, 8 a.m. to 7 p.m. on Saturdays, and 9 a.m. to 5 p.m. on Sundays and holidays.
- ▶ **Policy N-1.5:** Avoid the use of pile drivers, vibratory compactors, and vibratory rollers within 40 feet of historical structures and within 20 feet of other structures. If the use of this equipment within these buffer areas is unavoidable, the project applicant shall inspect structures within these buffer areas and report on their structural condition and stop work if any cosmetic or structural damage occurs to adjacent structures. Work may not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the structures and the project applicant shall repair any damage caused by the use of this equipment.
- ▶ **Noise Implementation Strategy 1.1:** For projects that could exceed the maximum acceptable noise levels included in [Noise Element] Table 7-1, the City shall make it a condition of approval for development projects to incorporate feasible noise mitigation measures to reduce construction noise, including:

- Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;
- Locate noisy construction equipment away from surrounding noise-sensitive uses;
- If proposed construction activity is within 100 feet of an occupied noise-sensitive use, the City will condition the project to (a) use sound aprons or temporary noise enclosures around noise-generating equipment; and/or install temporary noise barriers between noise-generating activity and noise-sensitive uses.

## Conclusion

Buildout of the General Plan will involve both temporary and short-term sources of noise associated with construction activities. Construction is a necessary activity in developing environments. While actions can be taken to reduce the noise impacts of construction on existing sensitive receptors, in some instances, construction activities may exceed the City's noise standards. The City's Noise Ordinance requires that construction work or related activity which is adjacent to or across a street or right of way from a noise sensitive use, except between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, or between 8:00 a.m. and 7:00 p.m. on Sunday and Saturday shall not exceed a noise standard of 65 L<sub>dn</sub>. However, at the discretion of the Community Development Director or his/or her designee, the hours and/or days of operations may be extended on a case-by-case basis (i.e., excessive heat, etc.) for not more than 15-days per project.

Proposed General Plan Policies N-1.2, N-1.3, N-1.5, and Noise Implementation Strategy 1.1 ensure that the impact of construction noise is reduced to the extent practicable. However, there may be instances where sensitive receptors are temporarily exposed to noise levels that exceed the City's acceptable noise level standards due to construction activities. This impact is considered **significant**. No feasible mitigation is available that would reduce this impact to a less-than-significant level. The impact **significant and unavoidable**.

IMPACT 4.11-2 Potential for Long-Term Noise Exposure. Existing and planned noise-sensitive land uses could occur in areas that either are currently adversely affected by transportation and non-transportation noise sources or will be in the future. This could expose noise-sensitive uses to noise levels in excess of the existing General Plan noise policies or the proposed modified 2050 General Plan policies. Buildout of the proposed 2050 General Plan and Downtown Specific Plan would also permanently and substantially increase existing ambient noise levels in certain locations. The proposed 2050 General Plan establishes the City's standards for land use and noise compatibility and strategies for addressing conflicts. While the policy approach would reduce adverse noise exposure impacts, the City cannot demonstrate that potentially significant impacts would be avoided in every case. The impact is considered *significant*.

Buildout of the General Plan and Downtown Specific Plan has the potential to expose existing and future noise-sensitive uses to a variety of noise sources, including traffic noise, railroad noise, and other fixed and non-transportation noise. Noise-sensitive uses include residences, schools, hospitals, parks, hotels, places of worship, libraries, and similar uses where there is an expectation of quiet. The following analysis examines each noise source and discusses the potential for environmental impacts.



## Transportation Noise

Buildout of the proposed 2050 General Plan and Downtown Specific Plan would generate and attract vehicular traffic, which would increase traffic noise levels along existing and future roadways, and could generate noise which exceeds the City's proposed 2050 General Plan transportation noise standards of 65 dB  $L_{dn}$  for residential uses outside the Downtown Specific Plan Area, lodging, hospitals, and nursing homes and 70 dB  $L_{dn}$  for residential uses within the Downtown Specific Plan Area, playgrounds, and parks (see Table 7-2 in the Noise Element).

As illustrated in Table 4.11-9, traffic associated with buildout of the General Plan and regional growth is expected to increase noise levels along City streets and state highways that pass through the city. As noted previously, with respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 6-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Caltrans 2013). For all but one segment, the traffic noise increase between existing conditions and 2050 buildout would be less than 3 dBA and imperceptible. The estimated traffic noise increase along 5th Street east of F Street would be approximately 4.5 dBA  $L_{dn}$ . This area is primarily developed with commercial uses that are not noise sensitive, but there are some homes south of 5<sup>th</sup> Street between J Street and I Street and between I Street and H Street.

Future noise-sensitive uses constructed as part of General Plan buildout could be exposed to noise in excess of the proposed 2050 General Plan noise standards for transportation-related noise if they are constructed within 100 feet of the centerline of some of the roadways listed in Table 4.11-9, including

- ▶ 10th Street (SR 20) from I Street to West of I Street
- ▶ East 12th Street (SR 20) from Blue Street to Swezy Street
- ▶ B Street (SR 70) from 15th Street to North of 15th Street
- ▶ 5th Street from F Street to East of F Street
- ▶ SR 20 from Sutter/Yuba County Government Center to H Street
- ▶ SR 20 from H Street to F Street
- ▶ SR 20 from junction with SR 70 east to Buchanan Street
- ▶ SR 20 from Buchanan Street to 22nd Street
- ▶ SR 20 from 22nd Street to Hallwood Boulevard
- ▶ SR 70 from North Beale Road to 1st Street
- ▶ SR 70 from 1st Street to 3rd Street
- ▶ SR 70 from 3rd Street to 5th Street
- ▶ SR 70 from 14th Street to 18th Street
- ▶ SR 70 from 18th Street to 24th Street
- ▶ SR 70 from 24th Street to Laurellen Road

As shown, land use-noise compatibility issues are focused on properties adjacent to the state highways that cut through Marysville.

**Table 4.11-9. 2050 Traffic Noise Levels and Contour Distances with General Plan Buildout and Regional Growth**

No.	Street	Segment	Existing Noise Level (L <sub>dn</sub> , dBA) @ 100 Feet	Existing Contour Distances 70 dBA	Existing Contour Distances 65 dBA	Existing Contour Distances 60 dBA	Buildout of the General Plan Noise Level (L <sub>dn</sub> , dBA) @ 100 Feet	Buildout of the General Plan Contour Distances 70 dBA	Buildout of the General Plan Contour Distances 65 dBA	Buildout of the General Plan Contour Distances	Increase dBA
1	B Street	From East 24th Street to North of East 24th Street	63.5	22	71	225	63.9	24	77	244	0.3
2	Simpson Lane	From East 10th Street to South of East 10th Street	63.3	21	67	212	63.5	23	72	226	0.3
3	5th Street	From J Street to West of J Street	67.1	51	162	514	68.9	78	246	777	1.8
4	10th Street (SR 20)	From I Street to West of I Street	68.6	72	227	719	69.6	91	288	910	1.0
5	Jacks Slough Road	From East 26th Street to North of East 26th Street	51.6	1	5	15	53.0	2	6	20	1.3
6	East 22nd Street	From Edward Street to Foust Street	55.2	3	11	33	51.9	2	5	15	-3.4
7	Covillaud Street	From East 19th Street to South of East 19th Street	58.0	6	20	64	58.0	6	20	63	-0.1
8	East 24th Street	From B Street to East of B Street	55.5	4	11	36	56.0	4	13	40	0.5
9	Ramirez Street	From East 13th Street to North of East 13th Street	59.4	9	27	86	61.7	15	47	149	2.4
10	East 12th Street (SR 20)	From Blue Street to Swezy Street	64.9	31	98	310	65.3	34	108	341	0.4
11	B Street (SR 70)	From 15th Street to North of 15th Street	64.9	31	99	312	65.1	32	102	321	0.1
12	14th Street	From C Street to D Street	62.4	17	55	174	62.6	18	57	181	0.2
13	H Street	From 8th Street to 9th Street	55.5	4	11	36	57.2	5	17	52	1.7
14	10th Street (SR 20)	From F Street to East of F Street	67.3	54	169	535	67.0	51	160	506	-0.2
15	9th Street (SR 20)	From C Street to East of C Street	66.4	44	139	439	68.2	67	210	665	1.8
16	B Street	From 3rd Street to 4th Street	59.7	9	29	93	60.2	11	33	105	0.5
17	E Street (SR 70)	From 8th Street to 9th Street	67.3	53	168	531	68.8	75	238	751	1.5
18	E Street (SR 70)	From 3rd Street to 4th Street	68.0	63	198	626	69.9	97	306	969	1.9
<b>19</b>	<b>5th Street</b>	<b>From F Street to East of F Street</b>	<b>62.5</b>	<b>18</b>	<b>56</b>	<b>176</b>	<b>67.0</b>	<b>50</b>	<b>158</b>	<b>500</b>	<b>4.5</b>
20	3rd Street	From E Street to F Street	62.6	18	57	180	61.6	14	46	144	-1.0
21	J Street	From 4th Street to 5th Street	64.9	31	97	308	62.5	18	56	179	-2.4
1	SR 20	From Sutter/Yuba County Gov't Ctr to H Street	71.8	152	482	1524	73.3	212	669	2117	1.4
2	SR 20	From H Street to F Street	68.7	74	234	741	68.6	73	230	728	-0.1

No.	Street	Segment	Existing Noise Level (L <sub>dn</sub> , dBA) @ 100 Feet	Existing Contour Distances 70 dBA	Existing Contour Distances 65 dBA	Existing Contour Distances 60 dBA	Buildout of the General Plan Noise Level (L <sub>dn</sub> , dBA) @ 100 Feet	Buildout of the General Plan Contour Distances 70 dBA	Buildout of the General Plan Contour Distances 65 dBA	Buildout of the General Plan Contour Distances	Increase dBA
3	SR 20	From F Street to South Junction CA-70	68.3	68	216	683	68.1	65	205	647	-0.2
4	SR 20	From South Junction CA-70 to 9th/B Streets	67.8	61	192	606	69.3	85	269	850	1.5
5	SR 20	From 9th/B Streets to North Junction CA-70	68.8	75	237	751	69.3	85	268	848	0.5
6	SR 20	From North Junction CA-70 to Buchanan Street	65.3	34	108	341	67.5	57	179	568	2.2
7	SR 20	From Buchanan Street to 22nd Street	63.4	22	69	219	65.4	35	110	347	2.0
8	SR 20	From 22nd Street to Hallwood Boulevard	65.1	33	103	326	66.9	49	154	488	1.8
9	SR 70	From North Beale Road to 1st Street	75.6	359	1137	3594	77.4	547	1729	5466	1.8
10	SR 70	From 1st Street to 3rd Street	70.6	114	359	1136	71.7	148	469	1483	1.2
11	SR 70	From 3rd Street to 5th Street	69.7	92	292	924	70.9	124	391	1238	1.3
12	SR 70	From 5th Street to Junction Route 20	69.2	83	262	828	69.8	96	304	960	0.6
13	SR 70	From Junction Route 20 to 14th Street	64.7	29	93	295	65.0	32	100	316	0.3
14	SR 70	From 14th Street to 18th Street	65.7	37	118	374	66.1	41	130	410	0.4
15	SR 70	From 18th Street to 24th Street	65.5	35	112	354	65.5	35	112	353	0.0
16	SR 70	From 24th Street to Laurellen Road	67.2	53	166	525	67.5	57	179	566	0.3

Noise levels presented in Table 4.11-9 do not account for intervening buildings, sound walls, topography, and other factors which provide noise attenuation. Therefore, the table can be viewed as presenting a worst-case analysis. The predicted traffic noise levels shown in Table 4.11-9 represent conservative potential noise exposure, including the assumption that all intervening surfaces between the transportation noise source and the noise receptor are hard surfaces, such as concrete and asphalt. In reality, noise levels will vary, because the calculations used to estimate the noise contours do not assume natural or artificial shielding or reflection from existing or proposed structures. Actual noise levels will vary from day to day, depending on factors, such as local traffic volumes and speed, shielding from existing and proposed structures, variations in attenuation rates resulting from changes in surface parameters, and meteorological conditions.

### **Landscape and Building Maintenance Activities**

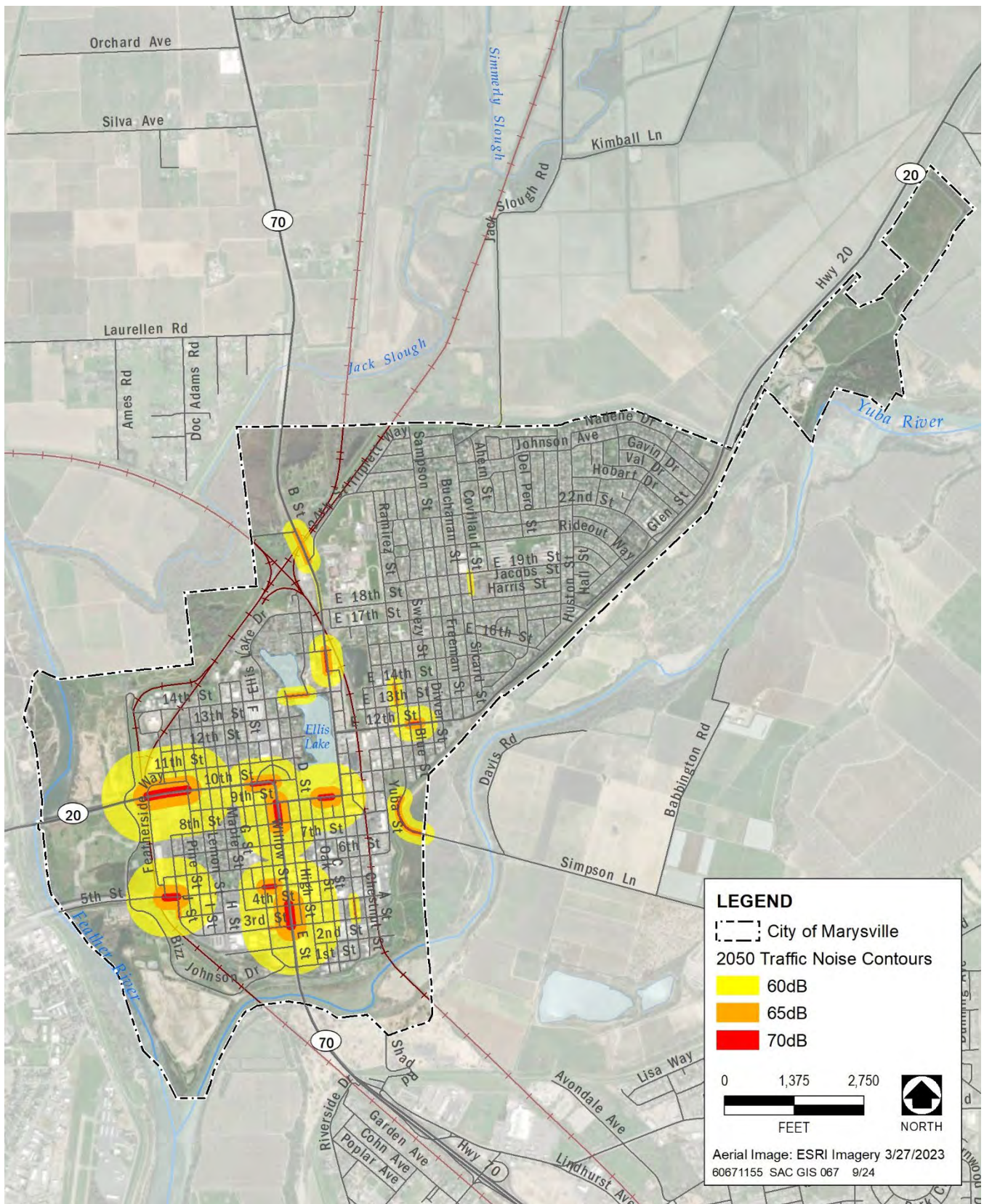
Development under the proposed General Plan and Downtown Specific Plan, including infill development in areas adjacent to existing or planned noise-sensitive uses, is anticipated to require the operation of landscape maintenance and other property maintenance equipment. Landscape maintenance activities include the use of leaf blowers, power tools, and gasoline-powered lawn mowers, which could result in intermittent noise levels of approximately 88.3 dB at 6.5 feet. The use of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, would result in exterior noise levels of approximately 70.1 dB at a distance of 50 feet.

Although such activities would occur during daytime hours, the exact hours and locations are unknown at this time. Such activities are anticipated to be intermittent and would occur during the daytime, which is a less noise-sensitive time of day. Furthermore, these noise sources are typical and expected within urban and residential environments.

Depending on the location and extent of the use of this equipment, this has the potential to exceed the proposed 2050 General Plan non-transportation standards of 60 dBA  $L_{eq}$  daytime and 75 dBA  $L_{max}$  daytime. The use of such equipment would not be frequent enough or of such long duration that applicable hourly standards would be exceeded for adjacent noise-sensitive land uses, but it is possible that maximum single-event standards could potentially be exceeded.

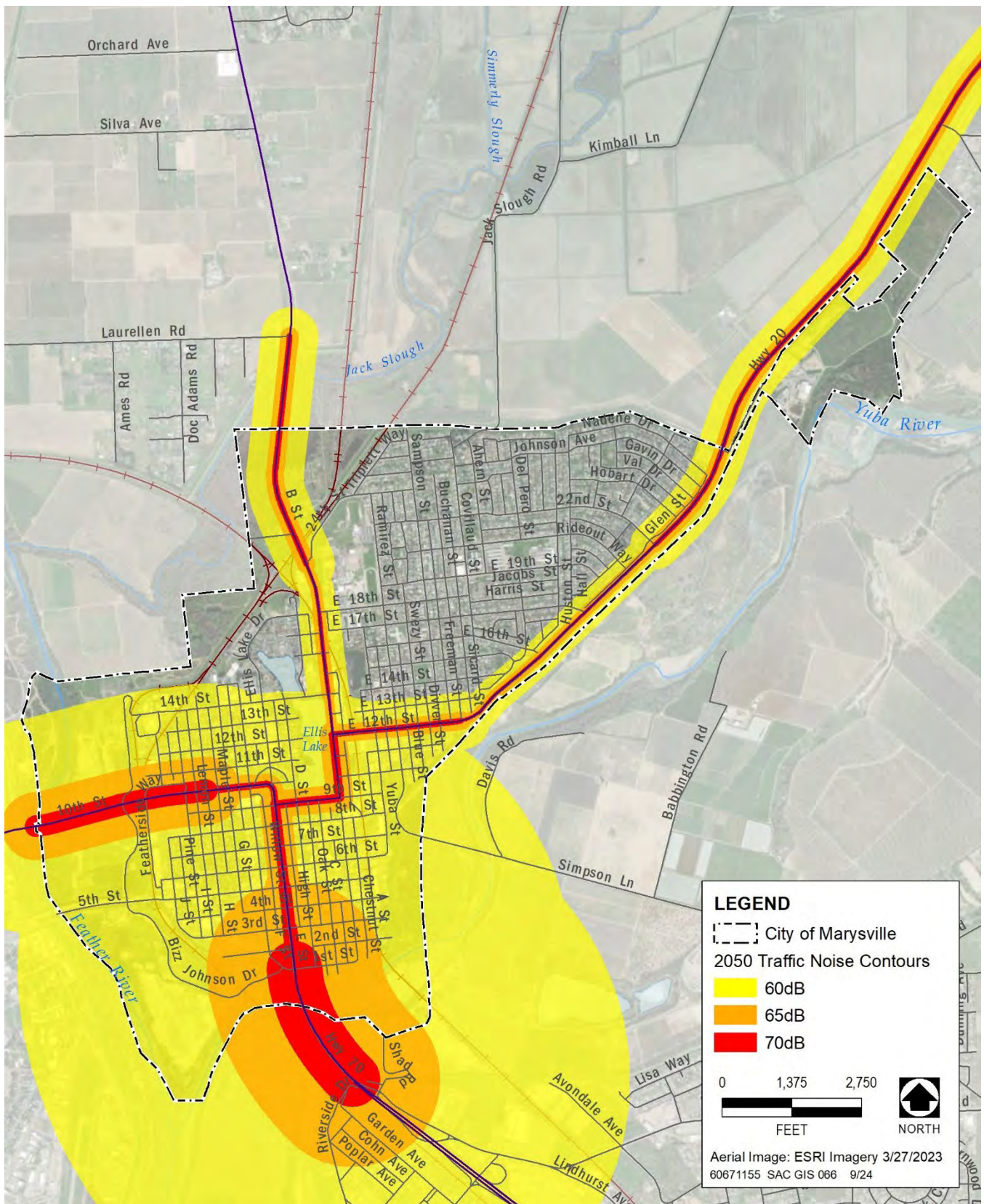
### **Mechanical Equipment**

Development anticipated under the proposed 2050 General Plan and Downtown Specific Plan, including infill development in areas adjacent to existing or planned noise-sensitive uses, could require operation of mechanical equipment. The operation of mechanical equipment at residential, commercial, office, industrial, institutional, and public facilities is a stationary and area noise source. The operation of mechanical equipment (e.g., pumps, generators; heating, ventilation, and cooling systems) could result in intermittent noise levels of approximately 90 dB at 3 feet (EPA 1971). Based on this equipment noise level, the operation of such equipment, assuming a noise attenuation rate of 6 dB per doubling of distance from the source, may result in exterior noise levels of approximately 50 dB at 300 feet, 60 dB at 95 feet, 65 dB at 50 feet, and approximately 75 dB at 20 feet.



**Exhibit 4.11-9. 2050 General Plan Noise Contours: City Streets**





**Exhibit 4.11-10. 2050 General Plan Noise Contours: State Highways**

The 2050 General Plan non-transportation standards are 45 dB hourly  $L_{eq}$  nighttime, 60 dBA hourly  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, 75 dBA  $L_{max}$  daytime. Although mechanical equipment is typically shielded from direct exposure (e.g., housed on rooftops, in equipment rooms, or in exterior enclosures), the actual placement of such equipment at future land uses is not known at this time. It is possible that noise levels could exceed the 2050 General Plan non-transportation standards at existing and proposed noise-sensitive receptors if measures are not taken to reduce such noise exposure.

### **Solid Waste Collection**

Solid waste collection (e.g., emptying large refuse dumpsters, possibly multiple times per week, and the shaking of containers with a hydraulic lift), could result in instantaneous maximum noise levels of approximately 89 dB  $L_{max}$  at 50 feet. Such activities are anticipated to be very brief, intermittent, and would occur during daytime hours, which are relatively less noise-sensitive times of day. Noises would typically emanate from public rights-of-way, which would normally be separated from outdoor gathering spaces associated with residential uses. Noise associated with garbage collection would not be expected to create single-event noise that would be substantially disruptive to daily activities or cause sleep disturbance.

### **Parking Lots**

Parking lots and parking structures include noise sources, such as vehicles entering/exiting the lot, alarms/radios, and doors slamming. Neither the size (i.e., capacity) or location of parking lots that could be constructed under the proposed 2050 General Plan or Downtown Specific Plan is known at this time. However, according to the FHWA, parking lots with a maximum hourly traffic volume of approximately 1,000 vehicles per hour either entering or exiting the lot could result in a peak hour and daily noise levels of approximately 56 dB  $L_{eq}$  and 63 dB  $L_{dn}$  at 50 feet.

### **Commercial, Office, and Industrial Activities**

Commercial, office, and industrial noise sources include loading dock activities, air circulation systems, delivery areas, and operation of trash compactors and air compressors. Such activities could result in intermittent noise levels of approximately 91 dB  $L_{max}$  at 50 feet (EPA 1971) and high single-event noise levels from backup alarms from delivery trucks during the more noise-sensitive hours of the day. Neither the hours of operation nor the location of such potential noise sources is known at this time. However, commercial, office, and industrial activities could produce noise levels could exceed the 2050 General Plan non-transportation standards of 45 dB hourly  $L_{eq}$  nighttime, 60 dBA hourly  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, 75 dBA  $L_{max}$  daytime at existing and proposed noise-sensitive receptors, especially if such activities were to occur during the more noise-sensitive hours (e.g., evening, nighttime, and early morning). In addition, if such activities were to occur during more noise-sensitive evening and nighttime hours, noise levels may result in annoyance and/or sleep disruption to occupants of noise-sensitive uses.

### **Residential, School, and Recreation Activities and Events**

Noise sources typical of residences, schools, recreational facilities, and events accommodated by these uses include voices and amplified music/speaker systems. Such sources could result in noise levels of approximately 60–75 dB  $L_{eq}$  at 50 feet. Although such activities would likely occur primarily during the daytime hours, neither the hours of operation nor location of such sources are known at this time. It is possible that noise levels could

exceed the 2050 General Plan non-transportation standards of 45 dB hourly  $L_{eq}$  nighttime, 60 dBA hourly  $L_{eq}$  daytime, 65 dBA  $L_{max}$  nighttime, 75 dBA  $L_{max}$  daytime at existing and future noise-sensitive receptors, especially if such activities were to occur during the more noise-sensitive hours (e.g., evening, nighttime, and early morning). If such activities were to occur during these more noise-sensitive hours, noise levels may result in annoyance and/or sleep disruption to occupants of the existing and future noise-sensitive land uses.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The following activities are exempted from the provisions of City's noise ordinance:

- A. Activities conducted in public parks, public playgrounds, and public or private school grounds, including but not limited to: Bryant Field, school athletic and school entertainment events;
- B. Emergency Activities. Any mechanical device, apparatus or equipment used, related to or connected with emergency activities or emergency work;
- C. Residential Properties Noise sources associated with the maintenance of residential property provided such activities take place between the hours of six a.m. and nine p.m. on any day except Saturday or Sunday, or between the hours of seven a.m. and nine p.m. on Saturday or Sunday;
- D. Commercial Activities. Noise sources associated with a lawful commercial or industrial activity caused by mechanical devices or equipment, including air conditioning or refrigeration systems, installed prior to the effective date of this chapter;
- E. Utilities. Noise sources associated with work performed by private or public utilities in the maintenance or modification of its facilities;
- F. Municipal Solid waste Collection. Noise sources associated with the collection of waste, recycling, vegetative waste by the City or under contract with the City;
- G. Warning Devices. Warning devices necessary for the protection of public safety, such as police, fire and ambulance sirens.
- H. Public Works Construction Projects, Maintenance, and Repair. Street, utility, and similar construction projects undertaken by or under contract to the City, or the State of California or a public utility regulated by the California Public Utilities Commission, as well as maintenance and repair operations conducted by such parties, including street sweeping, debris and litter removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, repairing of water hydrants and mains, gas lines, oil lines, sewers, storm drains, roads, and sidewalks.
- I. Schools. School bells and school-sanctioned outdoor activities such as pep rallies, sports games, and band practice.
- J. Religious Assembly Facilities and Other Similar Organizations. Unamplified bells, chimes, or other similar devices used by religious assembly facilities and other houses of religious worship, as such



devices are played between the time period of 7 a.m. and 10 p.m. and the playing period does not exceed five minutes in any one hour.

K. Agricultural. Noise resulting from Crop Cultivation.

L. Public Utility Facilities. Facilities including, but not limited to, 60-cycle electric power transformers and related equipment, sewer lift stations, municipal wells, and pumping.

Notwithstanding the provisions of this section where the intruding noise source when measured as provided in Section 9.070.030 is an air conditioning or refrigeration system or associated equipment installed prior to adoption of this Ordinance, the exterior noise level shall not exceed fifty-five dBA, except where such equipment is exempt from the provisions of this chapter. The exterior noise level shall not exceed fifty dBA for such equipment installed or in use after December 1, 2023.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following 2050 General Plan policies and implementation strategies would help to reduce long-term noise exposure impacts.

- **Policy N-1.1:** Design and operate developments that generate stationary source noise below maximum allowable levels specified in Table 7-1, as measured at outdoor activity areas of noise-sensitive land uses. If existing noise levels already exceed the maximum allowable levels listed in Table 7-1, as measured at outdoor activity areas of noise-sensitive land uses, developments are required to incorporate design and/or operational strategies to limit stationary source noise increases to 5 dBA or less.

**Table 4.11-10. [labeled Table 7-1 in Noise Element] Maximum Acceptable Stationary Source Noise Levels affecting Noise-Sensitive Uses**

Noise Level Descriptor	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Hourly $L_{eq}$	60 dBA	45 dBA
$L_{max}$	75 dBA	65 dBA

**Notes:**

dBA = A-weighted decibel;  $L_{eq}$  = energy-equivalent noise level;  $L_{max}$  = maximum noise level.

Noise-sensitive land uses include schools, hospitals, rest homes, long-term care, mental care facilities, residences, and other similar land uses. Outdoor activity areas are considered to be the portion of a noise-sensitive property where outdoor activities would normally be expected (i.e., patios of residences and outdoor instructional areas of schools). Outdoor activity areas for the purposes of this element do not include gathering spaces alongside transportation corridors or associated public rights-of-way. The stationary source noise standards do not apply to City-sanctioned special events or residential units (caretaker units, etc.) established in conjunction with industrial or commercial uses. Noise-sensitive land uses include schools, hospitals, rest homes, long-term care, mental care facilities, residences, and other similar land uses.

- **Policy N-1.2:** Locate noise-generating equipment away from outdoor activity areas of noise-sensitive land uses or use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.
- **Policy N-1.4:** Locate and design proposed noise-sensitive land uses consistent with the maximum allowable levels specified in Table 7-2, as measured at outdoor activity areas of noise-sensitive land uses.

**Table 4.11-11. [labeled as Table 7-2 in Noise Element]: Maximum Allowable Noise Exposure from Transportation Noise Sources**

Land Use	Outdoor Activity Areas (dB L <sub>dn</sub> )	Interior Spaces dB L <sub>dn</sub>	Interior Spaces dB L <sub>eq</sub>
Residential	65	45	--
Residential in the Downtown Specific Plan Area	70	45	
Transient Lodging	65	45	--
Hospitals, Nursing Homes	65	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	--	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

- **Policy N-1.6:** Prohibit soundwalls as a method for reducing noise exposure that could be addressed through site design, setbacks, building materials, or a combination of these techniques.
- **Policy N-1.7:** Public events, such as school sporting events, festivals, and other similar community and temporary events are exempt from the noise standards outlined in this Element.

With regard to vehicular transportation noise, the proposed 2050 General Plan also includes a range of policies that would promote non-vehicular travel and otherwise reduce the need for vehicular travel and associated transportation noise (2050 General Plan Policies C-2.1, C-2.2, C-2.3, C-2.5, C-2.6, C-2.7, C-2.8, C-2.10, LU+CD-1.2, LU+CD-1.4, LU+CD-3.3, LU+CD-4.1, LU+CD-4.2, LU+CD-4.8, LU+CD-6.1, LU+CD-6.3, and LU+CD-7.6 , etc.).

### Relevant Development Standards of the Downtown Specific Plan

Implementation of the Downtown Specific Plan would provide coordinated compact, infill development that locates residents near jobs, retail and commercial services, entertainment, and recreational opportunities, thereby promoting pedestrian, bicycle, and transit access, and reducing the need for vehicular travel and associated traffic noise.

### Conclusion

The City anticipates an increase in vehicular traffic along City streets and the state highways that are currently routed through Marysville, which could expose existing or future noise-sensitive uses to unacceptable levels of transportation noise. Development anticipated under the proposed 2050 General Plan and Downtown Specific Plan would accommodate a variety of land uses, including residential; commercial, office, and industrial; open space and recreation; and institutional and public facilities (e.g., electrical substations, wastewater conveyance facilities, and school expansion). The long-term operation of these uses could result in stationary and area noise from landscape and building maintenance activities (e.g., hand tools, power tools, lawn and garden equipment); voices; amplified music; mechanical equipment (e.g., pumps, generators heating, ventilation, and cooling systems); loading dock activities; parking lots; garbage collection; and other noise sources. New development will be required to incorporate strategies to reduce both construction-related and long-term noise generation in areas that could affect noise-sensitive uses. Construction is limited to less sensitive daytime hours and construction that

could exceed proposed stationary source noise standards would be required to incorporate noise-reducing features (pursuant to Noise Implementation Strategy 1.1). Policy N-1.2 requires that future projects locate any noise-generating equipment away from outdoor gathering spaces or enclosing noise-generating sources within buildings or structures or using other noise attenuation techniques – strategies that would substantially reduce potential land use-noise compatibility issues.

Some existing and future noise-sensitive uses in the city could be exposed to future noise levels that exceed the General Plan noise standards – particularly adjacent to SR 20 and SR 70 and adjacent to existing and future industrial operations with outdoor operations, large-scale commercial uses that accommodate frequent heavy-duty truck trips, uses that host special or regular events, and other uses.

Although the proposed policies and implementation strategies are designed to avoid substantial disturbances to noise-sensitive uses, the City anticipates that, despite implementation of feasible noise reduction strategies, some number of noise-sensitive uses could be exposed to noise in exceedance of the City’s standards occasionally or periodically.

The City cannot demonstrate at this time that policies and implementation strategies in the proposed 2050 General Plan would reduce all potential operational noise impacts to a less-than-significant level. The impact is **significant**.

### **Significance after Mitigation**

As described above, implementation of the City’s Noise Ordinance, along with implementation of proposed 2050 General Plan policies and the application of proposed implementation strategies in the context of new development would substantially mitigate potential operational noise impacts. However, the City cannot demonstrate at this time that it is feasible to mitigate all potential future operational noise impacts while also achieving the City’s overriding objectives for promoting economic development, fiscal sustainability, housing opportunities, and related objectives. There is no additional feasible mitigation available that would reduce all potential operational noise impacts to a less-than-significant level. The impact is **significant and unavoidable**.

IMPACT      Increases in Vibration Levels. *Development anticipated under the proposed 2050 General Plan and*  
4.11-3      *Downtown Specific Plan could cause a temporary, short-term disruptive vibration if it were to occur near*  
*sensitive receptors, and future development of new vibration-sensitive land uses could occur within vibration-*  
*generating areas (e.g., railroad). The impact is considered less than significant.*

Construction and demolition activities associated with development anticipated under the proposed 2050 General Plan and Downtown Specific Plan have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of construction activities relative to vibration-sensitive receptors, and operations/activities involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The type and density of soil can also affect the transmission of energy. Table 4.11-12 provides vibration levels for typical construction equipment.

**Table 4.11-12. Typical Vibration Levels for Construction Equipment**

Equipment	PPV at 25 Feet (in/sec)	Approximate L <sub>v</sub> (VdB) at 25 Feet
Pile Driver (Impact)	0.644 (typical) to 1.518 (maximum)	104 (typical) to 112 (maximum)
Pile Driver (Sonic)	0.734 (typical) to 0.170 (maximum)	93 (typical) to 105 (maximum)
Large Bulldozer	0.089	87
Drill	0.089	87
Truck	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
Significance Threshold	0.2/0.08 <sup>1</sup>	80

Notes: in/sec = inches per second; L<sub>v</sub> = the velocity level in decibels referenced to 1 microinch per second (1 μin/sec) and based on the root mean square velocity amplitude; VdB = Vibration Decibel, logarithmic velocity unit; PPV = peak particle velocity.

<sup>1</sup> For normal residential buildings and for buildings more susceptible to structural damage, respectively.

Sources: Caltrans 2013, FTA 2018

Construction equipment required for future development projects and infrastructure improvement projects is not known at this time, but could include loaded trucks and large bulldozers, which can generate relatively high levels of vibration in areas directly adjacent to construction site. According to the FTA, which has developed guidance to promote the public welfare and protect property, vibration levels associated with the use of such equipment would be approximately 0.089 in/sec PPV and 87 VdB (referenced to 1 μin/sec and based on the root mean square velocity amplitude) at 25 feet, as shown in Table 4.11-112. Using FTA's recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels would not exceed 0.2 in/sec PPV (Caltrans's recommended standard with respect to the prevention of structural damage for normal buildings), but would exceed 80 VdB (FTA's maximum-acceptable vibration standard with respect to human annoyance for residential uses) within 60 feet of vibration-sensitive receptors. Depending on the nature of future development projects and infrastructure improvement projects, existing vibration-sensitive receptors could be located adjacent to properties that could develop under the proposed 2050 General Plan and Downtown Specific Plan, although instances where occupied homes are this close to construction activities would be rare. In such cases, temporary, short-term vibration levels from construction sources could exceed FTA's maximum-acceptable vibration standard of 80 VdB with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses. More importantly, if construction activities were to occur during more noise-sensitive hours, vibration from construction sources could annoy and/or disrupt the sleep of occupants of existing and proposed residences and expose persons to excessive groundborne vibration or groundborne noise levels.

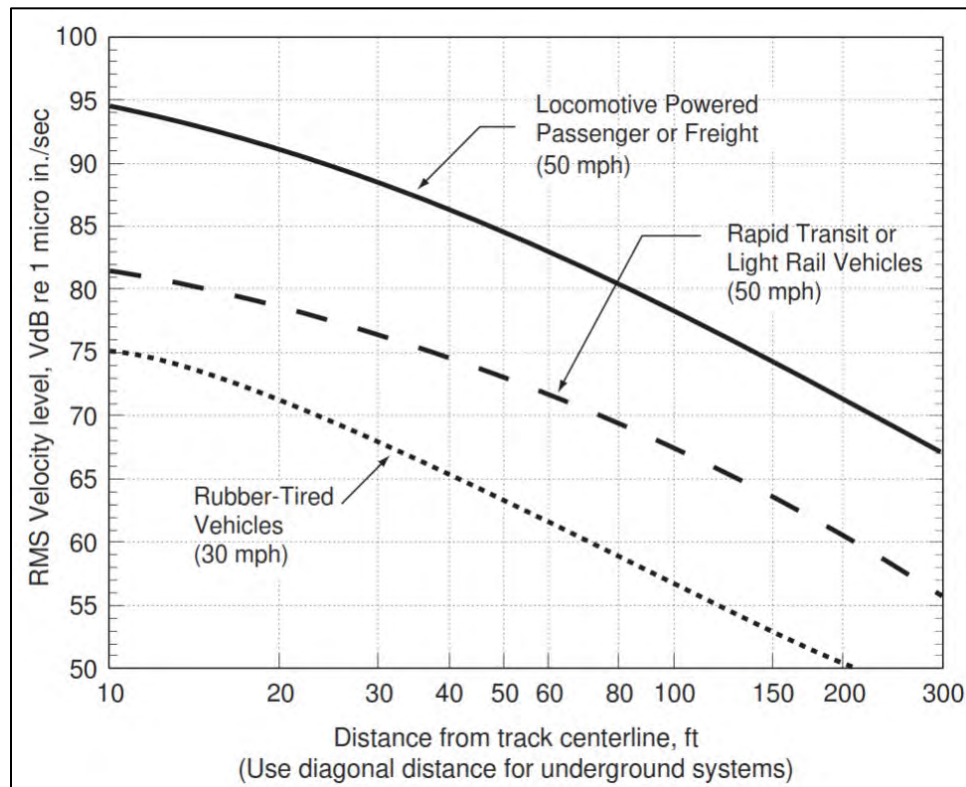
Similarly, depending on the nature and location of future projects, new vibration-sensitive receptors could be located near an existing or future vibration-generating land use (e.g., railroad line, heavy industrial facility). It is possible that vibration levels from existing or future vibration sources could exceed FTA's maximum-acceptable vibration standard of 80 VdB with respect to human response for residential uses (i.e., annoyance) at vibration-sensitive land uses.

Pile-driving could occur at some development sites, particularly within the Downtown Specific Plan Area, where multi-story construction is anticipated to occur. This type of construction activity could produce temporarily high vibration levels (Table 4.11-12). Infill development opportunities under the proposed 2050 General Plan and Downtown Specific Plan could involve properties that are near existing vibration-sensitive uses, such as

residences and schools, as well as properties that may be developed in phases, with noise-sensitive residential uses included in earlier phases. In these cases, there could be temporary construction activity in areas directly adjacent to existing or planned noise-sensitive uses.

### Operational Vibration from Potential Future North Valley Rail Operations

Vibration levels from operational rail activities are determined as a function of rail vehicle type, distance to receiver, and vehicle speed. Exhibit 4.11-11 below shows the basic relationship between distance and vibration for various types of transit vehicles.



**Exhibit 4.11-11. Transit Vehicle Vibration Prediction Curves**

For locomotive powered passenger or freight vehicles the numerical general assessment equation is given as:

$$Lv = 92.28 + 14.81 \cdot \log(D) - 14.17 \cdot \log(D)^2 + 1.65 \cdot \log(D)^3 + 20 \cdot \log(S/50) \dots \text{For Existing Condition}$$

For rapid transit or light rail vehicles the numerical general assessment equation is given as:

$$Lv = 85.88 - 1.06 \cdot \log(D) - 2.32 \cdot \log(D)^2 - 0.87 \cdot \log(D)^3 + 20 \cdot \log(S/50) \dots \text{For Project Condition}$$

Where:

$L_v$  = velocity level (VdB),  $D$  = distance to receptor (ft),  $S$  = train speed (mph)

The nearest existing structures sensitive to vibration are located as close as 20 feet from the tracks, while the nearest residential uses are located 60 feet from the North Valley Rail tracks within the city of Marysville. Vibration levels would be approximately 95.2 VdB (0.23 in/sec PPV) at 20 feet from locomotive-powered rails. At 60 feet, the vibration level is 87.1 VdB (0.09 in/sec PPV) from locomotive-powered rails. For the North Valley Rail, assuming the rails would be electric-powered, the vibration levels could be approximately 82.6 VdB (0.05 in/sec PPV) at 20 feet and 75.7 VdB (0.02 in/sec PPV) at 60 feet.

Using FTA's recommended procedure for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels would not exceed 0.2 in/sec PPV (Caltrans's recommended standard with respect to the prevention of structural damage for normal buildings), but would exceed 80 VdB (FTA's maximum-acceptable vibration standard with respect to human annoyance for residential uses). However, the rail tracks are located on an elevated berm higher than the ground level of the nearest sensitive uses. An elevated track on a berm could reduce the transmission of ground-borne vibrations to nearby homes, as the rail is not in direct contact with the ground. This elevation allows much of the vibration generated by train operations to be dissipated or absorbed by the berm, significantly reducing the amount of vibration transmitted into the surrounding soil. Additionally, depending on the design and materials used in the berm, the added mass may further dampen vibrations before they reach the nearby residences. Therefore, the resulting vibration levels from the North Valley Rail would not exceed Caltrans or FTA vibration criteria.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

No vibration related laws, regulations or policies are specified in the existing general plan or noise ordinance.

### **Relevant Policies of the Proposed 2050 General Plan**

The following 2050 General Plan goals and policies would reduce potential vibration effects.

- ▶ **Policy N-1.3:** Limit demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line to the hours between 7 a.m. to 7 p.m. on weekdays, 8 a.m. to 7 p.m. on Saturdays, and 9 a.m. to 5 p.m. on Sundays and holidays.
- ▶ **Policy N-1.5:** Avoid the use of pile drivers, vibratory compactors, and vibratory rollers within 40 feet of historical structures and within 20 feet of other structures. If the use of this equipment within these buffer areas is unavoidable, the project applicant shall inspect structures within these buffer areas and report on their structural condition and stop work if any cosmetic or structural damage occurs to adjacent structures. Work may not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the structures and the project applicant shall repair any damage caused by the use of this equipment.
- ▶ **Policy N-1.10:** Implement all feasible measures necessary, as a part of proposed development and public infrastructure projects to avoid substantial annoyance for adjacent vibration-sensitive uses, consistent with California Department of Transportation and Federal Transit Agency guidance.

## Conclusion

The City anticipates development under the proposed 2050 General Plan and Downtown Specific Plan and as a necessary outcome of this development, the City anticipates both temporary and long-term sources of vibration. Existing and future vibration-sensitive uses could be exposed to temporary construction-related vibration. Implementation of the proposed 2050 General Plan and Downtown Specific Plan would also involve generation of construction vibration which could expose existing and future vibration-sensitive uses to adverse, temporary construction-related vibration. However, this vibration would be temporary, and the City does not anticipate very large-scale projects with extensive excavation and pile driving that would occur directly adjacent vibration-sensitive uses that would result in substantial disturbance or damage to adjacent structures.

The City also anticipates the potential for vibration-sensitive land uses to be developed in areas with some amount of existing vibration today, such as along the Union Pacific Railroad, as well as potential future sources of vibration, such as the regional commuter rail service with a stop in the western portion of the city. Policy N-1.10 requires all feasible measures necessary, as a part of proposed development and public infrastructure projects, to avoid structural damage to adjacent structures and avoid substantial annoyance for adjacent vibration-sensitive uses, consistent with California Department of Transportation and Federal Transit Agency guidance—guidance that is specifically designed to avoid annoyance to vibration-sensitive uses and structure damage. The impact is **less than significant**.

IMPACT 4.11-4 Expose People Living or Working in the Project Area to Excessive Noise Levels within Two Miles of an Airport or Adopted Airport Land Use Compatibility Plan. *Future population growth with buildout of the 2050 General Plan and Downtown Specific Plan would result in an increase in residents, workers, and recreationists exposed to aircraft noise within the aircraft overflight zones of Sutter County Airport, Yuba County Airport, and Beale AFB. Recreationists at Beckwourth Riverfront Park near the Cotton Rosser Arena would be exposed to elevated levels of aircraft overflight noise within the Sutter County Airport's approach and departure zone. Implementation of 2050 General Plan policies, in combination with existing federal and state regulations, would result in a less-than-significant impact.*

Future development envisioned under the 2050 General Plan and the Downtown Specific Plan would expose additional residents, workers, and recreationists to airport noise. Sutter County Airport is approximately 2,000 feet southwest of the Marysville city limits, Yuba County Airport is approximately 2 miles south of the city limits, and Beale Air Force Base is approximately 6 miles southeast of the city limits (measured as the distance to the nearest runway). SACOG, as the responsible airport land use commission for all three airports, has prepared ALUCPs that set forth criteria for allowable development within the designated airport safety zones in order to protect the safety of people on the ground and to ensure continued airport and aircraft operations are compatible with proposed land uses. As shown in Exhibit 4.11-2 and Exhibit 4.11-3 and Exhibits 4.8-4, 4.8-5, and 4.8-6 (in Section 3.8, “Hazards and Hazardous Materials”), portions of the City are within Review Area 2 for the Sutter County Airport, Yuba County Airport, and Beale AFB. As defined in the ALUCPs, Review Area 2 consists of the aircraft overflight zone (airspace protection surfaces) and the recorded overflight notification area; airport noise does not represent a hazard in Review Area 2 (SACOG 1994, 2003, and 2010).

However, noise will be generated by aircraft overflights within Review Area 2. A review of flight track data for the Sutter County Airport and the Yuba County Airport indicates that the altitudes of aircraft overflights are 1,000 feet or less over the city (SACOG 2003:Exhibit 4a). For Beale AFB, the altitude of aircraft overflights over the

northeastern end of the city is 3,000 feet or less (SACOG 2010:Exhibi4). Therefore, the ALUCPs require that as a condition of local agency approval of residential development within the airports' primary aircraft overflight areas (Review Area 2 shown in Exhibits 4.8-5 and 4.8-6, and the "Overflight Zone" shown in Exhibit 4.8-4), an overflight notification must be recorded in accordance with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353.

In addition, as shown in Exhibit 4.8-4, the northeastern end of the approach and departure zone for the Sutter County Airport (the equivalent of Review Area 1) extends into the Marysville City limits, into a small portion of Beckwourth Riverfront Park near the Cotton Rosser Arena and Pavilion. Within the airport's approach and departure zone, the noise from aircraft overflights will be louder because the aircraft are lower to the ground and more flights are concentrated into a smaller area. Also, the hazard to people on the ground within this zone is greater, because statistically more aircraft crashes occur closer to airports (Caltrans Division of Aeronautics 2011). There are also Federal Aviation Administration height limits that apply to objects such as buildings, trees, and electrical transmission line towers, within an airport's approach and departure zone (discussed in Section 4.8 of this EIR, "Hazards and Hazardous Materials"). Airport land use commissions require that new development within an airport's approach and departure zone (Review Area 1) include dedication of an aviation easement to the airport's proprietor, in addition to the deed notices regarding aircraft overflights as discussed above, and the ALUCPs suggest that local General Plans should consider adding policies that require these easements and notices (SACOG 1994, 2003, and 2010). Aviation easements provide for the continued right of aircraft to fly through the airspace over the affected property, the right of aircraft to cause noise at the subject property from overflights along with the right to create nighttime illumination from aircraft lights, and the right of the grantee to access the affected property to keep the aircraft flightpath clear of all flightpath obstructions such as trees and tall buildings.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 require that, as part of many residential real estate transactions, information be disclosed regarding whether the property is situated within an airport influence area. Where residential development would occur within designated aircraft overflight areas assigned by airport land use commissions in ALUCPs, the lead agency responsible for approving such development must require the developer to provide written notice to prospective buyers that the property is within an airport influence area and therefore the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, or odors).

The ALUCPs prepared by SACOG for the Sutter County and Yuba County Airports and for Beale AFB require that aviation easements be issued where properties are within Review Area 1, which includes the defined airport approach and departure zones.

### **Relevant Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan policies would address the impact related to airport noise throughout the City.



## **Noise Element**

- ▶ **Policy N-1.8:** Require aviation easements for any new private development within the approach and departure zone for the Sutter County Airport within the City limits.
- ▶ **Policy N-1.9:** Require aircraft overflight notifications to be issued for all new residential development within the Sutter County Airport Overflight Zone and within Review Area 2 for the Yuba County Airport and Beale Air Force Base.

## **Land Use and Community Development Element**

**Goal LU+CD-8:** Protection of persons, structures, and nearby airports from incompatible developments with Airport Influence Areas.

- ▶ **Policy LU+CD-8.1:** Submit to the Airport Land Use Commission, and condition, as necessary, proposed land use actions within an Airport Influence Area or Airport Overflight Zone to ensure that the development is consistent with the applicable Airport Land Use Compatibility Plan.
- ▶ **Policy LU+CD-8.2:** Maintain communication with representatives of Beale Air Force Base to ensure land use compatibility, present Marysville as a welcoming community, and identify local changes that can enhance the competitiveness of Marysville as a place of residence for Base personnel.

## **Conclusion**

Implementation of proposed 2050 General Plan Policies N-1.8 and N-1.9 would reduce potential impacts from airport noise by requiring aviation easements for any new private development within the approach and departure zone for the Sutter County Airport within the City limits and by requiring aircraft overflight notifications to be issued for all new residential development within the Sutter County Airport Overflight Zone and within Review Area 2 for the Yuba County Airport and Beale Air Force Base in compliance with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. Implementation of proposed 2050 General Plan Goal LU+CD-8 and Policies LU+CD-8.1 and LU+CD-8.2 would reduce potential impacts from airport land use incompatibility by requiring the City submit, as necessary, future development plans for review by the appropriate ALUCP, and to maintain communications with Beale AFB personnel to ensure continued land use compatibility. Therefore, impacts related to airport noise and aircraft overflight noise hazards as related to land use compatibility are considered **less than significant**.

## **Mitigation Measure**

No mitigation is required.

This page intentionally left blank

## **4.12 POPULATION AND HOUSING**

### **4.12.1 INTRODUCTION**

This section describes potential impacts related to population and housing associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

There were no NOP comments regarding the topics addressed in this section of the EIR.

### **4.12.2 ENVIRONMENTAL SETTING**

#### **POPULATION**

The City of Marysville (City) is an incorporated city in Yuba County, with an estimated population of 12,752 in 2024, according to the California Department of Finance (DOF). The City's population grew approximately 1 percent over the 10-year period, rising from 12,589 in 2014 to 12,752 in 2024 (DOF 2024).

#### **HOUSING**

In 2020, the total number of housing units in Marysville was 5,450, with an average household size of 2.44 persons per household, compared to 2.83 in unincorporated Yuba County. Approximately 63 percent of these housing units were attached and detached single-family homes, compared to 74 percent in Yuba County (DOF 2024 and U.S. Census Bureau 2020).

#### **EMPLOYMENT**

Marysville had approximately 7,519 jobs in 2020. The largest industry sector in terms of local employment is the health care and social assistance sectors, which account for approximately 31 percent of the jobs in the city. The public administration sector (23 percent) is followed by the educational services sector (16 percent) (U.S. Census Bureau 2020).

The City's largest employers were Adventist Health, APPEAL-DEMOCRAT, County of Sutter, Linda Elementary School, Marysville Care & Rehab Center, Marysville Joint Unified School, Recology Yuba-Sutter, Rideout Emergency, Transportation Dept-Equipment, United States Postal Service, Yuba County Health-Human Services, and Yuba Water Agency (California Employment Development Department [EDD] 2024).

Related to population, housing, and employment, many relevant environmental effects are attributable to the relationships between jobs and housing, which can promote walking, biking, or transit commutes, allow for relatively short vehicular commutes, or result in longer commutes and associated air quality and greenhouse gas emissions, transportation noise, and other environmental effects. The average commute time for workers commuting to employment centers inside and outside the city was approximately 23 minutes, in comparison to Yuba City, averaging a 29-minute commute, and Yuba County, averaging a 30-minute commute. In Marysville, approximately 85 percent of workers commute alone. Approximately 8 percent of workers carpooled to work in a car, truck, or van, less than 1 percent walked, and less than 1 percent rode public transit. Approximately 3 percent worked from home (U.S. Census Bureau 2020).

Of the 7,074 employed individuals in Marysville, 620 live within the city limits, which represents 9 percent of the workforce. The majority of employed individuals, accounting for 91 percent, commute from outside Marysville to work within the city. Approximately 87 percent of Marysville residents who are employed work outside the city, indicating a considerable outflow of labor from Marysville to neighboring areas for employment.

## **Unemployment**

Marysville's unemployment rate was 8 percent in 2020 (U.S. Census Bureau 2020). This rate is similar to the unemployment rate for Yuba County as a whole but higher than California's. Yuba County's unemployment rate was approximately 7 percent, while California's was 6 percent (U.S. Census Bureau 2020). The unemployment rate does not include individuals 16 years or over who have stopped looking for work or are underemployed.

## **Jobs/Housing Relationship**

While trends related to remote work are highly dynamic at this time, there are still environmental consequences related to the relationship between the location, job types, and housing in a community. A closer match between the number and types of jobs and the number of households and interests/skills of the local labor force can help to alleviate traffic congestion, shorten commute times, and reduce vehicle miles traveled (VMT) and air pollutant emissions and noise associated with vehicular travel. Balancing jobs and housing in a smaller area can increase opportunities to use transit, bike, or walk to work instead of driving.

A more favorable relationship between jobs and housing can be driven by a focus on supplying housing that is the right type and affordability level for workers in a defined geographic area. Alternatively, improving the jobs and housing balance could focus more on the adequate provision of employment in a defined area that provides jobs that match the education and employment skills of the local population. An area that has too many jobs compared to the number of housing units is likely (in the absence of offsetting factors) to experience substantial in-commuting and escalations in housing prices. Conversely, if an area has relatively few jobs in comparison to the number of employed residents, many of the workers may need to commute to jobs outside of their area of residence. To maximize the environmental benefits of a jobs-housing balance, there needs to be a nexus between the types and cost of housing proposed to be located near jobs to be provided, the education/skills required by those jobs relative to the local labor force, and the income levels associated with those jobs.

Another aspect of job-housing balance involves the concentration and location of basic (primary, exporting) and non-basic (population-based) jobs. This is discussed in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (SACOG 2019, 2020):

“The MTP/SCS relies on and supports a concerted effort on the part of cities and counties to foster a balance of jobs and housing. Understanding that not all residents will choose to live and work in the same community, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled. The plan's land use forecast assumes that housing-rich jurisdictions will invest in, attract, and encourage job growth and that today's jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.”

Beyond the locational relationship between jobs and housing, there is also an important relationship between jobs and workers. Housing has long been used as a proxy for workers and worker residences. In reality, the number of

workers per household varies widely across regions based on a variety of demographic factors (such as age and education/skills), and different housing types have the capacity to accommodate different numbers of workers.

One measure of jobs-housing balance is an index based on the ratio of employed residents (influenced by the number of homes) to jobs in the area. Other measurements compare jobs to housing units or jobs to households. An index of 1.0 indicates that the supply of jobs and housing is balanced. An index above 1.0 indicates that there are more jobs than employed residents and may suggest that many employees are commuting in from outside the community. An index below 1.0 indicates that there are more employed residents than jobs and may suggest that many residents commute to jobs outside the community.

The real relationship between jobs and housing is far more complex than the ratio portrays. Even with a relative numeric balance, there can still be substantial commuting activity if the types of jobs are not matched with the skills and experience of the local labor force. The number of workers per household varies, and different housing types accommodate different numbers of workers. In addition, the ratio depends on the geographic region used for the computation.

Finally, no simplistic numeric formula can capture the complex human decision-making process of where to live and where to work. For households with choices regarding employment and housing, lifestyle factors (good schools, community amenities and culture, available housing types, etc.) can outweigh the convenience of living closer to work.

Marysville had 5,450 housing units and approximately 7,519 jobs (SACOG 2024 and U.S. Census Bureau 2020).<sup>1</sup>

## **4.12.3 REGULATORY FRAMEWORK**

### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

No federal plans, policies, regulations, or laws related to population and housing are applicable to the proposed project.

### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

#### **State Housing Element Requirements**

California Planning Law requires each county (and city) to adopt a housing element as part of its general plan (Government Code Sections 65580–65590). As Government Code Section 65583 explains:

The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobile homes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

---

<sup>1</sup> The SACOG adopted land use assumptions for the 2025 Blueprint had 5,450 housing units, as shown above, but 8,340 existing jobs – a figure that is higher than data from other sources.

The State of California Department of Housing and Community Development (HCD) is responsible for assigning quantified regional housing shares to the various government councils for allocation to the individual cities and counties within their region. HCD is also responsible for reviewing and certifying the adequacy of the housing elements adopted by the cities and counties.

### ***Regional Housing Needs***

Government Code Section 65584 requires designated regional agencies or councils of government to prepare a regional housing needs plan (RHNP). SACOG is the agency that develops the regional housing strategy for Yuba County and its incorporated cities. SACOG adopted its final RHNP and Regional Housing Needs Allocations (RHNA) on March 19, 2020, for the Housing Element compliance period of October 31, 2021, through October 31, 2029 (SACOG 2020). The RHNA determines potential locations for future housing stock based on projected population growth, employment trends, and development suitability. The RHNA also designates the number of housing units that local governments should accommodate at different affordability levels to ensure that all jurisdictions provide a fair share of the region's affordable housing needs. Unlike other elements of a general plan, the housing element must be updated on a regular schedule. The City is currently in compliance with State housing law, including planning for Marysville's fair share of regional housing needs in each income category (HCD 2021).

Marysville must also plan for an additional 167 housing units between 2021 and 2029 in accordance with a regional housing plan approved by the SACOG.

### **California Relocation and Assistance Act [Government Code Section 7260 et seq.]**

The California Relocation and Assistance Act requires state and local governments to provide relocation assistance and benefits to displaced persons as a result of projects undertaken by state and/or local agencies that do not involve federal funds. This act requires programs or projects be planned in a manner that recognizes, at an early stage in the planning and before the commencement of any actions that will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations; and provides for the resolution of these problems to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The law requires public entities to prepare a relocation plan, provide relocation payments, and identify substitute housing opportunities for any resident that would be displaced by a proposed project. Relocation assistance must provide fair, uniform, and equitable treatment of all affected persons as a direct result of programs or projects undertaken by a public entity (California Public Resources Code Section 7260[b]). Privately funded projects would have no such requirement.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **SACOG Greens Means Go**

Downtown Marysville has been identified as a 'Green Means Go Green Zone' as part of the SACOG Green Means Go pilot program, which aims to lower greenhouse gas emissions and reduce the need for vehicle trips in the Sacramento region by accelerating infill development in targeted areas. The SACOG "Green Means Go" zone helped to inform the Downtown Specific Plan Area boundary. The Draft Downtown Specific Plan is funded by a grant from SACOG and intends to satisfy the Green Means Go and City objectives, including:

- ▶ Provide a comprehensive plan for the designated ‘Green Zone’ area of the City
- ▶ Accelerate both multi-family and missing middle housing units
- ▶ Increase housing production by providing for ministerial approval of housing developments consistent with recent state legislation
- ▶ Support infill housing and revitalization in the Green Zone, particularly for workforce housing to support major employers
- ▶ Reduce VMT through the location of efficient housing
- ▶ Develop and implement VMT reduction strategies and increase access to support walking, biking, and use of public transit
- ▶ Retain and expand community assets in Green Zones and implement the City’s Bounce Back Initiative
- ▶ Provide public engagement and support equitable outcomes for low-income households, avoid displacement, and support people of color

## **Existing City of Marysville General Plan**

This EIR does not generally present information from the City’s existing (1985) General Plan since the project, in this case, would comprehensively revise the existing General Plan. However, some discussion of the existing General Plan is appropriate for this section, which addresses the relationship between the proposed project and *planned* population growth. Also addressed below is the City’s existing Housing Element of the General Plan, which was adopted on August 17, 2021.

### ***Marysville Existing General Plan Designations***

The existing General Plan (City of Marysville 1985) includes eight land use designations. These eight designations include:

- ▶ Low Density Residential – Land designated exclusively for single family residential development.
- ▶ Medium Density Residential – Land designated for both single and multiple family residential development.
- ▶ High Density Residential – Land designated for both multiple family residential development.
- ▶ Commercial – Land designated for commercial uses. Note that some residential uses are permitted in commercially designated areas subject to the issuance of a permit.
- ▶ Industrial – Land designated for industrial uses.
- ▶ Public and Quasi-Public – Land designated for public or quasi-public uses.
- ▶ Natural Open Space – Land designated for natural resource conservation and recreation areas.
- ▶ Urban or Enhanced Open Space – Land designated for parks, agricultural, public utilities and mineral extraction uses.

The existing City of Marysville General Plan includes the following goals and policies related to Population and Housing.

**Goal Housing Quantity:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs. Encourage the preservation of existing housing and the construction of new housing to meet the needs of all income groups and those with special needs, and ensure that the housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status, or physical handicap.

- ▶ **Policy 1:** To encourage the development of higher density residential construction consistent with the General Plan and city zoning regulations.

**Goal for Housing Quality:** Promote the construction of a variety of housing types that meet safe standards with a minimum of environmental impact and that provide a choice of location, preserve existing neighborhoods and have adequate public services.

- ▶ **Policy 1:** To ensure that new housing efficiently uses land, is energy efficient, and causes a minimum environmental impact.
- ▶ **Policy 2:** To promote construction of good quality and safe homes, the preservation of existing neighborhoods, and the elimination of unsafe housing.

**Goal for Residential Land Use:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

- ▶ **Policy 1:** To prevent the intrusion of incompatible uses into stable existing residential areas.
- ▶ **Policy 4:** To encourage active involvement of individual and organized citizens in the maintenance and upgrading of existing residential neighborhoods.

**Goal for New Residential Land Use:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

- ▶ **Policy 1:** To insure that new residential development is compatible with existing neighborhoods.
- ▶ **Policy 2:** To make lands available outside of the city limits for residential development only upon demonstrated need.

**Goal for Redevelopment:** To improve the social, economic and aesthetic characteristics of the city through the revitalization of deteriorating areas.

- ▶ **Policy 4:** To ensure that replacement housing is available prior to residential displacement.

### ***Marysville Housing Element***

The Housing Element is a five-year plan for the 2021–2029 period. This differs from other General Plan elements with a longer time horizon. The Housing Element serves as an integral part of the General Plan but is updated



more frequently to ensure its relevancy and accuracy. The Housing Element identifies strategies and programs that focus on:

- ▶ matching housing supply with need,
- ▶ maximizing housing choices throughout the community,
- ▶ assisting in the provision of affordable housing,
- ▶ removing governmental and other constraints to housing investment, and
- ▶ promoting fair and equal housing opportunities.

The Housing Element consists of the following components:

- ▶ the City's Housing Plan to address identified housing needs through housing goals, policies and programs;
- ▶ a community profile containing data and analysis of the City's demographics, housing characteristics, and existing housing needs;
- ▶ an analysis of future housing needs;
- ▶ an analysis of constraints to housing production and maintenance, such as market, governmental, and environmental factors affecting the County's ability to meet identified housing needs;
- ▶ an identification of resources to meet housing needs, including vacant land for new construction, as well as financial and administrative resources available for housing; and
- ▶ an assessment of past accomplishments.

The Housing Element for the General Plan update was certified by the state Department of Housing and Community Development on November 11, 2021, and adopted by the Marysville City Council on November 16, 2021 (HCD 2021).

### ***Regional Housing Needs***

As stated above, State law requires that all cities and counties provide a certain amount of housing to accommodate the demands of the growing population. HCD is responsible for determining the statewide housing needs, while local governments and councils of governments determine the specific housing needs within their jurisdictions and prepare a RHNA. Construction of new housing is not mandated by the RHNA, which is intended as a planning tool and a guide to an equitable distribution of housing.

SACOG prepares Sacramento region's RHNP to determine potential housing stock locations based on projected population growth, employment trends, and development suitability. The RHNP allocates SACOG cities and counties their "fair share" of the region's projected housing needs (the RHNA). The RHNA for the current 2021–2029 planning period for Marysville totals 167 new units. The share of the regional housing need by the affordability level/income category for Marysville includes extremely low (19 units), very low (19 units), low (23 units), moderate (31 units), and above moderate (75 units) (Table 4.12-1). Extremely low-, very low-, and low-income categories are often referred to as a group as lower-income.

**Table 4.12-1. Housing Unit Allocation for Marysville**

Income Group	New Units Needed
Extremely Low (<30%)	19
Very Low (31 – 50%)	19
Low (51 – 80%)	23
Moderate (81 – 120%)	31
Above Moderate (120% +)	75
<b>Total</b>	<b>167</b>

Source: SACOG, Regional Housing Needs Plan, March 2020

## 4.12.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

For this analysis, it is assumed that the buildout of the 2050 General Plan could provide an opportunity for 1,800-2,400 new residents from the construction of 800-1,250 housing units and could accommodate an additional 560,000-710,000 square feet of non-residential building space and 990-1,250 new local jobs. For the purpose of analysis throughout this EIR, it is assumed that the Downtown Specific Plan could provide an opportunity for 1,000-2,000 new residents from the construction of 820-1,060 housing units and could accommodate an additional 400,000-549,000 square feet of non-residential building space and between 0-1,020 new local jobs.

The presentation of broad ranges for the buildout of the 2050 General Plan and Downtown Specific Plan is appropriate for a long-range planning document. Actual development between the present and buildout will depend on changes in the local and regional economy, demographic trends, and other factors, many of which are beyond the City's direct control. Certain areas designated for urban use may or may not be developed during this planning horizon. Areas might be developed at the upper end or lower end of allowable density ranges, which may change actual development compared to what was assumed.

The examination of population, employment, and housing conditions in this section is based on estimates of development capacity at buildout of the proposed 2050 General Plan and Downtown Specific Plan, as well as a review of the following planning documents pertaining to the project site and surrounding area:

- ▶ *Existing Marysville General Plan 1985* (City of Marysville 1985),
- ▶ *Marysville General Plan 2021–2029 Housing Element* (City of Marysville 2021), and

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG 2020).

Additional population, housing, and employment background information was obtained from the City development activity reporting, DOF, EDD, and U.S. Census Bureau.

Population and employment growth associated with the buildout of the proposed 2050 General Plan and Downtown Specific Plan are not, in and of themselves, an environmental impact under CEQA. However, CEQA treats as potentially significant the direct and indirect impacts associated with unplanned population growth, such as new housing, employment, and increased travel demand that requires additional roadways and other transportation infrastructure and associated air pollutant emissions and traffic noise, impacts related to public

facilities and utility expansions needed to serve new growth, and other impacts, each of which is addressed in the technical sections of this EIR. These technical sections provide an analysis of the relevant environmental effects of implementing the proposed 2050 General Plan and Downtown Specific Plan. The indirect effects associated with the 2050 General Plan and Downtown Specific Plan's potential for inducing additional population and employment growth are also discussed in Chapter 5.0 of this EIR, "Other CEQA Considerations."

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to population and housing is considered significant if the proposed project would:

- ▶ 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); or
- ▶ Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## IMPACT ANALYSIS

IMPACT 4.12-1 Induce Substantial Unplanned Population Growth. *The proposed 2050 General Plan and Downtown Specific Plan propose changes to General Plan Land Use Classifications, which will be implemented by new and revised zoning districts, and establish new Land Use Zones within the Specific Plan. However, there is substantial employment and residential capacity in already approved plans and zoning outside of Marysville in developed and developing parts of Yuba County, and the changes anticipated in Marysville are not so substantial that they would induce additional development beyond existing plans that could lead to a significant environmental impact beyond that reported in detail in the technical sections of this EIR. This impact is considered less than significant.*

A project's impacts caused by inducing substantial unplanned population growth are analyzed based on the following three inquiries: (1) does the project induce unplanned population growth (direct or indirect), (2) is that growth substantial, and (3) does this substantial unplanned growth result in significant adverse environmental impacts. The proposed 2050 General Plan and Downtown Specific Plan land uses identify the location and extent of land designated to accommodate housing needs, commercial, office, and service and fabrication uses, and parks, open space, schools, and civic uses through the buildout of the 2050 General Plan and Downtown Specific Plan. Implementation of the 2050 General Plan and Downtown Specific Plan would guide the development of an anticipated increase in population, housing, and employment in the city.

The proposed 2050 General Plan and Downtown Specific Plan balance planned growth and redevelopment while conserving and enhancing the city's features. The City has prepared a detailed set of development assumptions (for analytical purposes only) used in the analysis reported throughout this EIR. Full implementation of the proposed 2050 General Plan and Downtown Specific Plan may involve more or less development compared to these assumptions. However, future environmental reviews may be streamlined to ensure future projects are consistent with the assumptions. As noted previously, buildout of the 2050 General Plan could accommodate a total population of approximately 1,800 to 2,400 people, 800 to 1,250 housing units, 990 to 1,250 local jobs, and approximately 560,000 to 710,000 square feet of non-residential development. The Downtown Specific Plan

estimated that the buildout could provide an opportunity for 1,000 to 2,000 new residents from the construction of 820 to 1,060 housing units and could accommodate an additional 400,000 to 549,000 square feet of non-residential building space and between 0 to 1,020 new local jobs. The rate of development from the present time until the 2050 General Plan and Downtown Specific Plan buildout depends on changes in the local and regional economy, demographic trends, and other factors, many of which are beyond the City's direct control.

The City would improve and upgrade infrastructure to meet the needs of planned development, but the city is essentially built out today, and all relevant infrastructure is already available in close proximity to future development sites.

Implementation of the proposed 2050 General Plan and Downtown Specific Plan would involve the construction and operation of new development and the expansion of existing uses – both public and private. The City anticipates infill development throughout the Downtown Specific Plan Area, improvements to Ellis Lake; potential changes in the routing, management, and streetscape along state highways; new water, sewer, and drainage facilities, including pipes, pumps, and other components – both to address the condition and the capacity of public infrastructure. Future development under the proposed project would primarily be in developed areas already served by infrastructure and focused on infill development. The City does not anticipate an extensive number of new streets, there will be streetscape improvements, potentially road diets, new street trees, new local wayfinding, and parking management actions. Given these conditions and the City's existing development and housing occupancy patterns, it is not anticipated that future housing development facilitated by the proposed project would induce unplanned population growth directly or indirectly through the extension of infrastructure.

Under the proposed 2050 General Plan and Downtown Specific Plan, there will be partnerships to prepare and facilitate the development and reuse of underutilized properties and potential new use and development of surplus public property. There will be an expansion of medical-related and supportive uses and facilities in and around Rideout Regional Medical Center, installation and use of renewable energy facilities, and adaptive reuse of historic buildings according to guidance in the proposed 2050 General Plan and Downtown Specific Plan. Chapter 3, Project Description, summarizes the changes associated with the implementation of the proposed 2050 General Plan and Downtown Specific Plan.

To evaluate the balance of the City's land uses, this EIR considers other market-based planning documents in the region and examines the projected balance between the local labor force and jobs and the jobs-housing balance. SACOG has developed population and employment projections that inform the region's land use and transportation planning. SACOG estimates that at total buildout, employment in Marysville could provide up to 13,300 jobs, with between 8,740 available by 2050 (SACOG 2024). SACOG estimates that, with full buildout, Marysville could have 12,400 housing units, with 5,880 constructed by 2050. The City's anticipated employment development with implementation of the proposed 2050 General Plan and Downtown Specific Plan is similar to the SACOG forecast for 2050, though the City's estimate for housing development is somewhat higher than that provided by SACOG for 2050 (6,000 to 6,500 housing units based on the City's estimate compared to 5,880 based on the SACOG forecast for 2050).

The methodology and purpose of the City's estimate of development capacity under the proposed 2050 General Plan and Downtown Specific Plan differs from the methodology and purpose of SACOG's forecast for the MTP/SCS. The SACOG projections are market-based growth estimates that project the amount and location of likely growth in the region based on various socioeconomic factors that are updated every four years and defined

by a horizon year. In the context of the proposed 2050 General Plan and Downtown Specific Plan, the City provides a long-term guide for future development and conservation, not attempting to predict the precise numbers of housing units, jobs, or population at any given time. The purpose of the proposed 2050 General Plan and Downtown Specific Plan year is to state a foreseeable planning horizon. Given the different purposes of the MTP/SCS and the proposed 2050 General Plan and Downtown Specific Plan, there will be differences between the growth forecasts in the MTP/SCS and the development capacity assumptions in the City's 2050 General Plan and Downtown Specific Plan since the former document represents market-based growth during a specific timeframe and the 2050 General Plan and Downtown Specific Plan assumptions are based on full buildout (whenever that occurs).

Based on SACOG estimates, the City has a local jobs to labor force ratio of 1.4, which indicates a jobs-rich community where employees from outside the city are in commuting for work. In 2020, the local labor force was 5,411 and the total population of Marysville was 12,844 (U.S. Census Bureau 2020). As a result, the labor force participation rate was 42 percent. If this labor force participation rate is applied to the estimated population of 14,600 to 15,200 with the buildout of the 2050 General Plan and Downtown Specific Plan, this yields an estimated labor force of 6,200 to 6,400. With the buildout of the 2050 General Plan and Downtown Specific Plan, the city could have between 8,500 and 8,800 jobs; therefore, the local jobs to labor force to ratio would decrease slightly to just under 1.4, similar to existing conditions.

The City's estimate of total employment reflects the anticipated addition of new non-residential square footage in Marysville on sites designated for fabrication and services, lodging, office, mixed-use (retail and services), school and commercial service. The City's intent is to increase the number and diversity of locally available jobs that could be filled from the local employment pool, including the unemployed and those commuting to jobs outside of the city. The 2050 General Plan and Downtown Specific Plan provide opportunities such as infill development to live closer to workplaces with appropriate housing types close to jobs that would also help to reduce congestion and commute times. Balancing jobs and housing in a smaller area can increase the practicality of transit, bicycling, and walking instead of vehicle trips. However, it is not possible at this time for the City to predict the residential location of future employees of Marysville employers. If realized, the local jobs provided under the 2050 General Plan and Downtown Specific Plan continue to draw employees from outside of the Planning Area.

Employees outside the Planning Area may come from existing communities with more housing than available jobs ("housing rich"), but a jobs-rich community can also drive growth in surrounding areas. However, in the cumulative context, the lands adjacent to the City's existing boundaries are designated Natural Resources by the County in the Yuba County 2030 General Plan. This land use designation is intended to conserve and provide natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural and forest resources, wetlands, woodlands, minerals, and other resources. The nearby areas where the City's higher jobs-housing balance has the greatest potential to induce growth are already planned for growth. While employees may come from outside the Planning Area, they are most likely from existing communities or adopted planned development areas that will be built in the future; therefore, the 2050 General Plan and Downtown Specific Plan would not indirectly induce substantial unplanned growth.

The 2050 General Plan and Downtown Specific Plan would not directly or indirectly induce substantial unplanned growth that could lead to any significant adverse environmental effect beyond that reported throughout the technical sections of this EIR; therefore, impacts are **less than significant**.

## Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan

The following 2050 General Plan goals, policies, and implementation strategies are related to population, housing, and employment.

**Goal LU+CD-2:** Sustainable fiscal conditions, robust economic development, and improved match between local jobs and the local labor force.

- ▶ **Policy LU+CD-2.2:** Encourage development that improves the balance between local jobs and housing, including new commercial, industrial, home-based businesses, business incubators, and development that generates net revenues and produces local jobs.
- ▶ **Policy LU+CD-2.3:** Offer flexible development standards, entitlement streamlining, and, if feasible, reduced development impact fees for developments that directly provide a substantial economic benefit, through the creation of high-quality jobs for local residents.
- ▶ **Policy LU+CD-2.4:** Support residential development that is priced, sized, and located to serve the needs of local employers and workers.
- ▶ **Policy LU+CD-2.5:** Provide assistance to local businesses to improve their viability and facilitate expansion.
  - **LU+CD Implementation Strategy 2.1.** The City will manage land use and employment development strategically, through coordinated use of regulations (and policies); acquisition of property, consolidation of property, and public investments in infrastructure to encourage employment development. The City will coordinate with other service agencies and funding entities on infrastructure planning and funding to create incentives that will attract and speed infill development. The City will maintain fee programs that provide incentives for infill development and projects that create high-quality local jobs.
  - **LU+CD Implementation Strategy 2.2.** The City will engage the local business community to assist with retention and expansion, including through sharing data, connecting with regional employer incentive programs, and facilitating local use of programs offered through the Yuba Sutter Economic Development Corporation and the Capital Region Small Business Development Center.
  - **LU+CD Implementation Strategy 2.3.** The City will coordinate with county, regional, and state economic development professionals and organizations to identify businesses seeking to locate in the region, communicate the City's competitive advantages, and generate dialogue leading to the establishment of businesses new to Marysville.
  - **LU+CD Implementation Strategy 2.4.** The City will seek funding for, and implement local, targeted lease assistance programs; frontage and accessibility improvements; and technical assistance on financing for buildings, expansion, equipment, and cash flow management.

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.4:** Facilitate the transition of underutilized light industrial and other non-residential uses that have a relatively low employment density to higher density housing and uses that accommodate higher employment densities.

- ▶ **Policy LU+CD-3.10:** Collaborate with other public agencies to identify surplus property that can support compact, infill development of additional housing and employment opportunities in Marysville and engage developers interested in assembling properties for infill development.
- **LU+CD Implementation Strategy 3.1.** The City will update and maintain the Municipal Code, including Title 18 Zoning, and will adopt a Downtown Specific Plan that provides clear and concise guidance for development and eliminate barriers to infill development.
- **LU+CD Implementation Strategy 3.2.** The City will survey infill developers, housing developers, interested property owners, and other relevant parties to identify constraints to reinvestment and infill development and the most helpful incentives to remove constraints to infill development. The City will provide incentives intended to induce and accelerate development Downtown and in the Medical Arts District, which may include streamlined entitlement and environmental review, public/private partnerships, fee structures that create incentives for infill and compact development, reduced parking requirements, design flexibility, obtaining grant funds that can reduce the overall cost of development by funding infrastructure upgrades or frontage improvements, and other feasible approaches. The City will identify infrastructure deficiencies in areas targeted for reinvestment and seek funding or establish financing approaches to address these deficiencies.
- **LU+CD Implementation Strategy 3.3.** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.
- **LU+CD Implementation Strategy 3.4.** The City will proactively track grant funding available through regional, state, federal, and nonprofit programs that could be used to make public infrastructure improvements, plant and maintain trees, support compact housing development, clean brownfields to ready for infill development, or that otherwise could help to attract and accelerate infill development Downtown and in the Medical Arts District.

**Goal LU+CD-8:** High-quality, efficient, and effective public infrastructure, facilities, and services.

- ▶ **Policy LU+CD-8.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy C-3.2:** Facilitate infill residential development in portions of Marysville with relatively low per-capita residential-generated VMT rates and office development in portions of Marysville with relatively low employee-generated VMT rates.

**Goal LU+CD-10:** Efficient and sustainable growth and expansion.

- ▶ **Policy LU+CD-10.3:** Review development proposals within the City's Sphere of Influence and within the City's Area of Referral (Exhibit 3.9) and coordinate with Yuba County and service providers to ensure mutually satisfactory outcomes.

Relevant Goals and Objectives of the Proposed Downtown Specific Plan

The following goals and objectives in the proposed Downtown Specific Plan are related to population and housing:

Goal 1: Promote Economic Investment and Revitalization in the Downtown

- ▶ Streamline housing projects with densities that will support local retail and service markets.
- ▶ Provide adequate housing that increases housing ownership levels for underserved and underrepresented communities.
- ▶ Encourage substantial local landowner and tenant involvement in development and real estate investments.

Goal 2: Encourage Housing Development

- ▶ Implement streamlined review process for proposed housing developments, such as allowing projects to be approved through a ministerial process.
- ▶ Encourage infill projects by shortening the process and increasing certainty in the development review process.

Conclusion

The 2050 General Plan and Downtown Specific Plan provide a framework for orderly and efficient long-term growth within Marysville through 2050. The relevant goals and policies of the 2050 General Plan and Downtown Specific Plan would facilitate a better match over time between the number and type of local jobs and the number and type of occupations of the local labor force and ensure adequate local services. Implementation of the 2050 General Plan and Downtown Specific Plan would provide increased opportunities to use transit, bike, or walk to work instead of driving and the opportunity to live close to workplaces afforded by providing housing close to jobs. Although there is no guarantee that residents will work locally, the implementation of the 2050 General Plan and Downtown Specific Plan would accommodate a more balanced jobs-housing relationship by providing new housing and local jobs for existing and future residents. The proposed project would not directly induce substantial unplanned growth. This impact is considered **less than significant**.

Mitigation Measure

No mitigation is required.

IMPACT ANALYSIS

IMPACT 4.12-2	Displacement of a Substantial Number of Existing People or Housing. <i>The proposed 2050 General Plan and Downtown Specific Plan include policies and standards that facilitate additional residential development opportunities and various housing types on undeveloped land, vacant land, underutilized parcels, and through infill and redevelopment. The proposed 2050 General Plan and Downtown Specific Plan do not propose converting established residential areas to non-residential land use or redeveloping existing residential areas with new residences by removing existing dwelling units. The Plans allow a mix of uses within proposed Land</i>
------------------	--



*Use Classifications and Land Use Zones throughout the city and Downtown Specific Plan Area but do not directly propose to include policies that propose displacing any existing housing within Marysville. The proposed 2050 General Plan and Downtown Specific Plan are not expected to result in a substantial displacement of people or housing, necessitating the construction of housing elsewhere. Therefore, this impact is considered less than significant.*

The proposed 2050 General Plan and Downtown Specific Plan include policies that facilitate development opportunities on vacant land, underutilized parcels, and through infill and redevelopment. The proposed 2050 General Plan and Downtown Specific Plan allow a mix of uses within proposed Land Use Classifications and Land Use Zones throughout the city and Downtown Specific Plan Area but do not directly propose to remove any existing housing within Marysville. Most Marysville residential neighborhoods are built out or nearly built out and are not likely to change substantially. The proposed 2050 General Plan and Downtown Specific Plan are focused on promoting infill development and public infrastructure investment in the Downtown Specific Plan Area in particular – in areas identified by the community as priority reinvestment opportunities areas. The Downtown Specific Plan Area is a focus of commercial and civic uses today, with relatively few housing units.

The proposed 2050 General Plan and Downtown Specific Plan include policies that facilitate additional residential development opportunities and a variety of housing options on undeveloped and underutilized land (i.e., density ranges, housing types, affordability ranges) and through the revitalization of downtown, neighborhoods, and mixed-use corridors.

The proposed 2050 General Plan and Downtown Specific Plan would also facilitate future development consisting of residential uses required to meet the City's RHNA requirement. Approval of the proposed project would be an important action towards implementing the City's 2021-2029 Housing Element and the associated RHNA allocation of 167 housing units. Because the housing assessment in the RHNA is determined by SACOG, future development under the proposed 2050 General Plan and Downtown Specific Plan would accommodate population increases based on SACOG's demographic projections.

Should any redevelopment of existing housing units be proposed, California Public Resources Code Section 7260(b), the California Relocation Law, establishes "a uniform policy for the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity." The law would require the redevelopment agency to prepare a relocation plan, provide relocation payments, and identify substitute housing opportunities for any resident that would be displaced by an agency-proposed project.

The proposed 2050 General Plan and Downtown Specific Plan propose numerous policies and actions to conserve the existing housing stock. The following 2050 General Plan policies intend to preserve existing housing units and facilitate various additional housing opportunities.

### **Existing General Plan Housing Element**

- ▶ **Policy 3.d:** Seek, through code enforcement, the private rehabilitation of substandard dwelling units and provide financial assistance, when available, to owners of dwelling units occupied by lower-income households. In applying this policy, the City will seek to avoid the displacement of lower-income households.
- **PROGRAM 3.1:** Code Enforcement and Abatement. The City will initiate appropriate code enforcement action on dwelling units that are so substandard that they represent an imminent threat to health and

safety. The City will require that property owners comply with building code standards or remove such housing units. If necessary, the City will abate the unsafe building. These actions will be taken only in the most extreme cases in which the owner of the dwelling units is unable or unwilling to make necessary repairs, in which repairs are not feasible, or in which the dwelling unit has been abandoned. The City will develop a code enforcement program that mitigates displacement and relocation impacts on residents in these cases. In the interest of preventing properties from falling into disrepair, the City will assist property owners in addressing building and zoning code deficiencies by providing inspection services. While most code enforcement actions will occur on a complaints basis and focus on seriously substandard structures that represent a health or safety threat, some property owners may be interested in voluntary inspections. The City will, on a request basis, arrange for an inspection of residential properties' building code violations that should be corrected. A more comprehensive voluntary building code inspection would be performed by the Building Department for an inspection fee that covers the cost of this service.

### **Relevant Goals and Policies of the Proposed 2050 General Plan**

The following 2050 General Plan goals and policies are related to displacement of a substantial number of existing people or housing.

**Goal LU+CD-1:** Enhanced quality of life, unique identity, and sense of community.

- ▶ **Policy LU+CD-1.1:** Provide the opportunity for children to grow, young households to become established, for people to raise families, and for seniors to stay in the community as they age.
- ▶ **Policy LU+CD-1.3:** Actively partner with residents, including historically underrepresented perspectives, and prioritize investments that ensure a healthy environment for all people, while offering inclusive economic development opportunities.

**Goal LU+CD-2:** Sustainable fiscal conditions, robust economic development, and improved match between local jobs and the local labor force.

- ▶ **Policy LU+CD-2.1:** Facilitate public-private partnerships to encourage economic development and improve fiscal sustainability, including partnering with private developers to foster infill development of prominent, underutilized properties.
- ▶ **Policy LU+CD-2.2:** Encourage development that improves the balance between local jobs and housing, including new commercial, industrial, home-based businesses, business incubators, and development that generates net revenues and produces local jobs.

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.2:** Expand commercial, cultural, lodging, and entertainment uses and special events Downtown and housing opportunities in and around the Downtown area.
- ▶ **Policy LU+CD-3.4:** Facilitate the transition of underutilized light industrial and other non-residential uses that have a relatively low employment density to higher density housing and uses that accommodate higher employment densities.

- ▶ **Policy LU+CD-3.10:** Collaborate with other public agencies to identify surplus property that can support compact, infill development of additional housing and employment opportunities in Marysville and engage developers interested in assembling properties for infill development.

**Goal LU+CD-4:** Community design and development patterns that promote walking and bicycling.

- ▶ **Policy LU+CD-4.8:** Support projects to improve existing developed properties by adding pedestrian connections, public art, shade trees and other landscaping, by converting parking areas to outdoor eating or other useful purposes, and by making other improvements to the public realm that improve the quality of design in existing neighborhoods and business districts.

**Goal C-3:** Reduced household transportation costs and improved public health through managed vehicular travel demand.

- ▶ **Policy C-3.3:** Encourage the development of retail and services that are designed, located, sized, and oriented to the local population in Marysville.

**Goal LU+CD-6:** Preserved and enhanced residential neighborhoods.

- ▶ **Policy LU+CD-6.2:** Encourage renovation, remodeling, additions, and redevelopment of homes and accessory units to add diversity and opportunity to the housing stock.

### **Relevant Goal and Objectives of the Proposed Downtown Specific Plan**

The following goal and objectives in the proposed Downtown Specific Plan are related to displacement of a substantial number of existing people or housing:

**Goal 1:** Promote Economic Investment and Revitalization in the Downtown

- ▶ Provide adequate housing that increases housing ownership levels for underserved and underrepresented communities.
- ▶ Encourage substantial local landowner and tenant involvement in development and real estate investments.

### **Conclusion**

The proposed 2050 General Plan and Downtown Specific Plan would promote revitalization and infill development. The proposed 2050 General Plan and Downtown Specific Plan do not propose to displace substantial numbers of housing or people, necessitating the construction of replacement housing elsewhere. The proposed 2050 General Plan and Downtown Specific Plan does not propose converting established residential areas to non-residential land use or redeveloping existing residential areas with new residences by removing existing dwelling units. The proposed 2050 General Plan and Downtown Specific Plan include policies that facilitate additional residential development opportunities and various housing types on undeveloped land, vacant land, underutilized parcels, and through infill and redevelopment. Compliance with the proposed 2050 General Plan and Downtown Specific Plan policies and the California Relocation Law would ensure that new development pursuant to the proposed 2050 General Plan and Downtown Specific Plan would not displace substantial numbers of people. This impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

## **4.13 PUBLIC SERVICES AND RECREATION**

### **4.13.1 INTRODUCTION**

This section describes potential impacts related to fire and police protection, schools, and parks and recreation associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

Comments received on the Notice of Preparation (NOP) were reviewed during preparation of this EIR. There were no comments related to public services or recreation.

### **4.13.2 ENVIRONMENTAL SETTING**

Marysville is home to approximately 12,800 residents, situated within the Marysville Ring Levee (DOF 2024). Because the land area within the ring levee is limited, the opportunities for development are generally limited to infill and reinvestment within the existing developed area, and population growth in recent years has been relatively low; therefore, the need for public services have remained relatively constant over the last 20 years.

#### **FIRE PROTECTION**

Fire protection services in Marysville are provided by the City of Marysville Fire Department. The Fire Department maintains approximately nine pieces of equipment, 12 line suppression staff, one fire inspector, one fire chief, and one administrative assistant, and 12 reserve members. This is equivalent to 1 firefighter per 905 residents. The Fire Department operates specialized apparatus including a 105-foot Aerial Quint Ladder Truck, a 3,000-gallon Water Tender, and a Hazardous Material Response Vehicle that services Yuba and Sutter Counties. The department also participates in the Statewide Mutual Aid Plan and deploys as part of a local agency Strike Team as requested throughout California each year. (City of Marysville Fire Department 2024).

The Fire Department operates out of one fire station located at 107 9th Street, in downtown Marysville. A new fire station accessory building is planned for construction at the existing fire station property to consolidate and modernize all on-site storage buildings and to provide additional on-site space for larger fire protection equipment (The Appeal Democrat 2024).

In 2020, the fire department responded to 3,968 calls for service, of which 68 percent were requests for medical aid.

#### **POLICE PROTECTION**

Police protection services in Marysville are provided by the City of Marysville Police Department. The Administration Division includes the Police Chief, a lieutenant, a support services manager, and an administrative sergeant. The Operations Division has 16 sworn positions consisting of four sergeants, nine patrol officers, one school resource officer, and two detectives. There are 13 additional reserve officers who supplement the full-time officers in filling details and special events along with providing normal patrol duties, along with 13 civilian employees (City of Marysville Police Department 2024). This is equivalent to 1 sworn officer per 705 residents. The Police Department operates out of one office located at 316 6<sup>th</sup> Street, in Downtown Marysville.

The Yuba County Sheriff's Department is also headquartered in Marysville, located at 720 Yuba Street. The Sheriff's Department serves the unincorporated areas of the County, but is also available for coordinated activities with the Marysville Police Department if needed.

## **SCHOOLS**

Public K–12 school services in Marysville are provided by the Marysville Joint Unified School District (MJUSD). The MJUSD serves approximately 10,000 students at 23 schools, including one adult education school.

The MJUSD encompasses approximately 75 miles and includes the communities of Marysville, Olivehurst, and Linda, in addition to the Sierra Nevada foothills communities of Loma Rica, Yuba Feather, and Dobbins (MJUSD 2024).

Within the city of Marysville, MJUSD operates two elementary schools, one middle school, a college preparatory charter school for the arts, one high school, and one continuation high school (North Lindhurst, for grades 11–12). MJUSD also operates an alternative education independent study school (Abraham Lincoln, for grades 1–12), comprised of one building within the District Office/Marysville High School site complex. Finally, the Paragon Collegiate Academy operates a public charter school in Marysville (grades K–8), which is authorized by MJUSD.

Based on California Department of Education (CDE) enrollment data shown in Table 4.13-1, the number of students attending schools in Marysville has increased slightly over the last 10 years (excluding 2020 and 2021 during the worldwide coronavirus pandemic) (CDE 2014–2023). The MJUSD Facilities Master Plan (PBK Architects 2022) indicates that MJUSD has sufficient total capacity to accommodate its current and projected enrollment levels District-wide. Although some of the MJUSD schools are anticipated to exceed their projected capacity in the future, none of the schools that serve the city of Marysville are projected to exceed capacity (Table 4.13-1). The MJUSD Facilities Master Plan anticipates that student enrollment rates throughout the District will continue to increase by at least 2 percent each year through 2025–2026, after which point enrollment growth is anticipated to slow and remain just over 11,000 students; MJUSD has capacity to accommodate approximately 12,709 students total throughout the District (PBK Architects 2022).

The MJUSD currently charges Development Impact Fees for residential and commercial/industrial new and reconstruction. The current rate for residential construction is \$4.79 per square foot of conditioned (heated and/or cooled) space. The current rate for commercial/industrial construction is a maximum of \$0.78 per square foot (MJUSD 2024).

## **PARKS AND RECREATION**

The City of Marysville currently provides approximately 375 acres of public recreation land (shown in Figure 5-1 in Draft General Plan Chapter 5, “Open Space, Conservation, and Recreation Element”), of which approximately 283 acres are developed parks and trails and approximately 92 acres are public open space.

**Table 4.13-1. City of Marysville School Enrollment and Capacity Data**

School Name	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	Student Capacity	Projected Maximum Enrollment
Marysville High School (grades 9–12)	896	893	916	924	938	971	1,001	1,024	1,028	1,067	1,380	1,083
Marysville Charter Academy for the Arts (grades 7–12)	374	376	381	380	400	383	373	343	362	371	N/A	N/A
Ana McKenny Intermediate (grades 6–8)	510	524	548	578	617	621	596	553	560	584	674	590
Paragon Collegiate Academy (grades K–8)	154	166	182	189	180	188	197	202	203	202	N/A	N/A
Kynoch Elementary (grades K–5)	663	669	673	721	719	748	408	697	714	712	968	849
Covillaud Elementary (grades K–5)	495	518	527	519	509	500	504	494	519	521	648	598
Abraham Lincoln Alternative (grades 1–12)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	463	203	254	N/A	N/A

Note: N/A = Data not available. Data presented by year is total student enrollment. The North Lindhurst continuation school is not included in this table because of the lack of data for this school.

Sources: California Department of Education 2014–2023, PBK Architects 2022

The City's recreational facilities consist of regional, community, neighborhood, and mini parks; public open space; and bicycle/pedestrian trails. Currently, the City does not offer recreation programs, but such programs are offered by other regional recreation providers such as Yuba City and the Marysville Little League. Table 5-1 in Draft General Plan Chapter 5, "Open Space, Conservation, and Recreation Element," provides a list of the existing developed City parks and the acreage of associated recreational space based on the City's *Parks and Open Space Master Plan* (City of Marysville 2019).

Public areas outside the Marysville Ring Levee to the north, west, and south—adjacent to the Jack Slough, Feather River, and Yuba River floodplains, respectively—are designated as Open Space, which includes both active and passive recreational uses. For example, the 207-acre Beckwourth Riverfront Park, west of the Marysville Ring Levee and adjacent to the Feather River, offers a variety and passive and active recreational opportunities with substantial opportunity for additional recreational facilities, as detailed in the Draft Open Space, Conservation, and Recreation Element.

The City's recreational facilities also include a Class I shared bicycle/pedestrian trail on top of the Marysville Ring Levee. The City's *Bicycle and Pedestrian Plan* (City of Marysville 2016) includes plans for additional infrastructure to expand the bikeways throughout the city. The *Bicycle and Pedestrian Plan* also includes pedestrian improvements (primarily sidewalks), which are proposed in various locations throughout the city, particularly around Ellis Lake. The City's bicycle and pedestrian trails are connected with Yuba City to the west via a Class I shared bicycle/pedestrian trail across the 5<sup>th</sup> Street Bridge over the Feather River.

### **4.13.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

There are no federal plans, policies, regulations, or laws related to public services or recreation that would apply to the proposed project.

#### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **Fire Codes and Guidelines**

The California Fire Code contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings and the surrounding premises. The California Fire Code, which contains specialized technical regulations related to fire and life safety, has been adopted by the City in Marysville Municipal Code Section 13.20.

##### **California Occupational Safety and Health Administration**

The California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services in accordance with California Code of Regulations Title 8 Section 1270 "Fire Prevention" and Section 6773 "Fire Protection and Fire Equipment." The standards include, but are not limited to, guidelines on the handling of highly combustible materials; fire hose sizing requirements;



restrictions on the use of compressed air; access roads; and the testing, maintenance, and use of all firefighting equipment.

## State School Funding

California Education Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other requirement against any development project for the construction or reconstruction of school facilities, provided that the district can show justification for levying of fees. California Government Code Section 65995 limits the fee to be collected to the statutory fee unless a school district conducts a School Facility Needs Assessment (California Government Code Section 65995.6) and meets certain conditions.

SB 50 (Chapter 407, Statutes of 1998) instituted a school facility program by which school districts can apply for state construction and modernization funds. This legislation imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also provided the authority for school districts to levy fees at three different levels:

- ▶ **Level I** fees are the current statutory fees allowed under Education Code Section 17620. As mentioned above, this code section authorizes school districts to levy a fee against residential and commercial construction to fund school construction or reconstruction. These fees are adjusted every two years in accordance with the statewide cost index for Class B construction as determined by the State Allocation Board.
- ▶ **Level II** developer fees are outlined in Government Code Section 65995.5. This code section allows a school district to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multitrack year-round scheduling, having an assumed debt equal to 15 to 30 percent of the district's bonding capacity (the percentage is based on revenue sources for repayment), having at least 20 percent of the district's teaching stations housed in relocatable classrooms, and having placed a local bond on the ballot in the past four years that received at least 50 percent plus one of the votes cast. A facility needs assessment must demonstrate that the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.
- ▶ **Level III** developer fees are outlined in Government Code Section 65995.7. This code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction if state funding becomes unavailable. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives state funding, this excess fee may be reimbursed to the developers or subtracted from the amount of state funding.

## Quimby Act

The Quimby Act (California Government Code Section 66477) was established by the California Legislature in 1965 to preserve open space and parkland in rapidly urbanizing areas of the state. The Quimby Act provides two standards for the dedication of land for use as parkland. If the existing area of parkland in a community is greater than 3 acres per 1,000 residents, then the community may require dedication based on a standard of up to 5 acres per 1,000 persons residing in the subdivision based on the current ratio of parkland per 1,000 residents. If the existing amount of parkland in a community is less than 3 acres per 1,000 residents, then the community may require dedication based on a standard of only 3 acres per 1,000 persons residing in the subdivision.

The Quimby Act requires a city or county to adopt standards for recreational facilities in its general plan if it is to adopt a parkland dedication or fee ordinance. The City currently has an adopted standard of 10 acres of developed park land per 1,000 residents, which is divided between neighborhood parks (2.5 acres per 1,000), community parks (2.5 acres per 1,000), and regional parks (5 acres per 1,000) (City of Marysville 2019).

The Quimby Act applies only to the acquisition of new parkland; it does not apply to the physical development of new park facilities or associated operations and maintenance costs. Therefore, although the Quimby Act effectively preserves open space needed to develop park and recreation facilities, it does not ensure the development of the land or the provision of park and recreation services to residents. In addition, the Quimby Act applies only to residential subdivisions. Non-residential projects could contribute to the demand for park and recreation facilities without providing land or funding for such facilities. Quimby Act fees are collected by the local agency (e.g., park district, city, or county) in which the new residential development is located.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985, 2022<sup>1</sup>) includes the following goals and policies related to public services and recreation.

#### ***Safety Element***

**Goal CS-3:** Avoid the risk of loss of life and injury and minimize risk of property damage from urban and wildland fires.

- ▶ **Policy CS-26:** Prior to approval, the City shall require that new developments demonstrate compliance with state, county, and local standards for fire safety, as defined in the City of Marysville Building or Fire Codes.
- ▶ **Policy CS-30:** The City will conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual-aid agreements with the private and public sector.
- ▶ **Policy CS-31:** The City will require new development projects to pay on a fair-share basis for the Marysville fire station, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.
- ▶ **Policy CS-32:** The City shall ensure the minimum required infrastructure and requisite facilities to suppress fires throughout the city, including sufficient road widths, adequate water pressure and fire hydrants, sufficient future water supply and long-term supply integrity, and clearly visible street signage.

---

<sup>1</sup> As noted in Chapter 3, “Project Description,” the Safety Element was recently updated in 2022, and no additional updates are proposed as part of the 2050 General Plan.

## ***Open Space, Conservation, and Recreation Element***

**Goal:** To designate, protect, and conserve the natural resources, open space, and recreation lands in the city; and provide opportunities for recreation activities to meet citizens' needs.

### **Outdoor Recreation**

- ▶ **Policy 1:** To preserve the lakes as major open space areas within the city and continue to improve the recreational uses surrounding the lakes and the aesthetics of the shorelines.
- ▶ **Policy 2:** To encourage compatible recreational uses in floodplains of the Feather and Yuba rivers.
- ▶ **Policy 3:** To provide and maintain adequate outdoor recreational facilities within all residential areas.
- ▶ **Policy 4:** To promote the maximum provision of recreational open space in future residential areas.
- ▶ **Policy 5:** To provide for the maximum use of public open space by the use of such areas for outdoor recreation.
- ▶ **Policy 6:** To provide facilities in accordance with park standards.
- ▶ **Policy 7:** To provide recreation programs that meet citizens' needs.
- ▶ **Policy 8:** To support and cooperate with volunteer groups and organizations that provide recreation activities for young people.

### **Conservation and Preservation of Resources**

- ▶ **Policy 4:** To ensure that existing natural resources areas, scenic areas, open space areas and parks are protected from encroachment or destruction by development.
- ▶ **Policy 8:** To permit open space and conservation land use within floodplains.

## **4.13.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

Impacts related to public services and recreation were evaluated by comparing existing services, facilities, staffing, and equipment against future demand associated with development anticipated within the Planning Area consistent with the proposed 2050 General Plan and Downtown Specific Plan. The analysis determines whether any changes in service levels would require new or expanded public facilities, the construction of which could result in adverse impacts on the physical environment.

### **THRESHOLDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, an impact related to public services and recreation is considered significant if the proposed project would:

- ▶ result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, or parks;
- ▶ 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; or
- ▶ include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

**Adverse Physical Effects from Construction of Parks and Recreational Facilities**—Improvements to parks and recreational facilities could occur within the Planning Area; however, the impacts of construction of these facilities are addressed in the applicable resource sections throughout this EIR as part of the overall development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan. It should be noted that no *new* parks are proposed as part of the General Plan or Downtown Specific Plan at this time. Where improvements to parks and recreational facilities would result in potentially significant or significant environmental impacts, mitigation measures are identified to reduce those impacts to less-than-significant levels in the applicable resource sections throughout this EIR. There are no additional potentially significant or significant impacts related to construction of parks beyond the construction impacts that are analyzed throughout this EIR. Therefore, the physical effects from construction of parks and recreational facilities are not evaluated further in this section.

## IMPACT ANALYSIS

IMPACT 4.13-1 Increased Demand for Fire Protection Services and Facilities. *Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising residential, commercial, office, civic, industrial, and other uses along with parks and open space, increasing demand for fire protection services. It is not expected that implementation of the proposed 2050 General Plan or the Downtown Specific Plan would result in the need for additional fire protection facilities. Therefore, there would be no significant adverse physical environmental effect associated with construction and operation of new fire protection facilities, and this impact is considered less than significant.*

The Marysville Fire Department serves the Planning Area. Infill and redevelopment consisting of residential, commercial, office, industrial, civic, medical, parks, and other land uses could occur throughout the area of the city inside the ring levee as a result of development anticipated under the proposed 2050 General Plan and Downtown Specific Plan. Limited development could occur outside the ring levee to the northeast, along State Highway 20 in a small portion of the existing City limits that is outside of the ring levee. The Marysville Fire Department operates out of one fire station located at 107 9th Street, in Downtown Marysville, and improvements are proposed at the fire station to provide improved storage and more space for larger fire protection equipment. The current Fire Department staffing is equivalent to 1 firefighter per 905 residents.

## **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

California Code of Regulations Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” and the California Fire Code, have established minimum standards for fire suppression and emergency medical services that are implemented in Marysville.

### **Existing General Plan**

The following existing policies and implementation strategy from the City’s existing General Plan Safety Element would address the impact from increased demand for fire protection services and facilities.

#### ***Safety Element***

- ▶ **Policy CS-26:** Prior to approval, the City shall require that new developments demonstrate compliance with state, county, and local standards for fire safety, as defined in the City of Marysville Building or Fire Codes.
- ▶ **Policy CS-30:** The City will conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual-aid agreements with the private and public sector.
- ▶ **Policy CS-31:** The City will require new development projects to pay on a fair-share basis for the Marysville fire station, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.
- ▶ **Policy CS-32:** The City shall ensure the minimum required infrastructure and requisite facilities to suppress fires throughout the city, including sufficient road widths, adequate water pressure and fire hydrants, sufficient future water supply and long-term supply integrity, and clearly visible street signage.
  - **Implementation Strategy CS-5:** Continue to implement the City’s most currently adopted Fire Codes to ensure that development is constructed in a structurally safe manner. To the extent feasible, conduct periodic fire safety inspections to ensure compliance with adopted codes.

### **Relevant Goals and Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan implementation strategy would address the impact from increased demand for fire protection services and facilities throughout the City, including the Downtown Specific Plan Area.

#### ***Land Use + Community Development Element***

- **LU+CD Implementation Strategy 3.3:** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.

## Conclusion

Development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan could lead to an increase in the demand for fire protection services; however, the amount of development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan is relatively limited, existing California Fire Code requirements would be applied, the increase in demand for fire protection services would be minor, and would not require the construction of new fire station facilities. Furthermore, the City Council has approved a proposal for construction of improvements at the existing fire station. Funding for the Marysville Fire Department personnel, equipment, and facilities is provided by revenue from the City's General Fund, which is obtained primarily through tax revenues. Compliance with proposed 2050 General Plan Policies CS-26, CS-30, CS-31, and CS-32; and Implementation Strategies CS-5 and LU+CD 3.3 would reduce impacts from increased demands for fire services and facilities by ensuring that new buildings are constructed to meet current fire protection safety standards in the California Fire Code, continuing to coordinate with other agencies for fire safety planning, ensuring the minimum required infrastructure and requisite facilities to suppress fires throughout the city are provided, and (in the future) requiring new development to pay fair-share funding towards fire protection services and facilities. Therefore, this impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.13-2 Increased Demand for Police Protection Services and Facilities. *Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising residential, commercial, office, and industrial development along with parks and open space, potentially resulting in increased demand for police protection services. It is not expected that implementation of the proposed 2050 General Plan or the Downtown Specific Plan would result in the need for additional police protection facilities. Therefore, there would be no significant adverse physical environmental effect associated with construction and operation of new police protection facilities, and this impact is considered less than significant.*

The Marysville Police Department serves the Planning Area. Infill and redevelopment consisting of residential, commercial, office, industrial, medical, parks, civic, and other uses are anticipated inside the ring levee as a result of development envisioned in the proposed 2050 General Plan and Downtown Specific Plan. Limited development could occur outside the ring levee to the northeast, along State Highway 20 in a small portion of the existing City limits that is outside of the ring levee. The Marysville Police Department operates out of one police station located at 316 6<sup>th</sup> Street, in Downtown Marysville. The current Police Department staffing is equivalent to 1 sworn officer per 705 residents.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

There are no existing laws, regulations, or policies that would reduce the potential environmental impact.

## Relevant Goals and Policies of the Proposed 2050 General Plan

The following proposed 2050 General Plan implementation strategy and policies would address the impact from increased demand for police services and facilities throughout the city, including the Downtown Specific Plan Area.

### ***Land Use + Community Development Element***

- **LU+CD Implementation Strategy 3.3:** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.
- **Policy LU+CD-4.6:** Prohibit fences and walls along public streets where they would present barriers to casual surveillance.

### ***Open Space, Conservation, and Recreation Element***

- **Policy OS-2.8:** Promote casual surveillance of public and semi-public spaces and require site design in new development that avoids hidden spots.
- **Policy OS-2.9:** Provide secure locking of bicycles in locations that can be observed from inside proposed non-residential buildings.

### ***Circulation Element***

- **Policy C-2.8:** Add clearly visible and easily surveilled bicycle parking in areas with bicycling destinations, such as parks and commercial districts.

## Conclusion

Development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan could lead to an increase in the demand for police protection services; however, the amount of development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan is relatively limited, the increase in demand for law enforcement services would be minor, and would not require the construction of new police station. Compliance with proposed 2050 General Plan policies LU+CD-4.6, OS-2.8, OS-2.9, C-2.8 would help to reduce the demand for police services by promoting safety and security in public spaces through appropriate site design, by prohibiting fences and walls along public streets where they would represent a barrier to surveillance, and by providing locking bicycle storage at businesses (which would also help promote alternative modes of transportation). Funding for the Marysville Police Department personnel, equipment, and facilities is provided by revenue from the City's General Fund, which is obtained primarily through tax revenues. General Plan Implementation Strategy LU+CD 3.3 would require new development impact fees in the future that would help to fund infrastructure and fire and police services to implement development envisioned under the 2050 General Plan and the Downtown Specific Plan. Therefore, this impact would be **less than significant**.

**Mitigation Measure**

No mitigation is required.

IMPACT 4.13-3 Increased Demand for School Services and Facilities. *Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising new residential and employment-generating land uses, potentially resulting in increased demand for school services and facilities. The proposed 2050 General Plan includes policies and implementation measures that are specifically designed to reduce or avoid environmental impacts of construction, including construction of school facilities. There are no additional significant impacts related to construction or operation of school facilities beyond those impacts that are analyzed throughout this EIR, and therefore this impact is considered less than significant.*

The Planning Area lies within the area served by the MJUSD, which provides public school education for grades K–12. An independent public charter school for grades K–8 (authorized by MJUSD) is also available to City of Marysville students. Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill development comprising new residential and employment-generating land uses, potentially resulting in a minor increase in the number of students.

As shown in Table 4.13-1, all of the schools in Marysville have capacity for additional students, and although the MJUSD’s Facility Master Plan indicates that upgrades and modernization are proposed in the future for all of the MJUSD-operated schools, there are currently no plans to build additional schools in Marysville based on the low projected future student generation rate in the city.

**Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

***State-Mandated School Impact Fees***

New development would pay the State-mandated school impact fees that are being levied at the time of development in accordance with SB 50. As of 2024, MJUSD impact fees for residential construction are \$4.79 per square foot of conditioned (heated and/or cooled) space, and \$0.78 per square foot of commercial/industrial construction.

***City of Marysville Bicycle & Pedestrian Plan***

The City’s Bicycle & Pedestrian Plan (City of Marysville 2016) is designed to enhance walking and bicycling connectivity citywide. The plan supports physical activity for residents, promotes safe and healthy transportation, and makes it possible for people of all ages and abilities to access essential services such as jobs, schools, recreational facilities, shopping areas, and public transit by walking and biking.

**Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals, policies, and implementation strategies would address the impact from increased demand for school services and facilities throughout the city, including the Downtown Specific Plan Area.



## ***Circulation Element***

- ▶ **Policy C-2.2:** Identify gaps and barriers in the transportation system, identify improvements that would improve bicycle and pedestrian safety or convenience, and seek funding to implement these improvements, with a focus on access to daily destinations such as work and school.
- ▶ **Policy C-2.4:** Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.

## ***Environmental Justice Element***

- ▶ **Policy EJ-4.2:** Provide continuous, accessible, and low-stress pedestrian and bicycle routes between residential areas and destinations, such as parks, schools, and services, with a priority on improvements that will benefit identified disadvantaged communities.

## ***Housing Element***

- ▶ **Policy 5.a:** Take actions to address significant disparities in housing needs and in access to opportunity for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
  - **Implementation Strategy:** Encourage multifamily housing near schools and utilize land use, zoning, and development standards to address barriers to housing choices in high opportunity areas such as Accessory Dwelling Unit (ADU) ordinances, minimum lot sizes, and transit availability.
  - **Implementation Strategy:** Continue to collaborate schools to promote a diversity of students and staff to serve lower income students.

## **Conclusion**

Infill and redevelopment occurring as a part of proposed 2050 General Plan and the Downtown Specific Plan would lead to an increase in the number of students, which could in turn increase the need for school services and facilities. However, the MJUSD's Facility Master Plan indicates that after 2026, the student generation rate is anticipated to slow, and the District has sufficient school capacity to accommodate existing and projected students. Although some individual schools may exceed capacity, none of the schools in Marysville are projected to exceed capacity. Compliance with proposed 2050 General Plan Policies C-2.2, C-2.4, and EJ-4.2 would reduce impacts from increased demands for school services (i.e., school bus services) by ensuring that safe, bicycle-friendly transportation routes are available throughout the City. Implementation strategies associated with proposed 2050 General Plan Policy 5.a would ensure that appropriate K–12 public educational services and facilities are available to all persons within the City, with an emphasis on development of multi-family housing near schools and collaboration with schools to promote a diversity of students and staff to serve lower income students.

New development would pay the State-mandated school impact fees that are being levied at the time of development in accordance with SB 50 to ensure the development of adequate school facilities. Because the

California Legislature has declared that payment of the State-mandated school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996), this impact is considered **less than significant**.

### **Mitigation Measure**

No mitigation is required.

IMPACT 4.13-4 Result in the Need for New or Expanded Parks to Meet Parkland Standards and Potential for Accelerated or Substantial Deterioration of Existing Parks and Recreation Facilities from Increased Use. *Buildout of the proposed 2050 General Plan and Downtown Specific Plan would include primarily infill and redevelopment of residential and employment-generating uses, resulting in a minor increased demand for new parks and increase in the use of existing parks and recreation facilities. The City is already exceeding its parkland standards, and implementation of proposed 2050 General Plan policies, proposed Downtown Specific Plan development standards, together with City General Fund revenues and public and private funding partnerships would continue to fund the acquisition of new parkland (as needed) and reduce overuse and deterioration of existing facilities. Therefore, this impact would be less than significant.*

The City of Marysville currently provides approximately 375 acres of public recreation land (shown in Figure 5-1 in Draft General Plan Chapter 5, “Open Space, Conservation, and Recreation Element”), which includes regional, community, neighborhood, and mini parks; public open space; and bicycle/pedestrian trails. Table 5-1 in Draft General Plan Chapter 5, “Open Space, Conservation, and Recreation Element,” provides a list of the existing developed City parks and the acreage of associated recreational space. Prior to the proposed 2050 General Plan, the City had an adopted standard of 10 acres of developed park land per 1,000 residents, which is divided between neighborhood parks (2.5 acres per 1,000), community parks (2.5 acres per 1,000), and regional parks (5 acres per 1,000) (City of Marysville 2019). Since 1985, the City has been exceeding its park land acreage standard by nearly threefold, at a current ratio of approximately 30 acres of park land per 1,000 residents.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

#### ***Parks and Open Space Master Plan***

The City’s *Parks and Open Space Master Plan* (City of Marysville 2019), provides direction for open space and parkland acquisitions, as well as specific improvements and management activities at individual parks.

#### ***City of Marysville Bicycle & Pedestrian Plan***

- The City’s *Bicycle & Pedestrian Plan* (City of Marysville 2016) is designed to enhance walking and bicycling connectivity citywide. The plan supports physical activity for residents, promotes safe and healthy transportation, and makes it possible for people of all ages and abilities to access essential services such as jobs, schools, recreational facilities, shopping areas, and public transit by walking and biking.

### **Relevant Goals and Policies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals and policies would address the impact from increased demand for new or expanded parks and the deterioration of park facilities throughout the City.

## ***Open Space, Conservation, and Recreation Element***

**Goal OS-1:** Diverse opportunities for recreation for residents and visitors.

- ▶ **Policy OS-1.1:** Provide high-quality, inviting parks that fulfill the diverse recreation interests of all age groups and abilities among Marysville residents.
- ▶ **Policy OS-1.2:** Ensure access to a variety of parks, trails, and plazas at a ratio of at least 7.5 acres per 1,000 residents.
- ▶ **Policy OS-1.3:** Consider development of surplus parkland where such development would not substantially affect access to parkland for Marysville residents.
- ▶ **Policy OS-1.4:** Encourage compatible recreational uses in floodplains of the Feather and Yuba Rivers and Jack Slough that will enhance access to scenic vistas.
- ▶ **Policy OS-1.5:** Improve the recreational spaces and facilities surrounding Ellis Lake.
- ▶ **Policy OS-1.6:** Incorporate flood control, habitat preservation, and habitat restoration objectives, as appropriate for improvements to recreational open space along rivers and sloughs.
- ▶ **Policy OS-1.7:** Locate and design active portions of parks that may generate light and noise to ensure promote compatibility with the surrounding neighborhood.
- ▶ **Policy OS-1.8:** Engage in planning with local and regional agencies such as Yuba County and the Sacramento Area Council of Governments to explore opportunities for new trails and improved connections to existing trails.
- ▶ **Policy OS-1.9:** Collaborate with public agencies, businesses, and nonprofit organizations serving Marysville residents to maximize opportunities for recreational facility joint use and cost sharing.
- ▶ **Policy OS-1.10:** Pursue funding and partnerships with other agencies that could provide new recreational programs to meet the needs of Marysville citizens.
- **Implementation Strategy OS 1.1-1:** Maintain, renovate, and improve existing parks so that they serve the diverse recreation needs of Marysville residents by providing safe, accessible, functional, and secure recreational spaces. Renovate existing park facilities so that they are compliant with the Americans with Disabilities Act (ADA) and AB 1881 Water Efficient Landscape Ordinance.
- **Implementation Strategy OS 1.1-2:** Consider a Joint Use Agreement with the Marysville Joint Unified School District for after-hours use of outdoor sports facilities to meet present and future community recreational needs.
- **Implementation Strategy OS 1.1-3:** Seek funding and partnerships to improve the surface of the Marysville Ring Levee, add amenities such as landscaping and bench seating, construct safe access points from different locations in the community, and develop connections to other existing and planned trails and bicycle/pedestrian facilities.

- **Implementation Strategy OS 1.1-4:** Implement plans to improve water quality, increase regular and special event programming, enhance aesthetics, add public facilities and public art, and construct pedestrian and bicycle improvements in and around Ellis Lake, including improvements that change the overall size of the Lake while preserving adequate capacity for stormwater management.

### ***Environmental Justice Element***

**Goal EJ-4:** Ample opportunities for physical activity across the city.

- ▶ **Policy EJ-4.1:** Maintain adequate parks not only citywide, but also within identified disadvantaged communities.
- ▶ **Policy EJ-4.2:** Provide continuous, accessible, and low-stress pedestrian and bicycle routes between residential areas and destinations, such as parks, schools, and services, with a priority on improvements that will benefit identified disadvantaged communities.
- **Implementation Strategy 4.1:** The City will continue to implement the Bike and Pedestrian Master Plan and the Parks and Open Space Master Plan with a focus on improvements that will improve access and expand opportunities for physical activity in Marysville’s disadvantaged communities. The City will seek input on parks, bicycle, and pedestrian projects in disadvantaged communities from residents of those communities and representatives of relevant advocacy organizations.
- **Implementation Strategy 4.2:** The City will pursue grant funding for parks, bicycle, and pedestrian improvement and ongoing maintenance projects that would benefit identified disadvantaged communities. This could include urban greening projects that are designed to: improve air and water quality; increase the attractiveness for housing; promote public health; and increase access to safe areas for physical activity. The City will coordinate with other public agencies on the identification of potential urban greening projects and a mutually beneficial and collaborative approach to implementing such projects.

### ***Circulation Element***

- ▶ **Policy C-2.6:** Improve and expand the City’s off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.
- ▶ **Policy C-2.7:** Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.

### ***Land Use + Community Development Element***

- ▶ **Policy LU+CD-1.5:** Maintain and improve open space and recreational opportunities, including parks within walking distance of most residents and an active riverfront area that hosts regular and special events and offers recreational spaces.

- ▶ **Policy LU+CD-2.6:** Support the establishment and programming of venues that host regular and special events – particularly those that celebrate the local cultural heritage and diverse population, highlight the historic character of the city, facilitate outdoor recreation, and draw regional visits and local spending.
- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.

## **Proposed Downtown Specific Plan**

The following standards contained in the Downtown Specific Plan would address the impact from increased demand for new or expanded parks and the deterioration of park facilities in the Downtown Specific Plan Area.

### ***Open Space and Public Facilities and Services***

The Downtown Specific Plan envisions an integrated green network of parks, plazas, and safe streets and pathways. Comfortable pedestrian spaces, including safe sidewalks, protected bike lanes, and off-street paths will connect parks and public open spaces. Shared outdoor spaces will be designed for formal and informal community gathering spaces, blending outdoor and indoor uses, such as outdoor markets and traditional eating and drinking establishments. Open space areas will be designed in different sizes to serve various functional purposes. These areas will include larger areas of land near the edges of the Specific Plan Area, such as the vicinity of Beckwourth Riverfront Park, while smaller open spaces can be created in infill areas.

The City's *Parks and Recreation Master Plan* (City of Marysville 2019) would continue to be implemented throughout the Downtown Specific Plan area to provide appropriate parks and recreational facilities, including public access to mini, neighborhood, community, and regional parks; public facilities such as libraries; plazas; trails; and community gardens.

The Specific Plan also envisions that the City will continue and expand partnerships with other public agencies and private organizations to initiate and expand recreational programming available to Marysville citizens, employees, and visitors. For example, attractions and events, bicycle facilities, boating at Ellis Lake, nighttime use of open space, funding for park facilities, new recreational programs, running and bicycling events, and expansion of opportunities (such as outdoor dining) around Ellis Lake.

The Specific Plan encourages pedestrian and bicycle improvements consistent with the City's *Bicycle & Pedestrian Plan* (City of Marysville 2016), such as sidewalks, pedestrian crossings, and additional bicycle trails.

Finally, the Specific Plan supports a variety of improvements at all of the City's existing parks, including bicycle parking, trash and recycling receptacles, park monuments, walking paths, groundwater wells to support updates to aging irrigation systems, and covered group picnic areas.

## **Conclusion**

Infill and redevelopment occurring as a part of proposed 2050 General Plan and the Downtown Specific Plan could result in the need for new or expanded parks to meet parkland standards and potential for accelerated or substantial deterioration of existing parks and recreation facilities from increased use. However, compliance with proposed 2050 General Plan policies and implementation standards would reduce these impacts. For example, Goal OS-1, Policies OS-1.1 through OS-1.10, and Implementation Strategies OS 1.1-1 through OS 1.1-4 would

provide park land to all Marysville citizens at a ratio of at least 7.5 acres per 1,000 residents, promote compatibility of other land uses with park land, promote collaboration with other agencies recreational program funding, and maintain, renovate, and improve existing parks. Proposed 2050 General Plan Policy SJ-4.2 and Implementation Strategies EJ-4.1 and EJ-4.2 would provide for parks within disadvantaged communities and access to parks outside these communities via an improved bicycle and pedestrian network. Proposed 2050 General Plan Policies C-2.6 and C-2.7 would improve the City's recreational opportunities by expanding the off-street pedestrian and bicycle system, and by retrofitting existing streets with Class I or IV bikeways where feasible, and adding enhanced sidewalks, on-street parking, and street trees. Proposed 2050 General Plan Policies LU+CD-1.5, LU+CD-2.6, and LU+CD-4.1 would maintain and improve open space and recreational opportunities, including parks within walking distance of most residents and an active riverfront area that hosts regular and special events and offers recreational spaces, and would require that new development be designed to provide direct and convenient pedestrian and bicycle access to nearby parks and trails.

Furthermore, the Downtown Specific Plan contains development standards designed to complement continued implementation of the City's *Parks and Recreation Master Plan* (City of Marysville 2019) and the City's *Bicycle & Pedestrian Plan* (City of Marysville 2016), oriented specifically to the Specific Plan Area. The Specific Plan envisions an integrated green network of parks, plazas, and bicycle and pedestrian paths with street trees and outdoor dining and gathering opportunities. The Specific Plan also supports a variety of improvements at all of the City's existing parks, particularly those within the Specific Plan Area.

As noted above, the City has been since 1985, and still is today, substantially exceeding both the previous (10 acres per 1,000 residents) and the current (at least 7.5 acres per 1,000 residents) targets for provision of parkland. The City's current ratio of existing park land is approximately 30 acres of park land per 1,000 residents. Funding for the acquisition of new park land and for park maintenance currently is provided by revenue from the City's General Fund, which is obtained primarily through tax revenues. Proposed 2050 General Plan Policies OS-1.9 and OS-1.10 require collaboration with public agencies, businesses, and nonprofit organizations serving Marysville residents to maximize opportunities for recreational facility joint use and cost sharing, and the pursuit of funding and partnerships with other agencies that could provide new recreational programs to meet the needs of Marysville citizens. Proposed 2050 General Plan Implementation Strategy 4.2 directs the City to pursue grant funding for parks, bicycle, and pedestrian improvement and ongoing maintenance projects that would benefit identified disadvantaged communities. The Downtown Specific Plan envisions that the City will continue and expand partnerships with other public agencies and private organizations to initiate and expand recreational programming available to Marysville citizens.

Therefore, with implementation of the policies in the proposed 2050 General Plan, the Downtown Specific Plan, and the City's *Parks and Recreation Master Plan* and *Bicycle & Pedestrian Plan*, along with funding from City General Fund revenues and future public and private funding partnerships, the City would be able to meet future needs for new or expanded parks to meet parkland standards and the potential for accelerated or substantial deterioration of existing parks and recreation facilities from increased use would represent a **less-than-significant** impact.

### **Mitigation Measure**

No mitigation is required.

## 4.14 TRANSPORTATION

### 4.14.1 INTRODUCTION

This section describes potential impacts related to transportation and circulation, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update. This section analyzes to what extent implementation of the proposed 2050 General Plan and Downtown Specific Plan would lead to environmental impacts related to vehicle, transit, bicycle, and pedestrian facilities and services; vehicular transportation and traffic, including vehicle miles traveled (VMT); and emergency access.

There were no NOP comments regarding the topics addressed in this section of the EIR. However, correspondence was received on the Draft Specific Plan by the California Department of Transportation (Caltrans). This letter from Caltrans addresses the importance of ongoing communication and coordination between Caltrans and the City of Marysville, sharing site plans for future developments to support transportation analysis, and a request for analysis of VMT. The City agrees regarding the need for ongoing communication, and will provide site plans for future developments that could affect the state highway system. This EIR includes a detailed VMT analysis. The Caltrans letter also requests a queueing analysis for southbound SR 70 from F Street and SR 70 northbound at 3rd Street. A queueing analysis for the proposed 2050 General Plan and Downtown Specific Plan would not be appropriate for this EIR because both the General Plan and Specific Plan are high-level documents, and since the transportation analysis presented herein is focused on vehicular travel demand (measured according to vehicle miles or VMT), traffic hazards, emergency access, and transportation policy conflicts. No specific development is proposed at this time, but the City agrees that it may be helpful to understand potential queueing at the time of future development as individual projects come forward. The City agrees with Caltrans' suggestion that crosswalks on SR 70 and SR 20 through Marysville should be improved, along with other recommendations to improve the safety, convenience, and attractiveness of pedestrian, bicycle, and transit movements throughout Marysville relative to the state highway system in the proposed 2050 General Plan; Downtown Specific Plan; the 2008 Pedestrian Safety, Mobility & Context Improvement Study; the 2016 City of Marysville Bicycle & Pedestrian Plan; and the 2021 City of Marysville Local Roadway Safety Plan. The City agrees with Caltrans' suggestion that future developments adjacent to the state right-of-way would need to provide mapping to clarify the relationship between the subject development and the state right-of-way, along with the need to avoid future adverse stormwater runoff effects, and the fact that future projects that affect the state right-of-way would be required to obtain encroachment permits.

### 4.14.2 ENVIRONMENTAL SETTING

#### ROADWAY SYSTEM

A hierarchy of streets provides access to and from residential, commercial, and industrial uses throughout Marysville according to a functional classification system. Marysville's existing roadway system is made up of state highways, arterials, collector streets, and local streets.

- **State Route (SR) 70** is a north/south route extending from U.S. Highway 395 in Lassen County to SR 99 in Sutter County. SR 70 enters Marysville from the north as B Street, the moves west as 9<sup>th</sup> Street, and then south as E Street.

- ▶ **SR 20** is an east/west route extending from I-80 in Nevada County to U.S. Highway 101 in Mendocino County. In the Marysville area, SR 20 connects Marysville with Yuba City to the west and to Smartsville, Penn Valley, and Grass Valley to the east and northeast. SR 20 enters Marysville from the west as 10<sup>th</sup> Street, turns south as E Street, proceeds east again as 9<sup>th</sup> Street, north as B Street, and then east against as East 12<sup>th</sup> Street.

SR 70 and SR 20 are both State Highways maintained by the Caltrans that intersect at the center of downtown Marysville. The large amount of through traffic on SR 70 and SR 20 traveling through Marysville contributes to traffic and peak-period congestion along the portions of the state highways that pass through downtown Marysville.

- ▶ **Arterial streets** provide mobility for high traffic volumes between various parts of the city. They typically include two or more lanes in each direction. Access to arterials is generally from collectors and local streets. Arterials in Marysville include SR 70, SR 20, and 5<sup>th</sup> Street west of E Street.
- ▶ **Collector streets** provide for relatively short distance travel between and within neighborhoods, and generally have lower speeds and traffic volumes than arterials. Collectors in Marysville include East 22<sup>nd</sup>, Covillaud, Ramirez, East 10<sup>th</sup>, 14<sup>th</sup>, and H Streets.
- ▶ **Local streets** provide direct access to adjacent land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these streets have no more than two travel lanes. The remainder of the streets in Marysville not described above are local streets. No local streets under Marysville's jurisdiction have speed limits greater than 30 miles per hour (mph).

Marysville's system of arterials, collectors, and local streets connect neighborhoods, employment centers, and other destinations.

## PEDESTRIAN FACILITIES

Pedestrian facilities in Marysville include sidewalks, crosswalks, and trails. Nearly all streets in Marysville have sidewalks on both sides, except for some industrial streets and low-volume residential streets. Sidewalks are also not present on B Street (SR 70) near Marysville High School and the streets around Ellis Lake, though a narrow and non-ADA compliant pedestrian path circles Ellis Lake. Few crosswalks are marked in residential neighborhoods, and they are marked inconsistently along arterials. Crosswalks are marked in yellow near schools. The City has installed curb ramps in many locations, which assist pedestrians with mobility impairments or that use assistive devices to transition more easily from the sidewalk into a crosswalk. Within the Downtown Specific Plan Area, the presence of SR 70 and SR 20 creates an obstacle for establishing well-connected pedestrian facilities. The Bicycle and Pedestrian Plan (City of Marysville 2016) identifies recommended sidewalk improvements to fill existing gaps throughout the city and proposed high-visibility and raised crosswalks.

## BICYCLE FACILITIES

The 2016 City of Marysville Bicycle and Pedestrian Plan (City of Marysville 2016) presents existing walking and biking conditions in Marysville, a set of goals and objectives to guide development, an analysis of why this Plan is important to the City and the community, and recommendations to improve the walking and bicycling environment. Exhibit 4-5 of the Draft General Plan Circulation Element shows existing and planned bicycle



facilities within Marysville. Existing bicycle facilities in Marysville also connect to regional bicycle trails. Bikeways in the City of Marysville are classified according to the following four types:

- ▶ **Class I** bicycle paths provide for bicycle and pedestrian travel on a paved right-of-way completely separated from streets or highways.
- ▶ **Class II** bicycle lanes provide a signed, striped, and stenciled lane for one-way bicycle travel on both sides of a street. Bicycle lanes are often recommended on streets where traffic volumes and speeds are too high for comfortably sharing the lane.
- ▶ **Class III** bicycle routes provide for shared travel lane use and are generally identified with signs or sharrows. Bicycle routes may have a wide travel lane or shoulder that allows for parallel travel with automobiles.
- ▶ **Class IV** separated bikeways provide on-street bicycle facilities that require a separation between the bikeway and vehicle traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, barriers, or on-street parking.

Within the Downtown Specific Plan Area, existing bicycle facilities include a partially completed Class I bike path that circles the city and Class II bike lanes striped on portions of 1<sup>st</sup> Street, 10<sup>th</sup> Street, and 14<sup>th</sup> street.

## **PUBLIC TRANSPORTATION**

Public transportation choices in Marysville include bus and paratransit routes and services and on-demand shared ride service. These public transit choices are provided and maintained by Yuba-Sutter Transit, which provides daily service (except Sundays) in Yuba and Sutter counties, and peak-hour and midday service to downtown Sacramento each weekday. Yuba-Sutter Transit operates two local fixed routes in Marysville that connect Marysville to Yuba City and Linda and operate every 30 to 60 minutes between 6:30 AM and 6:30 PM on weekdays, and between 8:30 AM and 5:30 PM on Saturdays. Yuba-Sutter Transit also operates Dial-a-Ride, which provides curb-to-curb shared ride service to eligible passengers (seniors and persons with disabilities) between 6:30 AM and 9:30 PM on weekdays and from 8:30 AM and 5:30 PM on Saturdays. Dial-a-Ride also operates without eligibility restrictions and is open to the public after 6:00 PM on weekdays.

Within the Downtown Specific Plan Area, major bus stops are located at 2<sup>nd</sup> and D Streets and at 9<sup>th</sup> and I Streets.

### **4.14.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

Federal laws, policies, plans, and programs do not directly affect the transportation and circulation planning within the proposed 2050 General Plan and Downtown Specific Plan. However, the Americans with Disabilities Act (ADA) may have relevance to future implementation of potential future projects or actions with implementation of the proposed 2050 General Plan and Downtown Specific Plan.

The Americans with Disabilities Act of 1990 (revised 2010) is a landmark civil rights law that prohibits discrimination based upon disability. Titles I, II, III, and V of the act have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in “places of

public accommodation” (businesses and non-profit agencies that serve the public) and “commercial facilities” (other businesses). The regulation includes Appendix 4.13-A to Part 36 (Standards for Accessible Design), which establishes minimum standards for ensuring accessibility for persons with a disability when designing and constructing a new facility or altering an existing facility, including roadways, parking lots, and sidewalks. Examples of key guidelines include detectable warnings for pedestrians when entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **California Department of Transportation**

Caltrans is responsible for planning, designing, constructing, operating, and maintaining the State Highway System. Caltrans is also responsible for implementing federal highway standards in California. Any improvements or modifications to the State Highway System would need to be approved by Caltrans.

The California Transportation Plan 2050 is the State’s long-range transportation development plan and contains policies and strategies required to close the gap between what the regional transportation plans aim to achieve and how much more is required to meet 2050 goals. The plan’s eight priority goal areas to guide state and regional transportation planning and decision-making in the years ahead include safety, climate, equity, accessibility, quality of life and public health, economy, environment, and infrastructure.

The Traffic Safety Bulletin 20-02-R1: Interim Local Developmental Intergovernmental Review Safety Review Practitioners Guidance (Caltrans Safety Review Guidance) (Caltrans 2020a) provides instructions to Caltrans district staff and lead agencies for conducting safety reviews for proposed land use projects and plans affecting the State Highway System, but does not establish thresholds of significance for determining safety impacts under CEQA. The Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG) (Caltrans 2020b) provides guidance to Caltrans district staff and lead agencies regarding Caltrans review of a land use project or plan’s transportation analysis using a VMT metric. The TISG states: “Caltrans recommend use of OPR’s recommended thresholds for land use projects. As each lead agency develops and adopts its own VMT thresholds for land use projects, Caltrans will review them for consistency with OPR’s recommendations, which are consistent with the state’s GHG emissions reduction targets and ARB’s Scoping Plan.”

### **Senate Bill 375 (SB 375)**

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional greenhouse gas (GHG) reduction targets, and land use and housing allocations. SB 375 requires the California Air Resources Board (ARB) to develop regional reduction targets for GHGs emitted by passenger cars and light trucks in the region; ARB has set regional targets for the years 2020 and 2035. ARB is tasked with updating these reduction targets every eight years, with the option of updating them every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. Each metropolitan planning organization (MPO) is required to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO’s Regional Transportation Plan (RTP). As discussed below, the MPO for Marysville is the Sacramento Area Council of Governments (SACOG). Under SB 375, MPOs such as SACOG are responsible for developing land use and transportation planning scenarios to reduce GHG emissions from cars and light duty trucks (passenger vehicles). ARB is also charged with reviewing each MPO’s SCS or APS for consistency with its assigned targets. Current targets, established in

2018, for the State’s largest MPOs including SACOG call for a 19 percent reduction in GHG emissions from cars and light trucks from 2005 emissions levels by 2035 (ARB 2018a,b).<sup>1</sup>

### **Senate Bill 743 (SB 743)**

SB 743, signed in 2013, required changes to the CEQA Guidelines on the measurement and identification of transportation impacts. Revised CEQA Guidelines were adopted in 2018 which stated that level of service (a measure of the social inconvenience of traffic congestion) can no longer be used to determine significant transportation-related environmental impacts of projects under CEQA. The revised CEQA Guidelines identified VMT as the most appropriate metric to evaluate transportation impacts for most project types, including land use projects and plans and transportation projects and plans. Statewide implementation of assessment of VMT as a metric of transportation impact occurred for all jurisdictions on July 1, 2020. The CEQA Guidelines state that public agencies may choose the most appropriate methodologies and thresholds to evaluate VMT, as long as they are supported by substantial evidence.

The Governor’s Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR Technical Advisory) (OPR 2018), contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The OPR Technical Advisory recommends that a per capita or per employee VMT that is 15 percent below that of existing development may be a reasonable threshold in order to meet the State’s long-term climate goals (OPR 2018). OPR suggests that lead agencies could evaluate proposed general plans for consistency with the relevant regional transportation plan/sustainable communities plan.

### **Complete Streets (AB 1358)**

The Complete Streets Act of 2008 (Assembly Bill 1358) requires local agencies to ensure that their transportation network meets the needs of all users, including motorists, bicyclists, pedestrians, transit riders, persons with disabilities, and persons of all ages. The OPR issued the Update to the General Plan Guidelines: Complete Streets and the Circulation Element (OPR 2010) which provides guidance to local jurisdictions on how to plan for multimodal transportation networks in general plan circulation elements. Government Code Section 65302(b)(2) states: “Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

### **California Air Resources Board**

The ARB 2022 Scoping Plan (ARB 2022) outlines specific strategies for reducing VMT as a key strategy in reducing overall transportation energy demand and achieving the state’s climate, air quality, and equity goals. Among other strategies, the 2022 Scoping Plan identifies the need to reduce statewide per capita VMT by at least 25 percent below 2019 levels by 2030 and 30 percent by 2045 (ARB 2022). This document provides recommendations for VMT reduction thresholds that would be necessary to achieve the state’s GHG reduction

---

<sup>1</sup> The current ARB SB 375 Regional Greenhouse Gas Emissions Reduction Targets (ARB 2018a) and additional background information are available at: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>. The 2018 regional targets were approved by ARB Resolution 18-12, dated March 22, 2018 (ARB 2018a).

goals and acknowledges that the SCS targets alone are not sufficient to meet climate goals. The 2022 Scoping Plan recommends that MPO GHG emissions reduction targets should be increased; while these targets are regionally specific, the overall target is recommended to be increased to 25 percent by 2035, an increase compared to the current target set under SB 375. It is important to note that the VMT reduction targets and strategies in the Scoping Plan and appendices are not regulatory requirements.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **SACOG Metropolitan Transportation Plan**

SACOG is responsible for preparing the Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) (SACOG 2019a) every four years in coordination with the 22 cities and six counties in the greater Sacramento region. The MTP/SCS pro-actively links land use, air quality, and transportation needs. The current adopted 2020 MTP/SCS is for the years 2020 to 2040. Goals of the MTP/SCS are:

- ▶ Build vibrant places for today's and tomorrow's residents.
- ▶ Foster the next generation of mobility solutions.
- ▶ Modernize the way we pay for transportation infrastructure.
- ▶ Build and maintain a safe, reliable, and multimodal transportation system.

Federal law requires the MTP to conform to air quality goals for the region, satisfy financial constraints such that all proposed transportation projects can be reasonably funded, and undergo extensive public review. State law further requires the MTP process include careful environmental analysis and review.

As noted above, under SB 375, ARB is responsible for issuing GHG targets to MPOs that reduce vehicle emissions, consistent with state climate goals, by a future planning horizon compared to an established baseline. For the 2020 MTP/SCS, ARB assigned SACOG a target of 19 percent reduction in passenger vehicle GHG emissions per-capita in 2035 relative to 2005, but this could be updated with each update to the MTP/SCS. Factors related to the MTP/SCS that are anticipated to result in the greatest reductions to achieve the SB 375 goal are increased non-single occupancy vehicle mode share and shortened vehicle trips (approximately 11 percent of the 19 percent reduction). The MTP/SCS indicates that VMT per capita in the SACOG region, which dipped significantly during the Great Recession, has increased starting in 2011. The MTP/SCS projects a 10-percent reduction in VMT per capita by 2040 for the SACOG region. However, the MTP/SCS projects this will not be sufficient to meet the statewide goals of a 14.3-percent reduction in total VMT per capita and a 16.8-percent reduction in light-duty VMT per capita from the ARB 2017 Scoping Plan. In order to meet statewide VMT reduction goals, the Draft Environmental Impact Report for the 2020 MTP/SCS (SACOG 2019b) includes "Mitigation Measure TRN-1: Strategies to reduce VMT from existing and proposed land use development." Strategies in TRN-1 include SACOG's "Green Means Go" program, which provides infill and transit incentives, in addition to compliance with state guidance on VMT reduction strategies such as VMT reducing project modifications, transportation demand management programs, impact fee programs, and mitigation banks (SACOG 2019b). The Downtown Specific Plan Area has been identified as a Green Means Go Zone (Green Zone) as part of the SACOG Green Means Go pilot program, which aims to reduce the need for vehicle trips in the Sacramento region by accelerating infill development in targeted areas Downtown Marysville. The Downtown Specific Plan Area is inclusive of the Green Zone, as shown in Exhibit 3-1 of the Downtown Specific Plan. The Downtown Specific Plan is designed to satisfy the Green Means Go and City economic development, fiscal,

housing, and transportation-related objectives, including reducing VMT through the location of efficient housing, developing and implementing VMT reduction strategies, and increasing access to support walking, biking, and use of public transit.

Marysville is relatively VMT efficient. SACOG has prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average. Similarly, SACOG examined relative VMT efficiency for 2040, including growth and development in the region. For 2040, all of Marysville will have per-capita VMT that is 50 to 85 percent of the regional average.<sup>2</sup>

## **Existing City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985) includes the following goal and policies related to transportation and circulation.

### ***Circulation and Scenic Highways***

**Goal:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

- ▶ **Policy 3:** Promote and support coordinated public transit service that meets residents' needs.
- ▶ **Policy 4:** Promote pedestrian convenience through requirements for sidewalks, walking paths, and hiking trails that connect residential development with commercial, shopping, and employment centers.
- ▶ **Policy 5:** Require landscaping and tree planting along major streets and highways.
- ▶ **Policy 7:** Support a new river crossing alternative which will lessen downtown traffic congestion caused by intra-urban traffic.
- ▶ **Policy 8:** Provide a bikeway system as a safe and ecologically beneficial transportation mode alternative.
- ▶ **Policy 9:** Encourage the study of a north-south Highway 70 and an east-west Highway 20 bypass to alleviate through automobile and truck traffic.

## **City of Marysville Bicycle and Pedestrian Plan**

The Bicycle and Pedestrian Plan (City of Marysville 2016) was approved in 2016 and presents the existing walking and bicycling conditions in Marysville, a set of goals and objectives to guide development, an analysis of why the plan is important to the City and the community, and recommendations to improve the walking and bicycling environment. The plan supports physical activity for residents, promotes safe and healthy transportation, and provides opportunity for people of all ages and abilities to access essential services such as jobs, schools, recreational facilities, shopping areas, and public transit through use of pedestrian and bicycle facilities in the city.

---

<sup>2</sup> For more detail, please see SACOG's website: <https://sb743-sacog.opendata.arcgis.com/>.

## City of Marysville Local Roadway Safety Plan

The Local Roadway Safety Plan (City of Marysville 2022) was published in 2022 and presents an assessment of collision trends along with a set of recommendations to improve transportation safety. Recommendations include adding design features to signal to motorists the need to slow vehicular speeds, such as pavement treatments, street trees, and other roadside features; considering narrowing travel lanes; and utilizing excess public rights-of-way space for features such as buffered bike lanes, wider parking stalls, or medians where feasible.

## Downtown Parking Plan

The Downtown Parking Plan provides decision-makers with information and recommendations on which to base future infrastructure and management decisions related to parking in Downtown Marysville. Future parking demand was estimated by considering potential development in the Downtown area and projecting economic and population growth in the region. This information was updated by a parking survey completed in 2024 by AECOM as a part of developing the proposed 2050 General Plan. In summary, not including *any* parking spaces in parking spaces within a structure, parking spaces in driveways, or parking spaces within residential garages, the existing total parking supply would meet peak parking demand assuming 30 percent of trips are for more than one purpose. Parking demand is highest in the area around Rideout Regional Medical Center.

The provision of parking compared to parking demand is not generally related to any adverse impact appropriate for reporting under CEQA. However, this EIR provides information related to parking for background and context. The City adopted an ordinance during development of this EIR that eliminated requirements to construct parking as a part of future development in the Downtown area.

## City of Marysville Construction Standard Details

The Construction Standard Details (City of Marysville 2024) contain construction specifications, including dimensions, standards, and requirements, for roadway facilities such as curbs, sidewalks, ramps, driveways, barricades, street signs, manholes, and parking lots.

## 4.14.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

### METHODOLOGY

The proposed 2050 General Plan and Downtown Specific Plan identify allowable land use through Land Use Classifications and Land Use Zones, respectively, (provided in Exhibit 3-4 and Exhibit 3-7 of this EIR), as well as transportation system improvements, and goals, objectives, policies, and implementation strategies developed for the purposes of addressing transportation infrastructure needs, financial constraints, and the broader goals of the community. The analysis presented in this EIR considers buildout of the proposed 2050 General Plan and Downtown Specific Plan, implementation of the proposed transportation system improvements, and the influence of policies and implementation strategies of the proposed 2050 General Plan and Downtown Specific Plan as compared to existing conditions.

The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the vehicular, bicycle, pedestrian, and transit components of the transportation system. All analysis presumes that future background travel options and behaviors remain similar to current conditions and do not

explicitly account for potential changes associated with disruptive trends, which have included internet shopping and other internet related activities; and which in the future may include autonomous vehicles (AVs) and micro-transit services.

## Vehicle Miles Traveled

For the purposes of this EIR, VMT refers to the amount and distance of vehicle travel attributable to a land use plan. By definition, one VMT occurs when one vehicle is driven on a roadway for one mile. This transportation impact analysis estimates VMT under typical weekday conditions, consistent with industry standards. VMT values estimated in this analysis represent the full length of a trip and are not truncated at jurisdiction boundaries, consistent with recommendations in the OPR Technical Advisory. For purposes of evaluating the proposed 2050 General Plan and Downtown Specific Plan, VMT values represent VMT produced by land uses in the city of Marysville (i.e., VMT for trips that either begin or end in the city). Pass-through trips (i.e., trips that pass through the city without stopping) are not included in the VMT estimates as the trips are unrelated to land uses within the city, and the City has little or no control over them.

VMT is used in this EIR to measure the performance of the transportation network, estimate travel efficiency of land uses, and evaluate potential transportation-related impacts. The SACSIM23 Travel Demand Model was used to estimate VMT in this analysis. The SACSIM23 Travel Demand Model uses a tour-based<sup>3</sup> approach to model travel, and therefore all VMT in this analysis was developed using tour-based data. VMT is quantified in this analysis in terms of VMT efficiency metrics and total VMT. Efficiency metrics are generally expressed in terms of VMT generated by an area divided by the total population or number of employees in the area. This EIR uses the efficiency metrics of “VMT per capita” for residential land uses and “VMT per employee” for employment-generating land uses, consistent with recommendations in the OPR Technical Advisory and on the SACOG SB 743 Technical Assistance website. VMT per capita is calculated as total residential VMT (i.e., trips made by residents to work, school, shopping, or other destinations) of an area divided by total population of the area. VMT per employee is calculated as total work VMT (i.e., trips made by employees of an area for commuting or other work-related purposes) divided by total employees in the area. VMT efficiency metrics are generally used for determining potential transportation impacts because they help measure travel efficiency, including whether people are traveling more or less by vehicle over time or across different planning scenarios. Out-of-SACOG-region trip lengths and VMT were accounted for and included in the VMT values using methodologies provided on the SACOG SB 743 Technical Assistance website.<sup>4</sup>

There are limitations inherent in using current travel demand models for long-term travel demand forecasting, as rapid changes in travel behavior and transportation systems occur in response to emerging trends, new technologies, and evolving user preferences. Additionally, information about how technology is affecting travel is accumulating over time. Some of these emergent changes that could influence future travel forecasts include:

- ▶ Substitution of internet shopping and home delivery for some shopping or meal-related travel.
- ▶ Autonomous and connected vehicles.

---

<sup>3</sup> In travel demand modeling, a “tour-based” approach means that the model analyzes vehicle trip chains or “tours”, instead of analyzing individual trips. Typically, a “tour” starts and ends at a home, and includes all trips made in between (e.g., school, work, shopping). The OPR Technical Advisory states: “When available, tour-based assessment is ideal because it captures travel behavior more comprehensively.”

<sup>4</sup> SACOG SB 743 Technical Assistance website: <https://www.sacog.org/sb-743-technical-assistance>. (SACOG 2023)

SACSIM23 was updated from SACSIM19 to include functionality to analyze the impacts of telework trends and policies, along with transportation network company (TNC) modes.<sup>5</sup>

## Analysis Scenarios

The following scenarios were analyzed using the updated version of the SACSIM23 Travel Demand Model that was prepared for the proposed 2050 General Plan and Downtown Specific Plan:

- ▶ **City of Marysville 2050 General Plan Buildout and Regional Growth through 2050:** This scenario represents year 2050 conditions that include development in Marysville through 2050 under the proposed 2050 General Plan, as well as regional growth forecast by SACOG. Residential VMT, employment-generated VMT, population, and employees were totaled over the transportation analysis zones (TAZs) representative of the city of Marysville.
- ▶ **City of Marysville Downtown Specific Plan Buildout:** This scenario represents year 2050 conditions that include development in the Downtown Specific Plan through 2050 under the proposed Downtown Specific Plan, as well as regional growth forecast by SACOG. For purposes of the transportation analysis, the Downtown Specific Plan Area is represented by transportation analysis zones (TAZs) which have their centroid within the Downtown Specific Plan Area. This includes TAZs 2205, 2206, 2207, and 2208. Residential VMT, employment-generated VMT, population, and employees were totaled over these TAZs for the Downtown Specific Plan Area.

## THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to transportation and circulation is considered significant if the proposed project would:

- ▶ Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- ▶ Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- ▶ Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- ▶ Result in inadequate emergency access.

## CEQA Guidelines § 15064.3, Subdivision (b)(1) (VMT Threshold – Land Use Projects)

As stated above, the proposed 2050 General Plan and Downtown Specific Plan would result in a significant transportation impact if it would conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

---

<sup>5</sup> Like most models, the SACSIM23 Travel Demand Model does not explicitly capture the above-mentioned new modes of travel and emerging trends in travel behavior. Significant uncertainties exist at the present time that prevent explicit modeling of these new modes and emerging trends for the analysis of the proposed 2050 General Plan and Downtown Specific Plan. The impact of new modes on individual and household travel behavior also is not fully understood and is the subject of ongoing research. Until this research is completed, there is no effective way to incorporate even the known new modes into Travel Demand Models.



CEQA Guidelines § 15064.3, subdivision (b)(1) states that, for land use projects: “Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.” Page 10 of the OPR Technical Advisory states: “Based on OPR’s extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State’s long-term climate goals, OPR Recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.” The OPR Technical Advisory considered a variety of legislative mandates and state policies when creating their recommendation, including the ARB’s SB 375 regional plan climate targets for the State’s largest MPOs (including SACOG) to reduce GHG emissions from cars and light trucks to 19 percent below 2005 emission levels by 2035, and ARB’s finding in the *2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals* that a 16.8-percent reduction in existing per-capita light-duty vehicle travel and a 14.3-percent reduction in existing overall per-capita vehicle travel would be required in order to achieve State climate goals. The OPR Technical Advisory also considered the achievability of VMT reduction goals, as well as the fact that some of the emissions reductions needed to achieve emissions reduction targets (such as the 19 percent GHG emissions reduction target for SACOG) could be achieved by measures other than VMT reduction, including increased vehicle efficiency and decreased fuel content. The OPR Technical Advisory concludes: “achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State’s emissions goals.”

As part of proposed General Plan Goal C-3 to reduce household transportation costs and improve public health through managed vehicular travel demand, Policy C-3.4 establishes the City’s intent to manage vehicular travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates. Comparing citywide per-capita and per-employee daily VMT rates to regional rates is appropriate and consistent with the requirements of CEQA Guidelines §15064.3, subdivision (b)(1). Therefore, based on the discussion presented above, for this proposed 2050 General Plan and Downtown Specific Plan EIR, the City has selected a threshold of 15 percent below modeled regional 2050 VMT (i.e., within the SACOG region) for per capita and per employee VMT with buildout of the 2050 General Plan and Downtown Specific Plan to evaluate significance of potential impacts. By meeting a minimum 15-percent reduction from SACOG regional 2050 per capita and per employee VMT, the General Plan and Downtown Specific Plan illustrate the ability to achieve VMT efficiency relative to regional transportation patterns and thus support the SACOG region in meeting the regional goal of SB 375.

The updated SACSIM23 Travel Demand Model was used to calculate VMT per capita and VMT per employee for the SACOG region in 2050 with buildout of the proposed 2050 General Plan and Downtown Specific Plan. The VMT per capita methodology is based on residential VMT, which includes trips made by residents in the SACOG region to work, school, shopping, or other destinations. The VMT per employee methodology is based on work-related VMT, which includes work-related trips made by employees of land uses in the SACOG region, including commute trips. The 2050 VMT per capita and VMT per employee values for the SACOG region were used to create significance thresholds for potential impacts and are shown in Table 4.14-1. Note that the significance thresholds focus on VMT per capita and VMT per employee as described in proposed General Plan Policy C-3.4 because, as stated in the OPR Technical Advisory, the location and characteristics of the home and workplace will often be the main drivers of VMT (page 30 of the OPR Technical Advisory).

**Table 4.14-1. City of Marysville Daily VMT Threshold Analysis**

Scenario	Residential VMT	Employment VMT	Population	Employment	Residential VMT/Capita	Employment VMT/Employee
2050 SACOG Region	51,564,139	21,122,828	3,121,455	1,285,903	16.52	16.43
With 15 Percent VMT Reduction					14.04	13.96

SACOG = Sacramento Area Council of Governments

VMT= vehicle miles traveled

## ISSUES NOT CONSIDERED FURTHER IN THIS EIR

All issues related to transportation are discussed below.

## IMPACT ANALYSIS

IMPACT 4.14-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. *The proposed 2050 General Plan and Downtown Specific Plan would not create conflicts with adopted programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This impact would be less-than-significant.*

The proposed 2050 General Plan and Downtown Specific Plan do not conflict with adopted programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The proposed 2050 General Plan is designed to facilitate and encourage additional infill development in an area that has low rates of vehicular travel demand. The proposed 2050 General Plan includes policies, implementation measures, and proposed transportation network improvements that would improve City facilities for all modes of travel, improve General Plan consistency with existing laws, regulations, and policies, and promote increased use of pedestrian, bicycle, and transit facilities in the future. The Downtown Specific Plan identifies several improvements to roadway, bicycle, and pedestrian facilities to improve safety, and accessibility. The Downtown Specific Plan proposes to convert all existing Class III bike routes to Class II bike lanes, in addition to other proposed bikeway improvements as outlined in Table 5-2 of the Downtown Specific Plan. The Downtown Specific Plan also proposes several improvements to pedestrian facilities, including sidewalks and crosswalks, such as filling sidewalk gaps, adding high visibility crosswalks, and adding improved sidewalks at Ellis Lake Park.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

The SB 375 Regional Greenhouse Gas Emissions Reductions Targets adopted by ARB assigned SACOG a target of 19 percent per capita GHG emissions reductions for the 2020 MTP/SCS. The SACOG 2020 MTP/SCS contains the following policies intended to reduce passenger vehicle VMT and promote a modern transportation system that meets the needs of all users:

- **Policy 1:** Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:

- Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options;
  - Transit-oriented development including more housing and jobs in high frequency transit areas;
  - Complete streets that provide safe, comfortable and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- ▶ **Policy 3:** Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.
  - ▶ **Policy 5:** Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.
  - ▶ **Policy 6:** Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.
  - ▶ **Policy 7:** Support transit agencies and local governments looking to secure funds to improve the frequency, hours of service, and coverage of productive bus service (including bus rapid transit, express bus, and more frequent fixed-route service).
  - ▶ **Policy 18:** System expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas.
  - ▶ **Policy 22:** Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
  - ▶ **Policy 25:** Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

The Complete Streets Act of 2008 (Assembly Bill 1358) requires local agencies to ensure that their transportation network meets the needs of all users, including motorists, bicyclists, pedestrians, transit riders, persons with disabilities, and persons of all ages. Government Code Section 65302(b)(2) states: “Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

### **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed policies and implementation measures in the 2050 General Plan promote consistency with existing plans and policies that reduce potential environmental impacts, as well as development of a safe and efficient City transportation network that serves all modes of travel and City residents:

## ***Circulation Element***

**Goal C-1:** A safe and efficient transportation system.

- ▶ **Policy C-1.4:** Manage the transportation network to reduce vehicular congestion to no worse than level of service E at intersections, while prioritizing pedestrian and bicycle access and safety.
- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.
  - **Implementation Strategy C1.4:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to reduce impacts of state highway traffic on businesses and residents within Marysville. Measures should include improving connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes, reducing cut-through traffic, and increasing safety enforcement. Recommendations could include design changes, changes in routing, changes in management of passenger vehicle and truck traffic, landscaping and streetscape improvements, on-street parking, and other recommendations. Additionally, as described in the Caltrans 2022 State Highway 70 and 99 Comprehensive Multimodal Corridor Plan, recommendations could include an adaptive signal system throughout Marysville on SR 70 and installation of bicycle lanes through the city.

**Goal C-2:** Convenient access for all ages and abilities.

- ▶ **Policy C-2.1:** Maintain a comprehensive connected network of complete streets that provide safe, efficient, and convenient access to daily destinations for all ages and abilities.
- ▶ **Policy C-2.2:** Identify gaps and barriers in the transportation system, identify improvements that would improve bicycle and pedestrian safety or convenience, and seek funding to implement these improvements, with a focus on access to daily destinations such as work and school.
- ▶ **Policy C-2.3:** Maintain street improvement standards that provide safe and accessible environments for pedestrians, cyclists, motorists, and emergency service providers.
- ▶ **Policy C-2.4:** Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.
- ▶ **Policy C-2.5:** Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care, and commercial services.
- ▶ **Policy C-2.6:** Improve and expand the City's off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the

city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.

- ▶ **Policy C-2.7:** Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.
- ▶ **Policy C-2.8:** Add clearly visible and easily surveilled bicycle parking in areas with bicycling destinations, such as parks and commercial districts.
- ▶ **Policy C-2.10:** Collaborate with Yuba-Sutter Transit Authority regarding curb space, new transit stops within proposed developments, and other needs to improve the accessibility and convenience of transit for Marysville residents and employees.
- **Implementation Strategy C2.1:** The City will update and maintain street improvement standards that accommodate all transportation modes and prioritize the safety and accessibility of pedestrians and cyclists, including incorporating visual cues such as relatively narrow lanes, street markings, parallel and diagonal on-street parking, and signage that encourage low speeds in areas with high pedestrian and bicycle traffic. The City will work with a reputable third-party organization or firm that specializes in alternative modes of transportation to review and consult on existing and proposed City improvement standards to ensure they are based on the most up-to-date methodology. Street improvement standards will ensure Marysville's streets are designed as Complete Streets that accommodate all transportation modes. For intersections where the City anticipates bicycle and pedestrian movements, including the state highways, the City will develop and implement standards that prohibit parking in locations that would block sightlines of pedestrians and cyclists for motorists at the subject intersection.
- **Implementation Strategy C2.2:** The City will research and proactively pursue grants and otherwise seek funding to construct improvements that improve bicycle and pedestrian safety, including those identified in the Bounce Back Vision & Implementation Plan, the City of Marysville Bicycle & Pedestrian Plan, the City's Parks and Open Space Master Plan, and the Yuba-Sutter Blue Zones Bicycle Implementation Report. In consideration of emergency vehicle and refuse collection needs, the City may identify streets that could be reconstructed to be more "complete," or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, including streets that can accommodate protected bicycle lanes with designs that may benefit from a reduction in vehicular travel lanes or lane widths. Street improvement projects could place on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk, as well as add landscaping and drainage facilities. The City will partner with SACOG, Yuba City, Sutter County, Yuba County, and other agencies and nonprofits to improve the regional bicycle and pedestrian network, including connections to Yuba County and Yuba City bicycle and pedestrian facilities. The City will work with local bicycle clubs such as Yuba Area Bicycle Advocates to assist the City in identifying and prioritizing potential improvements to improve bicycle safety, convenience, and access.

**Goal C-4:** A parking supply that meets local needs and does not impede economic development or active transportation.

- ▶ **Policy C-4.3:** Maintain parking standards for proposed development that do not require new off-street parking for small projects that would generate fewer than 110 trips per day or projects in areas where vehicle miles traveled per employee or per capita is 85 percent or less of the regional average.
- ▶ **Policy C-4.5:** Maintain adequate parking for shared vehicles, bicycles, and other modes of transportation not relying on a private vehicle.
- ▶ **Policy C-4.6:** Increase electric vehicle charging infrastructure through new development and proactive measures taken by the City.
  - **Circulation Implementation Strategy 4.2:** The City will amend the Zoning Code provisions for minimum parking requirements based on the direction provided in this General Plan. This will include eliminating requirements to provide new off-street parking for projects that would generate 110 or fewer trips per day and residential, office, and local serving retail and commercial service projects located in areas where vehicular travel demand is 85 percent or less of the regional average on a per capita or per employee basis. The City will develop minimum bicycle parking standards for new commercial development.

**Goal C-5:** A goods movement system that allows timely deliveries without adversely affecting the local quality of life.

- ▶ **Policy C-5.1:** Maintain and enforce official truck route designations.
- ▶ **Policy C-5.2:** Clearly mark truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on neighborhoods.
- ▶ **Policy C-5.3:** Support regional efforts to construct a state highway bypass system that will reduce truck through traffic in Marysville.
  - **Implementation Strategy C5.1:** The City will continue to identify appropriate corridors for truck traffic and mark them as truck routes with signage to indicate the designated truck routes and identify clear guidance for truck drivers.

### ***Land Use + Community Development Element***

**Goal LU+CD-1:** Enhanced quality of life, unique identity, and sense of community.

- ▶ **Policy LU+CD-1.2:** Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.
- ▶ **Policy LU+CD-1.4:** Enhance connections to East Marysville, and facilitate new neighborhood commercial services, bicycle and pedestrian enhancements, landscape improvements, and compatible public and private investments.

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown.

- ▶ **Policy LU+CD-3.3:** Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.

**Goal LU+CD-4:** Community design and development patterns that promote walking and bicycling.

- ▶ **Policy LU+CD-4.1:** Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.
- ▶ **Policy LU+CD-4.2:** Locate new buildings close to the sidewalk and oriented to the primary street frontage or to the side where direct pedestrian access is provided.
- ▶ **Policy LU+CD-4.8:** Support projects to improve existing developed properties by adding pedestrian connections, public art, shade trees and other landscaping, by converting parking areas to outdoor eating or other useful purposes, and by making other improvements to the public realm that improve the quality of design in existing neighborhoods and business districts.
  - **LU+CD Implementation Strategy 4.1:** The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.

**Goal LU+CD-6:** Preserved and enhanced residential neighborhoods.

- ▶ **Policy LU+CD-6.1:** Promote walkability and pedestrian safety in residential neighborhoods by improving street lighting, installing crosswalks and sidewalks, and reducing vehicular speeds.
- ▶ **Policy LU+CD-6.3:** Guide land use change so that gathering places, services, and recreational spaces are within walking or biking distance for Marysville residents.
  - **LU+CD Implementation Strategy 6.2:** The City will proactively seek grant funding for, and collaborate with other service providers and nongovernmental organizations to invest in parks and other public facilities, improve pedestrian and bicycle facilities, and add street trees within residential neighborhoods.

**Goal LU+CD-7:** A positive aesthetic environment which inspires pride, encourages investment, and promotes a sense of security.

- ▶ **Policy LU+CD-7.6:** New private developments shall provide attractive building façades and a pedestrian-oriented site and building design.
  - **Implementation Strategy LU+CD-7.1:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life

along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage.

### ***Open Space, Conservation, and Recreation Element***

#### **Goal OS-1: b**

- ▶ **Policy OS-1.8:** Engage in planning with local and regional agencies such as Yuba County and the Sacramento Area Council of Governments to explore grant and other funding opportunities for new trails and improved connections to existing trails.
- **Implementation Strategy OS 1.1-3:** Seek funding and partnerships to improve the surface of the Marysville Ring Levee, add amenities such as landscaping and bench seating, construct safe access points from different locations in the community, and develop connections to other existing and planned trails and bicycle/pedestrian facilities.

### ***Environmental Justice Element***

#### **Goal EJ-4:** Ample opportunity for physical activity across the city.

- ▶ **Policy EJ-4.2:** Provide continuous, accessible, and low-stress pedestrian and bicycle routes between residential areas and destinations, such as parks, schools, and services, with a priority on improvements that will benefit identified disadvantaged communities.
- **EJ Implementation Strategy 4.1:** The City will continue to implement the Bike and Pedestrian Master Plan and the Parks and Open Space Master Plan with a focus on improvements that will improve access and expand opportunities for physical activity in Marysville's disadvantaged communities. The City will seek input on parks, bicycle, and pedestrian projects in disadvantaged communities from residents of those communities and representatives of relevant advocacy organizations.
- **EJ Implementation Strategy 4.2:** The City will pursue grant funding for parks, bicycle, and pedestrian improvement and ongoing maintenance projects that would benefit identified disadvantaged communities. This could include urban greening projects that are designed to: improve air and water quality; increase the attractiveness for housing; promote public health; and increase access to safe areas for physical activity. The City will coordinate with other public agencies on the identification of potential urban greening projects and a mutually beneficial and collaborative approach to implementing such projects.

### **Relevant Development Standards of the Downtown Specific Plan**

The Downtown Specific Plan implements the General Plan as it relates to the Specific Plan Area, including the above policies and implementation strategies. In addition, the following development standards in the Downtown Specific Plan would further address the impact from potential conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- ▶ **Vehicular Circulation Improvements:** The City has identified a number of planned and targeted safety improvements in Table 5-1 of the Specific Plan and in Exhibits 5-3, 5-4, and 5-5, to be implemented as funding is available, and that may be updated in the future based on additional study, including a complete



streets study of 2nd, 3rd, and 4th Streets to address high bicycle and pedestrian collision corridors and explore a safer and more comfortable transportation network that accommodates the needs of all mobility types, users, and ability levels.

- ▶ **Planned Bike and Pedestrian Circulation Improvements:** Pedestrian and bicycle circulation improvements will include filling sidewalk gaps, improving crosswalks, adding and improving bicycle facilities, and making other improvements that enhance the attractiveness, convenience, and safety of walking and biking for residents, employees, and visitors Downtown. Planned bikeway improvements in the Downtown Specific Plan Area are shown on Exhibit 5-2 and listed in Table 5-2 of the Specific Plan.
- ▶ **Sidewalks:** Proposed sidewalk improvements in the Downtown Specific Plan Area are shown on Exhibit 5-6 and listed in Table 5-3 of the Specific Plan. Sidewalks shall support outdoor activities, such as seating and outdoor dining. Sidewalks adjacent to seating and dining areas must leave at least five (5) feet or more of vacant sidewalk space between the edge and the curb to provide adequate pedestrian circulation. Sidewalks adjacent to commercial uses along B Street, D Street, and E Street shall be a minimum of ten (10) feet wide to allow adequate space for trees, planters, outdoor dining, and light fixtures. Tree wells and planters shall be placed at intervals of 40 feet or less.
- ▶ **Crosswalks:** Improved crosswalks guide pedestrians across streets by defining and delineating the path of travel. Proposed crosswalk improvements in the Downtown Specific Plan Area are shown in Exhibit 5-6 and listed in Table 5-4 of the Specific Plan.
- ▶ **Streets and Public Realm:**
  - **B Street Pedestrian Improvements.** Enhance pedestrian crossings across B Street to connect residential, commercial, and institutional uses on either street side.
  - **Bicycle Paths.** Improve in-town bicycle facilities that connect to the larger bicycle network, such as along levees and Riverside Park.
  - **Connections to Downtown and Neighborhoods.** Improve pedestrian access to Ellis Lake Park by enhancing crosswalks across 9<sup>th</sup> Street and B Street.

## Conclusion

The proposed Bicycle Circulation Network (Exhibit 3-6 of Chapter 3 of this EIR, “Project Description”), which is inclusive of focused improvements within the Downtown Specific Plan Area as shown in Exhibit 5-2 of the Specific Plan, proposes to identify a more complete bicycle circulation system featuring Class I and IV facilities, with some areas for Class II facilities, and to move away from Class III bike routes which are not protective of cyclists through markings showing bicycle lanes or separation from vehicular traffic.

The proposed 2050 General Plan goals, policies, and implementation strategies would promote the development of efficient and safe multimodal facilities that would serve all potential users, are consistent with regional plans for multi-modal transportation, and are consistent with policies and regulations in the 2020 MTP/SCS and Complete Streets Act. Proposed General Plan Policies C-2.1, C-2.2, C-2.3, C-2.5, C-2.6, C-2.7, C-2.8, and C-2.10 would ensure that the City’s transportation network, including vehicle, transit, pedestrian, and bicycle facilities,

are maintained, improved, and expanded to provide safe and accessible environments for all users. Implementation Measure C2.1 requires the City to update and maintain street improvement standards that accommodate all transportation modes and prioritize the safety and accessibility of pedestrians and bicyclists and ensure that the City's streets are designed as Complete Streets.

Several proposed General Plan policies direct the City to engage in ongoing planning efforts related to transportation improvements. Proposed General Plan Policy C-2.13 would advance the development of the proposed Marysville-Yuba City Station of the North Rail project through engagement with local agencies and Implementation Strategy C2.2 would improve bicycle and pedestrian safety to align with improvements identified in the Bicycle and Pedestrian Plan and the Yuba-Sutter Blue Zones Bicycle Implementation Report. Proposed General Plan Policy C-1.7 also commits the City to support State Transportation Plan that facilitate safe, accessible, active transportation alternatives to automobile use. Additionally, proposed General Plan Policies LU+CD-1.2, LU+CD-1.4, LU+CD-3.3, LU+CD-4.1, LU+CD-4.2, LU+CD-4.8, LU+CD-6.1, LU+CD-6.3, and LU+CD-7.6 would promote and guide development supportive of and oriented to alternative modes of transportation to passenger vehicle travel, such as walking, biking, and public transit, consistent with 2020 MTP/SCS goals to offer alternatives to driving alone, prioritize transportation improvements that reduce VMT and GHG emissions, and invest in bicycle and pedestrian infrastructure.

Additionally, implementation of the Downtown Specific Plan would provide coordinated compact, infill development that locates residents near jobs, retail and commercial services, entertainment, and recreational opportunities, thereby promoting the use of alternative modes of transportation to vehicle travel. The Downtown Specific Plan also includes proposed improvements to pedestrian and bicycle facilities in the Downtown Specific Plan Area to enhance the safety, accessibility, and use of the facilities. All Class III bicycle facilities are proposed to be converted to Class II facilities due to the lack of protection for bicyclists in Class III facilities. The Downtown Specific Plan also includes sidewalk standards related to the design of sidewalk zones, which allow for inclusion of amenities such as outdoor dining while also including sufficient space for pedestrian access and circulation. Additionally, the Downtown Specific Plan includes design standards and guidance related to development of areas adjacent to proposed passenger rail stations that are under consideration.

The proposed 2050 General Plan policies, implementation strategies, and proposed transportation network improvements, in addition to the Downtown Specific Plan standards, would improve City facilities for all modes of travel and promote increased use of pedestrian, bicycle, and transit facilities in the future. New transportation improvements proposed under the 2050 General Plan and Downtown Specific Plan would be constructed according to applicable design standards which accommodate all transportation modes and prioritize the safety of pedestrians and cyclists. The proposed 2050 General Plan and Downtown Specific Plan would not conflict with existing policies, programs, plans, or ordinances, and would not result in any adverse environmental effects. Therefore, this impact would be **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.14-2	Conflict or be Inconsistent with CEQA Guidelines § 15064.3, subdivision (b). <i>The residential VMT per capita and employment VMT per employee generated by buildout of the proposed 2050 General Plan and</i>
------------------	--

*Downtown Specific Plan are projected to be below the relevant significance thresholds. This is considered a less-than-significant impact.*

VMT estimates for trips generated by uses within the city of Marysville were developed for 2050 Buildout scenarios for the proposed 2050 General Plan and the Downtown Specific Plan. As the 2050 General Plan and Downtown Specific Plan provide a framework for future development over an approximately 25-year planning horizon, the 2050 Buildout scenarios represent the best estimate of VMT conditions under implementation of the proposed 2050 General Plan and Downtown Specific Plan, and are used to evaluate the plans' impacts. The 2050 scenarios used in this analysis also factor in travel demand associated with anticipated development outside of Marysville within the SACOG region.

Table 4.14-2 presents residential VMT per capita and Table 4.14-3 presents employment VMT per employee for both the 2050 General Plan and Downtown Specific Plan.

**Table 4.14-2 Residential VMT per Capita**

Scenario	Residential VMT	Population	Residential VMT/Capita
Buildout of 2050 General Plan Area	183,619	15,034	12.21
Buildout of Downtown Specific Plan Area	42,250	3,842	11.00
Threshold of Significance <sup>1</sup>	--	--	14.04
Exceeds Threshold?			No

<sup>1</sup> Threshold of significance is a 15 percent reduction from SACOG 2050 regional residential VMT per capita, as shown in Table 4.14-1.

VMT = vehicles miles travelled

**Table 4.14-3 Employment VMT per Employee**

Scenario	Employment VMT	Employees	Employment VMT per Employee
Buildout of 2050 General Plan Area	96,972	8,661	11.20
Buildout of Downtown Specific Plan Area	75,329	6,739	11.18
Threshold of Significance	--	--	13.96
Exceeds Threshold?	--	--	No

<sup>1</sup> Threshold of significance is a 15 percent reduction from SACOG 2050 regional employment VMT per employee, as shown in Table 4.14-1.

VMT = vehicles miles travelled

As shown in Table 4.14-2, residential VMT per capita generated by buildout of the proposed 2050 General Plan and the Downtown Specific Plan are projected to be 26 percent and 33 percent below the 2050 SACOG regional residential VMT per capita, respectively.

Additionally, as shown in Table 4.14-3, employment VMT per employee generated by buildout of the proposed 2050 General Plan and the Downtown Specific Plan are both projected to be 32 percent below SACOG regional employment VMT per employee.

## **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The SB 375 Regional Greenhouse Gas Emissions Reduction Targets adopted by the ARB assigned SACOG a target of 19 percent per capita GHG emissions reduction for the 2020 MTP/SCS. The SACOG 2020 MTP/SCS contains the following policies intended to reduce passenger vehicle VMT:

- **Policy 25:** Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

SACOG's "Green Means Go" program provides infill and transit incentives, in addition to compliance with state guidance on VMT reduction strategies such as VMT reducing project modifications, transportation demand management programs, impact fee programs, and mitigation banks (SACOG 2019a).

Title 10 Vehicles and Traffic, Chapter 10.38 Trip Reduction Policy of the Marysville Municipal Code aims to increase the average vehicle ridership (AVR) for home-to-work commuting and requires new employers with more than 500 employees to facilitate the employees' use of an area-wide ridesharing program, develop a Transportation Plan including mandatory and option Transportation Control Measures, and complete an Annual Transportation Mode Survey and Status Report.

### **Relevant Policies and Implementation Strategies of the 2050 General Plan Update**

The proposed 2050 General Plan goals, policies, and implementation measures and Downtown Specific Plan development standards provided above in Impact 4.14-1 are also applicable here, and would indirectly reduce VMT by promoting and developing alternative transportation facilities. In addition, the following proposed policies and implementation measures in the proposed 2050 General Plan are applicable to and would reduce impacts associated with VMT anticipated under the proposed 2050 General Plan and Downtown Specific Plan:

#### ***Circulation Element***

**Goal C-1:** A safe and efficient transportation system.

- **Implementation Strategy C1.1:** The City may require traffic studies for proposed projects that would generate or attract more than 550 vehicular trips per day. Where a proposed development would cause an exceedance of the City's level of service policy, applicants shall consider feasible revisions to the proposed development that would increase connectivity, enhance bicycle/pedestrian/transit access, manage travel demand, and/or provide other revisions that would reduce vehicular travel demand. Adding capacity will only be considered if this would not adversely affect pedestrian or bicycle access, convenience, or safety and where such a capacity increase is demonstrated to avoid inducing substantial additional vehicular travel.
- **Implementation Strategy C1.2:** The City may require new developments to contribute on a fair-share basis to the multi-modal City transportation system. The transportation impact fee shall be determined by the relative vehicular transportation demand (VMT) of proposed projects per capita or per employee, as determined by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destinations, and other relevant factors. City transportation impact fees shall not be based on trip generation alone but shall be based on VMT per resident and/or employee.

**Goal C-3:** Reduced household transportation costs and improved public health through managed vehicular travel demand.

- ▶ **Policy C-3.1:** Reduce the dependence of Marysville residents on private vehicles for reaching employment, retail, services, entertainment, and recreation destinations.
- ▶ **Policy C-3.2:** Facilitate infill residential development in portions of Marysville with relatively low per-capita residential-generated VMT rates and office development in portions of Marysville with relatively low employee-generated VMT rates.
- ▶ **Policy C-3.3:** Manage travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates.
  - **Implementation Strategy C3.1:** The City may establish a transportation impact fee from new development, and if the City collects this fee, it will generally be on the basis of the project's net increase in vehicular transportation demand (VMT) per capita or per employee. This fee will be used to develop the city's multi-modal transportation system.

## Conclusion

As shown in Table 4.14-2 and Table 4.14-3, both residential VMT per capita and employment VMT per employee generated by buildout of the proposed 2050 General Plan and the Downtown Specific Plan Area would be below significance thresholds. This impact would be **less than significant**.

Proposed Policies C-3.1 through C-3.3, and proposed Implementation Strategy C3.1 are the City's VMT policies and implementation strategies and provide clarity on how the City will promote a reduction in VMT through implementation of public projects and require new developments to address VMT impacts. The overall land use and circulation planning strategy, along with proposed 2050 General Plan policies and implementation strategies and Downtown Specific Plan development standards, would result in additional reductions in VMT through improved access and safety for alternative transportation modes. Proposed Policies C-2.1 through C-2.10 aim to provide convenient access to alternative transportation modes, such as walking, biking, and transit, for all ages and abilities through maintaining a comprehensive network of complete streets, identifying gaps and barriers in the transportation system, maintaining street improvement standards focused on safety and accessibility, improving and expanding bicycle facilities, and collaborating with external transit agencies. Within the Downtown Specific Plan, development and design standards related to alternative transportation facilities, such as sidewalks and crosswalks, along with planned improvements to existing pedestrian and bicycle facilities, would provide safe and accessible alternatives to passenger vehicle trips, thereby reducing VMT in the Downtown Specific Plan Area.

## Mitigation Measure

No mitigation is required.

IMPACT 4.14-3	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). <i>The proposed 2050 General Plan and Downtown Specific Plan would not increase hazards due to a geometric design feature or incompatible uses. All new transportation facilities and improvements would be constructed according to the City's Construction</i>
------------------	--

*Standard Details, which have been created to regulate, guide, and coordinate the creation of a safe and reliable multi-modal transportation network. This impact is considered less than significant.*

Development and transportation improvements under the proposed 2050 General Plan and Downtown Specific Plan would be designed and constructed consistent with the City's Construction Standard Details, which provide for coordinated and regulated development of City facilities. The transportation improvements in the 2050 General Plan and Downtown Specific Plan include improvements to pedestrian and bicycle facilities, including filling sidewalk gaps, adding high visibility crosswalk, constructing an improved levee trail system encircling the community, and adding bike lanes. These improvements would reduce hazards for pedestrians and bicyclists and improve safety and accessibility throughout the city.

SR 70 and 20, which are state highways maintained by Caltrans, intersect at the center of Marysville and function as arterials where they pass through Marysville. Design features of state highways between different cities allow them to move relatively high volumes of traffic quickly with wide lanes, gentle curves, and few or no conflicts. However, these design features are different than those of typical city streets, which function as the framework for placemaking, economic development, and safe access by motorists, pedestrians, and bicyclists. As state highways, SR 20 and SR 70 retain some of their design features intended to move large volumes of traffic quickly, which presents obstacles to maintaining safety and accessibility along the portions of the state highways functioning as arterials within Marysville. Most traffic collisions in Marysville occur along the state highway corridors and the majority of injuries from collisions occur along the state highways.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

The Caltrans Safety Review Guidance contains guidance for Caltrans traffic safety staff to conduct reviews on potential traffic safety impacts from land use projects and plans affecting the State Highway System. Accordingly, Caltrans staff will use available data to determine if a proposed project may influence or contribute to locations identified by traffic safety investigations generated by network screening or initiated by Caltrans. Factors such as the increased presence of pedestrians and bicyclists, degradation of the walking and bicycling environment and experience, multimodal conflict points, and increased vehicular speeds are to be considered during the traffic safety review.

The Marysville Municipal Code, Title 11, Streets and Sidewalks, contains standards related to construction and improvements of City streets and sidewalks. Section 11.08.04.010, Construction Standards, requires that all structures and facilities be constructed or repaired in accordance with current standards, drawings and specifications of the State Department of Public Works, Division of Highways, and standard drawings of the city.

The City of Marysville Local Roadway Safety Plan (LRSP) establishes the framework and process for identifying, analyzing, and prioritizing roadway safety improvements on Marysville's streets. The Plan outlines the following goals to support the City's overarching goal of eliminating all traffic fatalities and serious injuries while increasing safe, healthy, equitable mobility for all:

- ▶ Maintain accurate collision databases. Systematically identify and prioritize the City's highest collision locations. Analyze, develop countermeasures, and implement those countermeasures.
- ▶ Reevaluate collision trends and associated countermeasures in the LRSP every five years and engage community, stakeholders, and City management.

- ▶ Develop an implementation priority for identified countermeasures. Implement countermeasures utilizing strategies across all traffic safety disciplines, Engineering, Enforcement, Education, and Emergency services.
- ▶ Strive to reduce excessive speeding behavior leading to the City's primary contributing factor in traffic collisions.
- ▶ Improve access management and side street/driveway visibility.

## **Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan**

The following 2050 General Plan goals and policies would address the potential impact of increased hazards due to geometric design features or incompatible uses throughout the city:

### ***Circulation Element***

**Goal C-1:** A safe and efficient transportation system.

- ▶ **Policy C-1.1:** Operate a transportation system that prioritizes safety for all users.
- ▶ **Policy C-1.2:** Maintain improvement standards for City streets that ensure adequate access for all users and provide appropriate visual signals, such as relatively narrow lanes, parallel parking, street trees, and other design features shown to reduce vehicular speeds.
- ▶ **Policy C-1.3:** Encourage the use of cost-effective neighborhood traffic calming strategies that slow vehicular traffic.
- ▶ **Policy C-1.5:** Advocate for changes to the state highways within Marysville that better distribute and manage traffic flow, reduce noise and air pollutant emissions exposure, encourage bicycle and pedestrian travel, improve aesthetics, and slow traffic.
- ▶ **Policy C-1.6:** Support regional efforts to construct a state highway bypass system that will reduce through traffic in Marysville.
- ▶ **Policy C-1.7:** Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.
- ▶ **Policy C-1.8:** Partner with agencies in the region to evaluate and manage the introduction of emerging transportation offerings to the city in a way that supports City objectives for access, economic development, and safety.
  - **Implementation Strategy C1.4:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to reduce impacts of state highway traffic on businesses and

residents within Marysville. Measures should include improving connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes, reducing cut-through traffic, and increasing safety enforcement. Recommendations could include design changes, changes in routing, changes in management of passenger vehicle and truck traffic, landscaping and streetscape improvements, on-street parking, and other recommendations. Additionally, as described in the Caltrans 2022 State Highway 70 and 99 Comprehensive Multimodal Corridor Plan, recommendations could include an adaptive signal system throughout Marysville on SR 70 and installation of bicycle lanes through the city.

- **Implementation Strategy C1.5:** The City will continue to explore grant opportunities that will fund the development and implementation of a traffic calming program. Locations in need of traffic-calming interventions can be identified by citizens, staff, or decision makers and requests to investigate the need should specifically describe the problem, time of day, affected area, and other relevant details with available supporting data. Traffic calming measures could include traffic calming devices, which could include, but is not limited to visible and active police presence, roundabouts, speed feedback sign, lane narrowing, edge line, chicane/deviation, mid-block median, modified intersections, landscaping, neck down/choker, traffic circles, raised crosswalks, speed humps, and raised intersections. The City will prioritize implementation of recommend intersection countermeasures provided in the City's 2022 Local Roadway Safety Plan to minimize collisions at high incident intersections.

**Goal C-2:** Convenient access for all ages and abilities.

- ▶ **Policy C-2.1:** Maintain a comprehensive connected network of complete streets that provide safe, efficient, and convenient access to daily destinations for all ages and abilities.
- ▶ **Policy C-2.3:** Maintain street improvement standards that provide safe and accessible environments for pedestrians, cyclists, motorists, and emergency service providers.
- ▶ **Policy C-2.4:** Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.
- ▶ **Policy C-2.12:** Collaborate with emergency service providers, Caltrans, and the Union Pacific Railroad to maintain and improve emergency access and evacuation routes for a variety of scenarios.
- **Implementation Measure C2.1:** The City will update and maintain street improvement standards that accommodate all transportation modes and prioritize the safety and accessibility of pedestrians and cyclists, including incorporating visual cues such as relatively narrow lanes, street markings, parallel and diagonal on-street parking, and signage that encourage low speeds in areas with high pedestrian and bicycle traffic. The City will work with a reputable third-party organization or firm that specializes in alternative modes of transportation to review and consult on existing and proposed City improvement standards to ensure they are based on the most up-to-date methodology. Street improvement standards will ensure Marysville's streets are designed as Complete Streets that accommodate all transportation modes. For intersections where the City anticipates bicycle and pedestrian movements, including the state highways, the City will develop and implement standards that prohibit parking in locations that would block sightlines of pedestrians and cyclists for motorists at the subject intersection.



- **Implementation Measure C2.2:** The City will research and proactively pursue grants and otherwise seek funding to construct improvements that improve bicycle and pedestrian safety, including those identified in the Bounce Back Vision & Implementation Plan, the City of Marysville Bicycle & Pedestrian Plan, the City’s Parks and Open Space Master Plan, and the Yuba-Sutter Blue Zones Bicycle Implementation Report. In consideration of emergency vehicle and refuse collection needs, the City may identify streets that could be reconstructed to be more “complete,” or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, including streets that can accommodate protected bicycle lanes with designs that may benefit from a reduction in vehicular travel lanes or lane widths. Street improvement projects could place on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk, as well as add landscaping and drainage facilities. The City will partner with SACOG, Yuba City, Sutter County, Yuba County, and other agencies and nonprofits to improve the regional bicycle and pedestrian network, including connections to Yuba County and Yuba City bicycle and pedestrian facilities. The City will work with local bicycle clubs such as Yuba Area Bicycle Advocates to assist the City in identifying and prioritizing potential improvements to improve bicycle safety, convenience, and access.
- **Implementation Measure C2.3:** In collaboration with other partners, the City will research grant funding opportunities that can be used to determine the feasibility of high-quality pedestrian facilities, including potential grade separated pedestrian facilities in locations such as: along B Street at 17th Street, next to the Binney Junction railroad crossing along State Highway 70, under the railroad at 14th Street, where D Street dead ends into Ellis Lake at 14th Street, and along State Highway 20 in the northeastern portion of the city.

**Goal C-5:** A goods movement system that allows timely deliveries without adversely affecting the local quality of life.

- ▶ **Policy C-5.1:** Maintain and enforce official truck route designations.
- ▶ **Policy C-5.2:** Clearly mark truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on neighborhoods.
- ▶ **Policy C-5.3:** Support regional efforts to construct a state highway bypass system that will reduce truck through traffic in Marysville.
- **Implementation Strategy C5.1:** The City will continue to identify appropriate corridors for truck traffic and mark them as truck routes with signage to indicate the designated truck routes and identify clear guidance for truck drivers.

### ***Land Use + Community Development Element***

**Goal LU+CD-1: Enhanced quality of life, unique identity, and sense of community.**

- ▶ **Policy LU+CD-1.2:** Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.

**Goal LU+CD-7:** A positive aesthetic environment which inspires pride, encourages investment, and promotes a sense of security.

- **Implementation Strategy LU+CD-7.1:** The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage.

### ***Safety Element***

**Goal CS-2:** Avoid the risk of loss of life and injury and minimize the risk of damage to property from flooding and inundation hazards.

- ▶ **Policy CS-19:** The City shall require that new developments evaluate potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.
- ▶ **Policy CS-20:** The City shall ensure that new development and infrastructure projects do not create or exacerbate flood risks elsewhere in Marysville or in neighboring communities.
- ▶ **Policy CS-23:** The City shall require new developments to provide drainage improvements according to City standards.

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-46:** The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.

### **Relevant Development Standards of the Downtown Specific Plan**

The Downtown Specific Plan implements the General Plan as it relates to the Specific Plan Area, including the above policies and implementation strategies. Furthermore, in addition to the development standards and proposed improvements identified under Impact 4.14-1, the Downtown Specific Plan includes the following design standards which establish street design expectations and would reduce impacts from increased hazards due to a geometric design feature or incompatible uses:

- ▶ **Principal arterials** should have 10- to 12-foot-wide travel lanes – one to two lanes in each direction except at intersections where turn lanes are needed. Sidewalks on both sides of the street are required of at least six feet in width, with wider sidewalks wherever there is available right-of-way. Sidewalks are not required in locations where there is an existing, off-street adjacent multi-use path. Principal arterials do not generally have on-street parking.
- ▶ **Collectors** should have one lane in each direction of 10 to 11 feet. Sidewalks on both sides of the street are required of at least six feet in width, with wider sidewalks wherever there is available right-of-way. Collectors have on-street, parallel parking of eight feet in width including the gutter pan and Collectors in areas with relatively higher parking demand may alternatively have diagonal parking. Collectors that do not have

protected, Class IV facilities should have bike lanes on both sides of the street of at least six feet in width, with wider bike lanes provided where there is available right-of-way. See Section 5.3 for a description of streets that will have protected Class IV facilities. Intersections shall have clear zones allowing motorists to see cyclists waiting to cross the intersections and bicycle lanes and intersection waiting zones may be painted with special high-visibility paint.

- ▶ **Local streets** should have one lane in each direction of 9 to 11 feet. Sidewalks on both sides of the street are required of at least five feet in width, with wider sidewalks wherever there is available right-of-way. Local streets have on-street, parallel parking of eight feet in width including the gutter pan. Local streets may also have diagonal parking where there is adequate right-of-way, and where there are not bike lanes planned (as shown in Section 5.3), with a special priority to create additional parking capacity by adding diagonal parking within the Medical Arts Zone. Local streets with bike lanes are identified in Section 5.3. Bike lanes shall be at least six feet in width, with wider bike lanes provided where there is available right-of-way. Intersections shall have clear zones allowing motorists to see cyclists waiting.
- ▶ **Sidewalks** shall support outdoor activities, such as seating and outdoor dining. Sidewalks adjacent to seating and dining areas must leave at least five (5) feet or more of vacant sidewalk space between the edge and the curb to provide adequate pedestrian circulation. Sidewalks adjacent to commercial uses along B Street, D Street, and E Street shall be a minimum of ten (10) feet wide to allow adequate space for trees, planters, outdoor dining, and light fixtures. Tree wells and planters shall be placed at intervals of 40 feet or less.
- ▶ **Crosswalks** shall include standard (or transverse) markings and high visibility or “continental” markings. Crosswalks may be placed at intersections and at mid-block locations.

## Conclusion

The Circulation Diagram includes circulation improvements, such as intersection improvements and angled parking, as part of the 2050 General Plan, which are mostly within the Downtown Specific Plan Area. An important component of the Circulation Diagram is identifying methods for slowing vehicular traffic, such as by establishing lower speed limits, enforcement, and communicating to drivers through visible design features along streets to slow their vehicle and be aware of bicyclists and pedestrians. Additionally, the proposed Policies C-1.1, C-1.2, C-1.3, C-2.1, C-2.3, and C-2.4 and Implementation Strategies C1.5, C2.1, C2.2, and C2.3 would promote the development of safe and accessible City multi-modal transportation facilities by implementing traffic calming measures, updating and maintaining street improvement standards, and seeking funding for pedestrian and bicycle facility improvement projects. Proposed General Plan Policies C-5.1 and C-5.2 and Implementation Strategy C5.1 direct the City to maintain and enforce truck routes through clear and appropriate signage to provide for the effective transport of goods while minimizing incompatible uses, hazards, and impacts on residents. Additionally, General Plan Policies CS-19, CS-20, CS-23, and CS-46 of the Safety Element would reduce potential impacts to the transportation network through evaluation of flood hazards and implementation of drainage improvements in new development, in addition to the preparation of Emergency Preparedness Plans for new and existing large-scale developments in areas with known geologic, seismic, flood, and fire hazards.

The City does not have jurisdiction over the state highway rights-of-way and has little control over improvements on SR 20 and 70 and the proposed 2050 General Plan and Downtown Specific Plan do not propose direct improvements or upgrades to facilities on SR 20 and 70. However, proposed 2050 General Plan Policies would

allow for coordination with other agencies, including Caltrans, to facilitate necessary improvements to SR 20 and 70 to enhance the safety and accessibility of the state highways as they pass through Marysville. Proposed General Plan Policies C-1.5 through C-1.8 and LU+CD-1.2 and Implementation Strategy C1.4 direct the City to actively collaborate with Caltrans and the community to reduce impacts of state highway traffic on businesses and residents with Marysville through implementation of measures and design features that better distribute and manage traffic flow, encourage bicycle and pedestrian travel through improved pedestrian and bicycling connections and safety, reduce cut-through traffic and traffic speeds, and increase safety enforcement. Additional recommended measures could include changes in routing or a bypass system, on-street parking, landscaping and streetscaping improvements, and an adaptive signal system on SR 70.

The Downtown Specific Plan does not propose to construct new streets in the Downtown Specific Plan Area. The Downtown Specific Plan envisions development that would improve safety, comfort, and convenience for pedestrians and cyclists Downtown by requiring low traffic speeds Downtown; designing corridors and streetscapes with features aimed at reducing vehicular speeds; providing safe pedestrian crossings and protected bicycle facilities; and improving pedestrian and bicycle connections among surrounding neighborhoods. The Downtown Specific Plan proposes several improvements to streets and bicycle and pedestrian facilities, as listed in Tables 5-1, 5-2, and 5-3, respectively, of the proposed Specific Plan.

The proposed policies and implementation strategies in the proposed 2050 General Plan, in addition to required compliance with City design standards, would ensure that all City transportation facilities are designed and constructed to relevant standards and regulations and provide safe and efficient travel through the City. The proposed 2050 General Plan and Downtown Specific Plan would not increase hazards due to a geometric design feature or incompatible uses. All new transportation facilities and improvements contained in the City's circulation diagram, and any transportation facilities constructed in the city, would be constructed to applicable design standards and designed to avoid conflicts. Therefore, this impact is considered **less than significant**.

IMPACT 4.14-4 Result in inadequate emergency access. *The proposed 2050 General Plan and Downtown Specific Plan would not result in inadequate emergency access. Proposed development and transportation improvements under the proposed 2050 General Plan and Downtown Specific Plan would be designed and constructed according to the City's **Construction Standard Details** and relevant California Fire Code requirements related to street width, clearance, surface condition, and other relevant standards that have been developed to ensure transportation facilities can accommodate appropriate emergency response vehicles. This impact is less than significant.*

New developments and transportation improvements proposed under the 2050 General Plan and Downtown Specific Plan would be required to be designed consistent with the City's Construction Standard Details and relevant California Fire Code requirements related to street width, clearance, surface condition, and other relevant standards developed to ensure that adequate emergency vehicle access.

The street network in Marysville uses an inter-connected grid pattern, which can have benefits for traffic congestion, can improve traffic flow, and provides multiple routes for emergency responders. Marysville's grid system is segmented into multiple smaller grid systems due to the physical barriers created by SR 20 and 70 and existing rail lines.

## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

The Caltrans Safety Review Guidance contains guidance for Caltrans traffic safety staff to conduct reviews on potential traffic safety impacts from land use projects and plans affecting the State Highway System. Accordingly, Caltrans staff will use available data to determine if a proposed project may influence or contribute to locations identified by traffic safety investigations generated by network screening or initiated by Caltrans. Factors such as the increased presence of pedestrians and bicyclists, degradation of the walking and bicycling environment and experience, multimodal conflict points, and increased vehicular speeds are to be considered during the traffic safety review.

The California State Transportation Agency's California Transportation Plan 2050 includes a set of recommendations and actions intended to improve safety on the State Highway System, including "[c]ritical safety actions [such as] reducing driving speeds, ensuring that infrastructure is safe for vulnerable users such as bicyclists, pedestrians, and people with disabilities, and reducing the occurrence of distracted and impaired driving (California State Transportation Agency 2021, page 114). Several actions from the California Transportation Plan 2050 are relevant for improvements and changes along SR 20 and SR 70 through Marysville, including:

1. Enable local and regional transportation agencies to establish lower speed limits
2. Expand funding for implementation of safety plans at the state, local, and regional level, including Complete Streets, Safe Routes to School, and Vision Zero plans
3. Prioritize safety improvements within current and historically disadvantaged communities
4. Expand outreach and coordination to better understand and address varying transportation safety needs across race, ethnicity, age, income, gender, sexual orientation, and ability
5. Promote infrastructure design that enhances safety for vulnerable roadway users such as bicyclists, pedestrians, scooters, people with disabilities, and other users of non-auto modes of transportation
6. Reduce driving speeds through infrastructure design
7. Expand education and countermeasures to reduce distracted and impaired driving

The Marysville Municipal Code, Title 11 Streets and Sidewalks, contains standards related to construction and improvements of City streets and sidewalks. Section 11.08.04.010, Construction Standards, requires that all structures and facilities be constructed or repaired in accordance with current standards, drawings and specifications of the State Department of Public Works, Division of Highways, and standard drawings of the City.

The Marysville Municipal Code, Title 11 Streets and Sidewalks, Chapter 11.08 Construction Provisions, Section 060 requires the property owner and permittee to provide free and unobstructed access during the course of construction to all mailboxes, fire hydrants, water gates, valves, manholes, drainage structures, and other public service structures and property that may be required for emergency use. The property owner also shall not remove such public service facilities or relocate them without written consent from the authorities charged with the control and maintenance of the same.

## Relevant Policies and Implementation Strategies of the Proposed 2050 General Plan

The following 2050 General Plan goals, policies, and implementation strategies would address potential impacts on emergency access throughout the city:

### ***Circulation Element***

**Goal C-2:** Convenient access for all ages and abilities.

- ▶ **Policy C-2.3:** Maintain street improvement standards that provide safe and accessible environments for pedestrians, cyclists, motorists, and emergency service providers.
- ▶ **Policy C-2.12:** Collaborate with emergency service providers, Caltrans, and the Union Pacific Railroad to maintain and improve emergency access and evacuation routes for a variety of scenarios.
- **Implementation Strategy C2.2:** The City will research and proactively pursue grants and otherwise seek funding to construct improvements that improve bicycle and pedestrian safety, including those identified in the Bounce Back Vision & Implementation Plan, the City of Marysville Bicycle & Pedestrian Plan, the City's Parks and Open Space Master Plan, and the Yuba-Sutter Blue Zones Bicycle Implementation Report. In consideration of emergency vehicle and refuse collection needs, the City may identify streets that could be reconstructed to be more "complete," or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, including streets that can accommodate protected bicycle lanes with designs that may benefit from a reduction in vehicular travel lanes or lane widths. Street improvement projects could place on-street parking adjacent to the vehicular travelway and the bicycle lane adjacent to the curb and sidewalk, as well as add landscaping and drainage facilities. The City will partner with SACOG, Yuba City, Sutter County, Yuba County, and other agencies and nonprofits to improve the regional bicycle and pedestrian network, including connections to Yuba County and Yuba City bicycle and pedestrian facilities. The City will work with local bicycle clubs such as Yuba Area Bicycle Advocates to assist the City in identifying and prioritizing potential improvements to improve bicycle safety, convenience, and access.
- **Implementation Strategy C2.4:** The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk events.

### ***Safety Element***

**Goal CS-6:** Avoid the loss of life and minimize damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response.

- ▶ **Policy CS-49:** The City will coordinate with Caltrans to maintain Highways 20 and 70, 10th Street, and E Street, and the City will maintain Levee Road and B Street as primary emergency access and evacuation routes and improve other roads as necessary, such as Ramirez Street, 5th Street, and Covillaud Street to create additional evacuation routes. Caltrans will be the responsible agency for conducting maintenance and improvements along these state highways and roadways.

## Conclusion

The proposed General Plan Policies C-2.3 and C-2.12, and Implementation Measures C2.2 and C2.4, in addition to required compliance with the City's Construction Standard Details and other relevant standards, and implementation of the City's planned transportation system improvements, would ensure that transportation facilities are designed and constructed to relevant standards and regulations, and maintain emergency access under the proposed 2050 General Plan and Downtown Specific Plan. Additionally, General Plan Safety Element Policy CS-49 directs the City to maintain certain roads and coordinate with Caltrans to maintain SR 70 and 20 as primary emergency access and evacuation routes, and improve other roads as necessary. Therefore, this impact is considered **less than significant**.

## Mitigation Measure

No mitigation is required.

This page intentionally left blank



## **4.15 UTILITIES AND SERVICE SYSTEMS**

### **4.15.1 INTRODUCTION**

This section describes potential impacts related to utilities and service systems, including water supply, wastewater service, and solid waste disposal, associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

Comments received on the Notice of Preparation were reviewed during preparation of this EIR. There were no comments related to utilities and service systems.

Impacts associated with the provision of electricity and natural gas are evaluated in Section 4.7, “Greenhouse Gas Emissions and Energy.” Stormwater drainage is addressed in Section 4.9, “Hydrology and Water Quality,” of this EIR.

### **4.15.2 ENVIRONMENTAL SETTING**

#### **WATER SUPPLY AND DEMAND**

California Water Service Company (Cal Water) is an investor-owned public utility supplying water service to approximately 1.8 million Californians. Cal Water incorporated in 1926 and has provided water service to communities served by the Marysville District since 1930 with the purchase of the Marysville Water Company.

Cal Water has prepared an Urban Water Management Plan (UWMP) as required by the California Water Code Sections 10610–10657, which was adopted in 2021 (Cal Water 2021). Pertinent results from the UWMP related to water supply in Marysville are summarized below.

Cal Water currently operates eight wells, two storage tanks, three booster pumps, and 56 miles of pipeline to deliver roughly 2,000,000 gallons of potable water per day to residential, commercial, industrial, and governmental customers in the Marysville District. Residential customers account for most of the Marysville District’s service connections and approximately 62 percent of its water uses. Non-residential water uses (i.e., commercial, industrial, and governmental customers) account for approximately 33 percent of total demand. The Marysville District operates within the levee system that protects the city of Marysville.

Water demand within the Marysville District was approximately 1,907 acre-feet per year (AFY) on average between 2016 and 2020. Taking into account historical water use, expected population increase and other growth, climatic variability, and other assumptions, water demand within the Marysville District is projected to increase to a maximum of 1,970 AFY in 2025, then decrease to 1,900 AFY by 2045, a change of 0.4 percent compared to the 2016–2020 average. In dry-year periods, water demands are expected to be somewhat higher, potentially up to 2,084 AFY in 2025 during an extended five-year drought.

The sole source of water supply for the Marysville District is groundwater, and there are no new sources of supply currently planned. The Marysville District pumps groundwater from the North Yuba Subbasin in the Sacramento Valley Groundwater Basin. The North Yuba Subbasin has been classified by DWR as a “medium” priority basin and is not in a state of overdraft. A Groundwater Sustainability Plan for the North Yuba and South Yuba Subbasins (combined) was prepared as required by the Sustainable Groundwater Management Act (SGMA) and

approved by DWR in 2021 (Yuba Water Agency et al. 2019). (Please see Section 4.9, “Hydrology and Water Quality,” for additional details regarding groundwater in the North Yuba Subbasin, the associated Groundwater Sustainability Plan, and the SGMA.)

Water supply and projected demand in Marysville during normal, single-dry, and multiple-dry years is shown in Table 4.15-1. It should be noted that supply volumes in Table 4.15-1 do not represent the total amount of water supply that may be available in a given year. The supply numbers are adjusted to match forecast demand in the UWMP for each year and condition. The water supply shown in the UWMP and summarized in Table 4.15-1 reflects the fact that the water supply has always been sufficient to meet demands, and is projected to continue to be sufficient to meet demands in the future.

**Table 4.15-1. Water Supply and Demand in Cal Water’s Marysville District, Acre-Feet per Year<sup>1</sup>**

Water Year Type	2025	2030	2035	2040	2045
<b>Normal Year</b>					
Supply	1,967	1,942	1,922	1,905	1,897
Demand	1,967	1,942	1,922	1,905	1,897
<b>Single-Dry Year</b>					
Supply	2,039	2,013	1,992	1,976	1,967
Demand	2,039	2,013	1,992	1,976	1,967
<b>Multiple-Dry Years</b>					
<b>Year One</b>					
Supply	2,084	2,057	2,036	2,019	2,011
Demand	2,084	2,057	2,036	2,019	2,011
<b>Year Two</b>					
Supply	2,084	2,057	2,036	2,019	2,011
Demand	2,084	2,057	2,036	2,019	2,011
<b>Year Three</b>					
Supply	2,084	2,057	2,036	2,019	2,011
Demand	2,084	2,057	2,036	2,019	2,011
<b>Year Four</b>					
Supply	2,084	2,057	2,036	2,019	2,011
Demand	2,084	2,057	2,036	2,019	2,011
<b>Year Five</b>					
Supply	2,084	2,057	2,036	2,019	2,011
Demand	2,084	2,057	2,036	2,019	2,011

Notes: <sup>1</sup> The North Yuba Subbasin is not adjudicated, and the projected supply volumes do not comprise a determination of Cal Water’s water rights or maximum allowable pumping. Average water use per service connection is adjusted over the forecast period to account for anticipated reductions in water use due to the ongoing effects of appliance standards and plumbing codes, conservation and customer assistance programs, and growth in the inflation-adjusted cost of water service and household income. Cal Water has an aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage and therefore demands on critical water sources.

Source: Cal Water 2021:Tables 7-2, 7-3, and 7-4

As shown in Table 4.15-1, based on available information including the North Yuba Subbasin Groundwater Sustainability Plan, Cal Water has determined that the groundwater supply available to the Marysville District is expected to be sufficient to meet the projected water demand through the 20-year UWMP planning horizon (2045) under all water year conditions (i.e., normal, single-dry, and multiple-dry years including a five-year drought period).

Cal Water has an aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage and therefore demands on critical water sources. In addition, Cal Water has a Water Shortage

Contingency Plan for the Marysville District, which is part of the UWMP. The Water Shortage Contingency Plan serves as a standalone document to be engaged in the case of a water shortage event such as a drought or supply interruption and defines specific policies and actions that will be implemented at various shortage level scenarios. The primary objective of the Water Shortage Contingency Plan is to ensure that the Marysville District has in place the necessary resources and management responses needed to protect health and human safety, minimize economic disruption, and preserve environmental and community assets during water supply shortages and interruptions. As required by California Water Code Section 10632, the Water Shortage Contingency Plan includes six levels to address shortage conditions ranging from up to 10 percent to greater than 50 percent shortage, identifies a suite of demand mitigation measures for the Marysville District to implement at each level.

## **WASTEWATER CONVEYANCE, TREATMENT, AND RECYCLED WATER FACILITIES**

### **Wastewater Collection and Conveyance**

Sewer collection and conveyance facilities inside the Marysville Ring Levee are owned, managed, and maintained by the City's Sanitary Sewer Division within the Public Works Department. The City's sewage collection and conveyance facilities include approximately 63 miles of main sewer lines and 6 pumping stations. Sewer collection for the Recology Yuba-Sutter Facility outside the Ring Levee to the northeast is tied into the existing City system via a pipeline along State Route 20.

### **Wastewater Treatment**

The City of Marysville decommissioned its former wastewater treatment plant (WWTP) within the Ring Levee, and beginning in 2019, all wastewater in the City is now conveyed via a pipeline underneath the Yuba River and treated at the Linda County Water District's Regional WWTP (Regional WWTP) located at 909 Myrna Avenue in Olivehurst. In addition to Marysville, the Regional WWTP also treats wastewater from the unincorporated community of Linda and other portions of unincorporated Yuba County south of Marysville. In 2012, the Regional WWTP was upgraded from a total treatment capacity of 1 million gallons per day (MGD) to 5 MGD. In addition, upgrades were made throughout the plant including the intake structure, storage tanks, clarifiers, basins, pumps, filters, drying beds, laboratory building, site grading, and piping (W.M. Lyles Company 2023).

The Regional WWTP discharges treated wastewater to the Feather River, approximately 2.5 miles south of the Marysville City limits. The wastewater discharged from the Regional WWTP is treated to Title 22 reclaimed water standards. The Regional WWTP is currently permitted to discharge 2.6 MGD average dry weather flows (Central Valley RWQCB 2022). In December 2022, the Central Valley RWQCB updated its Order For Waste Discharge Requirements (Order R5-2022-0070 National Pollutant Discharge Elimination System Permit CA0079651) for the Regional WWTP. To protect water quality, the Order includes new or revised effluent limitations for ammonia, biochemical oxygen demand, pH, and total suspended solids. The Order requires Linda County Water District to conduct periodic water quality monitoring and testing for a variety of constituents as set forth in the Order to ensure that effluent discharge limitations are being maintained; also, regular water quality sampling reports must be provided to the Central Valley RWQCB for review (Central Valley RWQCB 2022).

In 2021, Linda County Water District received grant funding for a project to address near- and long-term impacts of climate change by upgrading the Regional WWTP's aeration system, investigating possible grit removal systems, improving solids waste handling and disposal, and improving the plant's ability to manage high and variable flows. When completed, the Regional WWTP upgrade project will include an increased capacity to

process wastewater volume, use of cost-effective and innovative wastewater processing measures, system upgrades that will improve functionality and increase system expected lifespan, improved energy efficiency, decreased operations costs, and a reduction in environmental impacts, including those caused by climate change (Linda County Water District 2021).

### Recycled Water

The Regional WWTP does not generate recycled water for resale; all treated wastewater is discharged to the Feather River. Cal Water and the Linda County Water District have determined that the cost of implementing a recycled water system in the Marysville District is not justified at the present time (Cal Water 2021).

### SOLID WASTE

Recology Yuba-Sutter currently provides refuse collection and disposal services within Marysville. The Recology Yuba-Sutter facility is situated outside and northeast of the Marysville Ring Levee, on the east side of State Route 20. This facility is a material recovery facility (MRF) that extracts recyclables from the waste stream, along with a refuse transfer station. Additionally, both residential and commercial customers can drop off their waste at this location for a fee. Electronic and universal waste items are also accepted (Recology 2024a). Refuse is transferred from the MRF to the Recology Ostrom Road Landfill in Wheatland. Table 4.15-2 shows the maximum capacity, remaining capacity, and closure date of these solid waste disposal facilities.

**Table 4.15-2. Marysville Solid Waste Disposal Facilities**

Facility Name	Location	Capacity
Yuba-Sutter Materials Recovery and Transfer Facility	3001 N. Levee Road Marysville, CA 95901	Maximum permitted capacity: 1,615 tons per day Remaining capacity: N/A Closure date: N/A
Ostrom Road Landfill	5900 Ostrom Road Wheatland, CA 95692	Maximum permitted capacity: 43,467,231 cubic yards Remaining capacity: 39,223,000 cubic yards Closure date: December 31, 2066

Note: N/A = Data not available  
Sources: CalRecycle 2024a, 2024b

Pesticides and other garden chemicals, paint, household cleaners, swimming pool chemicals, and automotive fluids such as used oil (among others) may not be disposed of in landfills. The Yuba-Sutter Household Hazardous Waste Facility, which is also operated by Recology, is located on Burns Drive in Yuba City. The facility is open to any Yuba or Sutter County resident, with a maximum allowable drop-off of 5 gallons or 125 pounds of household hazardous waste per trip (Recology 2024b).

The California Integrated Waste Management Act of 1989 requires local agencies to implement source reduction, recycling, and composting that would result in a minimum of 50 percent diversion of solid waste from landfills, thereby extending the life of landfills. AB 341 subsequently established, as a State policy, that at least 75 percent of the solid waste that is generated must be source-reduced, recycled, or composted by the year 2020 (see the “Regulatory Background” subsection below for additional detail). For 2022, the target solid waste generation

rate for the Yuba/Sutter Regional Waste Management Authority<sup>1</sup> was 6.9 pounds per day (ppd) per person and 24.9 ppd per employee, and the actual measured generation rate was 5.2 ppd per person and 18.1 ppd per employee, both of which are less than the target solid waste generation rates (CalRecycle 2022).

### **4.15.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

There are no federal plans, policies, regulation, or laws pertaining to utilities and service systems that are applicable to the proposed project.

#### **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **Senate Bill 610**

The State of California has enacted legislation that is applicable to water supply for larger projects under CEQA. SB 610 (Chapter 643, Statutes of 2001; Section 21151.9 of the Public Resources Code and Section 10910 et seq. of the Water Code) requires the preparation of “water supply assessments” for large developments (i.e., more than 500 dwelling units or nonresidential equivalent; shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space; commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space; or industrial, manufacturing, processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area). These assessments, prepared by “public water systems” responsible for serving project areas, address whether existing and projected water supplies are adequate to serve the project, while also meeting existing urban and (if applicable) agricultural demands, as well as the needs of other anticipated development in the service area in which the project is located. If the appropriate water supply agency’s UWMP did not account for the project’s water demand, or if the public water system has no UWMP, the site-specific project’s water supply assessment must discuss whether the water system’s total projected water supplies (available during normal, single-dry, and multiple-dry water years over a 20-year planning horizon) would meet the project’s water demand in addition to the system’s existing and planned future uses.

Future qualifying projects within the Planning Area that meet the SB 610 definition would be required to prepare a water supply assessment and submit such an assessment to the City for review and approval prior to the issuance of building permits.

#### **California Integrated Waste Management Act**

The California Integrated Waste Management Act (CIWMA) of 1989 is the result of two pieces of legislation: AB 939 and SB 1322. The CIWMA was intended to minimize the amount of solid waste that must be disposed of in landfills by requiring all cities and counties to divert 25 percent of all solid waste from landfill facilities by January 1, 1995, and 50 percent by January 1, 2000.

---

<sup>1</sup> The Yuba/Sutter Regional Waste Management Authority is a Joint Powers Authority formed by Yuba and Sutter Counties and the Cities of Marysville, Yuba City, Live Oak, and Wheatland.

The CIWMA created the California Integrated Waste Management Board (now known as CalRecycle). CalRecycle is the agency designated to oversee, manage, and track California's waste. CalRecycle provides grants and loans to help cities, counties, businesses, and organizations meet the state's waste reduction, reuse, and recycling goals. In addition to many programs and incentives, CalRecycle promotes the use of new technologies for waste disposal that will divert waste away from landfills. CalRecycle is responsible for ensuring that waste management programs are primarily carried out through local enforcement agencies.

The State Water Resources Control Board and the Central Valley RWQCB also regulate waste disposal through issuance of permits to land disposal facilities. Requirements for siting, operation, and closure of waste disposal sites are enforced through the issuance of waste discharge requirements (WDRs) and compliance and enforcement efforts to ensure adequate protection of water quality.

### **California Green Building Standards Code**

The standards included in the 2022 California Green Building Standards Code (CALGreen Code) (Title 24, Part 11 of the California Code of Regulations) became effective on January 1, 2023. The CALGreen Code was developed to enhance the design and construction of buildings, and the use of sustainable construction practices, through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental air quality. The most significant efficiency improvements to the residential standards in the 2022 CALGreen Code include improvements for attics, walls, water heating, and lighting and standards for residential plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) to reduce indoor demand for potable water.

Chapters 4 and 5 of the 2022 CALGreen Code requires residential and nonresidential developments to comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent. Both chapters require all residential and nonresidential construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both. In addition, the 2022 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

### **Assembly Bill 341**

In an effort to reduce greenhouse gas emissions from disposing of recyclables in landfills, AB 341 requires local jurisdictions to implement commercial solid waste recycling programs. Businesses that generate four cubic yards or more of solid waste per week or multi-family dwellings of five units or more must arrange for recycling services. In order to comply with AB 341, jurisdictions' commercial recycling programs must include education, outreach, and monitoring of commercial waste generators and report on the process to CalRecycle. Jurisdictions may enact mandatory commercial recycling ordinances to outline how the goals of AB 341 will be reached. For businesses to comply with AB 341, they must arrange for recyclables collection through self-haul, subscribing to franchised haulers for collection, or subscribing to a recycling service that may include mixed waste processing

that yields diversion results comparable source separation. AB 341 established, as a State policy, that at least 75 percent of the solid waste that is generated must be source-reduced, recycled, or composted by the year 2020.

### **Assembly Bill 1826**

In order to further reduce greenhouse gas emissions from disposing of organics materials in landfills, AB 1826 requires businesses to recycle their organic waste beginning on April 1, 2016, depending on the amount of solid waste they generate per week. Similar to AB 341, jurisdictions are required to implement an organic waste recycling program that includes the education, outreach and monitoring of businesses that must comply. Organic waste refers to food waste, green waste, landscaping and pruning waste, nonhazardous wood waste, and food-soiled paper that is mixed with food waste.

### **Senate Bill 1383**

In September 2016, California set methane emissions reduction targets for California in SB 1383 in a statewide effort to reduce emissions of short-lived climate pollutants. SB 1383 set statewide targets to reduce organic waste disposed of in landfills: 50 percent by 2020 and 75 percent by 2025. To reduce food waste and help address food insecurity, SB 1383 also requires the State of California, by 2025, to recover and redistribute or donate 20 percent of edible food that would have otherwise been sent to landfills, to humans for consumption. Edible food is defined as food that is safe for human consumption, including food not sold because of appearance, age, freshness, grade, surplus, etc. Edible food includes, but is not limited to, prepared foods, packaged foods, and produce. All edible food must meet the food safety requirements of the California Retail Food Code.

SB 1383 regulates two “tiers” of commercial operations that generate edible food. Beginning January 1, 2022, Tier 1 generators (large grocery stores, food distributors, wholesale food vendors) were required to arrange for recovery of surplus edible food by establishing a contract or written agreement with a food recovery organization(s) or service. Beginning January 1, 2024, Tier 2 generators (restaurants more than 5,000 square feet, hospitals and hotels with food facilities, schools, and large venues such as stadiums with food vendors), are now required to do the same.

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

The existing City of Marysville General Plan (City of Marysville 1985) includes the following policy related to groundwater supply. There are no goals or policies that apply to the provision of utilities or solid waste service systems.

#### ***Conservation and Preservation of Resources***

- **Policy 10:** To take proper steps to assure that floodplains, waterways, ground water recharge areas, and areas with a high water table will not be polluted or contaminated.

### **Water Efficient Landscape Requirements**

The City’s Water Efficient Landscaping Standards (Marysville Municipal Code Title 18, Section 18.86.075) require that projects with new landscape areas of 500 square feet or larger in size or projects to rehabilitate

landscape areas of 2,500 square feet or larger must demonstrate compliance with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo). The State MWELo (California Code of Regulations, Title 23, Division 2, Chapter 2.7) establishes a structure for planning, designing, installing, maintaining, and managing water efficient landscapes in qualifying new construction and remodel projects. The MWELo establishes provisions for best water management practices and water waste prevention for existing landscapes. The ordinance also provides for efficient water use without waste by setting a maximum applied water allowance as an upper limit for water use and requires reduction of water use to the lowest practical amount.

### **Solid Waste/Recycling Ordinance**

The City's Solid Waste/Recycling Ordinance (Marysville Municipal Code Chapter 18.61) requires all new development, new occupancies requiring City approval, or physical expansions of buildings or uses where such development or use exceeds 10,000 square feet of floor space to submit a source reduction/recycling plan for review and approval by the City. The plan must incorporate provisions for recycling white paper, computer paper, glass, cans, cardboard, polystyrene, paper products, and other recoverable materials.

## **4.15.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **METHODOLOGY**

Impacts related to utilities and service systems were identified by comparing existing infrastructure, available capacity, and ability to serve future demand on utilities and service systems that would result from infill and reinvestment within the Planning Area consistent with the proposed 2050 General Plan and Downtown Specific Plan.

### **THRESHOLDS OF SIGNIFICANCE**

Based on Appendix G of the CEQA Guidelines, an impact related to utilities and service systems is considered significant if the proposed project would:

- ▶ require or result in the relocation or construction of new or expanded water, wastewater treatment facilities, or storm water drainage, electrical power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects;
- ▶ have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple-dry years;
- ▶ result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- ▶ 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; or
- ▶ not comply with federal, State, or local management and reduction statutes and regulations related to solid waste.



# ISSUES NOT CONSIDERED FURTHER IN THIS EIR

**Adverse Physical Effects from Construction of Utilities and Service Systems**—Development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan will require improvements to utilities and service systems. Since the focus of development is in already developed areas, infrastructure improvements would be relative minor since utilities are generally available. The impacts of construction of these public facilities are addressed in the applicable resource sections throughout this EIR as part of the overall buildout anticipated under the 2050 General Plan and the Downtown Specific Plan. Where development (including any new or expanded utilities or service systems) would result in potentially significant or significant environmental impacts, mitigation measures are identified to reduce those impacts to less-than-significant levels in the applicable resource sections throughout this EIR. There are no additional potentially significant or significant impacts related to construction of utilities or service systems beyond the construction impacts that are analyzed throughout this EIR. Therefore, the physical effects from construction of new or expanded utilities or service systems are not evaluated further in this section.

## IMPACT ANALYSIS

IMPACT 4.15-1     Increased Demand for Water Supplies. *Development anticipated under the proposed 2050 General Plan and Downtown Specific Plan could require an increase in potable water supplies. However, Cal Water’s Urban Water Management Plan for the Marysville District has found that sufficient water supplies will be available serve the proposed development during normal, dry, and multiple-dry years, without adversely affecting existing water customers, through the 2045 water planning horizon. Furthermore, implementation of proposed 2050 General Plan policies, the Marysville Municipal Code, and the SB 610 requirements for water supply assessments would ensure that water conservation measures are put into effect and that sufficient water supplies are available. Therefore, this impact is considered less than significant.*

The proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of primarily infill and redevelopment comprising residential, commercial, office, civic, industrial, and other uses along with parks and open space, potentially resulting in increased demand for potable water supply. Marysville is supplied with water by Cal Water’s Marysville District. The proposed 2050 General Plan and Downtown Specific Plan accommodate development, and their implementation may require future public infrastructure and public facility improvements. The following analysis is based on Cal Water’s UWMP, which was adopted in June 2021, and addresses water supply and demand issues, water supply reliability, water conservation, and water shortage contingency planning for the Marysville District.

As shown in Table 4.15-1, based on available information including the North Yuba Subbasin Groundwater Sustainability Plan, Cal Water has determined that the groundwater supply available to the Marysville District is expected to be sufficient to meet the projected water demand through the year 2045 under all water year conditions (i.e., normal, single-dry, and multiple-dry years including a five-year drought period).

Cal Water’s UWMP accounted for existing and future land uses in the Planning Area through the UWMP’s 20-year planning horizon (i.e., 2045). Taking into account historical water use, expected population increase and other growth, climatic variability, and other assumptions, Cal Water projects that water demand within the Marysville District will to increase to a maximum of 1,970 AFY in 2025, then decrease to 1,900 AFY by 2045, a reduction of 0.4 percent compared to the 2016–2020 average (Cal Water 2021).

Cal Water obtains its water supplies for the Marysville District exclusively from groundwater. As discussed in detail in Section 4.9, “Hydrology and Water Quality,” Marysville overlies a small portion of the southwestern end of the Sacramento Groundwater Subbasin, North Yuba Subbasin. The North Yuba Subbasin is not in a condition of overdraft. A Groundwater Sustainability Plan for the North Yuba Subbasin (in combination with the South Yuba Subbasin) has been prepared as required by the SGMA and was accepted by DWR (Yuba Water Agency et al. 2019). As described in detail in the UWMP, Cal Water recognizes and supports the goals, objectives, and intended outcomes of the SGMA to promote groundwater sustainability by taking the following actions:

- ▶ Coordinating with public agencies to ensure that Cal Water’s presence, rights and interests, as well as historical and current resource management concerns are honored/incorporated within the groundwater sustainability agency and groundwater sustainability plan formulation process(es);
- ▶ Coordinating with applicable local and regulatory agencies to ensure that Cal Water is at full participation, while also meeting the requirements and expectations set forth by SGMA;
- ▶ Employing enhanced use of digital/electronic groundwater monitoring equipment and other new technology aimed at measuring withdrawal rates, pumping water levels, and key water quality parameters within the context of day-to-day operations;
- ▶ Fully participating in the development of groundwater sustainability plans and formulation of groundwater models being constructed in basins where Cal Water has an operating presence;
- ▶ Participating in individual and/or joint projects aimed at mitigating "undesirable results" as defined by the SGMA where appropriate;
- ▶ Including groundwater management principles and data in all applicable technical reports, studies, facility master plans, and UWMPs (including the most recent update adopted in 2021), particularly as these undertakings relate or pertain to water resource adequacy and reliability; and,
- ▶ Including sound groundwater management principles and data in all general rate case filings and grant applications to ensure that resource management objectives remain visible and central to Cal Water’s long-term planning/budgeting efforts.

The Linda County Water District’s Regional WWTP does not generate recycled water for resale; all treated wastewater is discharged to the Feather River. Cal Water and the Linda County Water District have determined that the cost of implementing a recycled water system in the Marysville District is not justified at the present time (Cal Water 2021).

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

State law requires demonstration of adequate long-term water supply for large development as defined by SB 610 (i.e., more than 500 dwelling units or nonresidential equivalent) through preparation of a water supply assessment that discusses whether the system’s total projected water supplies (available during normal, single-dry, and multiple-dry water years over a 20-year planning horizon) would meet individual project’s water demand in addition to the system’s existing and planned future uses.

The City's Water Efficient Landscaping Standards (Marysville Municipal Code Title 18, Section 18.86.075) require that projects with new landscape areas of 500 square feet or larger in size, or projects to rehabilitate landscape areas of 2,500 square feet or larger, must demonstrate compliance with the State MWEL (California Code of Regulations, Title 23, Division 2, Chapter 2.7), which establishes a structure for planning, designing, installing, maintaining, and managing water efficient landscapes.

## **Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals, policies, and implementation strategies would address the need for increased water supplies throughout the city, including the Downtown Specific Plan Area:

### ***Land Use and Community Development Element***

#### **Goal LU+CD-3: Mixed-use infill development and reinvestment in an active and vibrant Downtown**

- ▶ **Policy LU+CD-3.7:** Partner with other agencies to upgrade infrastructure necessary to support reinvestment in Marysville.
  - **LU+CD Implementation Strategy 3.3:** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.
  - **LU+CD Implementation Strategy 3.4:** The City will proactively track grant funding available through regional, state, federal, and nonprofit programs that could be used to make public infrastructure improvements, plant and maintain trees, support compact housing development, clean brownfields to ready for infill development, or that otherwise could help to attract and accelerate infill development Downtown and in the Medical Arts District.

#### **Goal LU+CD-8: High-quality, efficient, and effective public infrastructure, facilities, and services.**

- ▶ **Policy LU+CD-8.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy LU+CD-8.2:** Collaborate with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public services, facilities, and utilities.
- ▶ **Policy LU+CD-8.3:** Maintain information on the condition and capacity of infrastructure required to serve infill development, and improve infrastructure as funding is available.
- ▶ **Policy LU+CD-8.5:** Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.
- ▶ **Policy LU+CD-8.6:** Encourage the co-location of public services and facilities and encourage productive redevelopment of surplus public land.

- **LU+CD Implementation Strategy 8.1:** The City will coordinate with public and private utility providers to identify efficiencies in serving existing or new development and in identifying needs for new or expanded utility facilities.
- **LU+CD Implementation Strategy 8.2:** The City will prepare and maintain water, drainage, and sewer infrastructure master plans, in coordination with other service agencies, as appropriate, that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing development and development anticipated during the General Plan planning horizon.

## ***Open Space, Conservation, and Recreation Element***

**Goal OS-2:** Conserve and protect water supply, groundwater sustainability, and water quality.

- ▶ **Policy OS-2.1:** Participate in ongoing water supply and groundwater sustainability planning with the California Water Service Company, Yuba Water Agency, and the Cordua Irrigation District.
- ▶ **Policy OS-2.2:** Implement applicable water efficiency requirements for both indoor and outdoor water use in new development.
- ▶ **Policy OS-2.3:** Provide public educational materials related to water conservation and water quality on the City's website.
- ▶ **Policy OS-2.4:** Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.
- ▶ **Policy OS-2.5:** Require any new water wells drilled near existing watercourses to be set back from the watercourse to avoid an impact to stream hydrology.
- ▶ **Policy OS-2.6:** Facilitate a flexible approach for stormwater treatment and management systems that implements low impact development methods in new development and recognizes constraints for infill development.

## **Conclusion**

As shown in Table 4.15-1, Cal Water has determined that the Marysville District has sufficient production capacity to supply all of the current annual average day and future maximum day demands as set forth in the UWMP, including normal, dry, and multiple-dry years over the UWMP's 20-year planning horizon. Furthermore, as noted by Cal Water, the North Yuba Groundwater Subbasin is not adjudicated, and the projected groundwater supply volumes in the UWMP are not intended to and do not determine, limit, or represent Cal Water's water rights or maximum pumping volumes.<sup>2</sup> Cal Water retains the right to pump groundwater from the North Yuba Groundwater Subbasin to meet the needs of the Marysville District. Furthermore, although Cal Water does not anticipate that any water shortages would occur, Cal Water has a Water Shortage Contingency Plan (part of the UWMP) to ensure that the Marysville District has in place the necessary resources and management responses

<sup>2</sup> Any determination of Cal Water's water rights, as an overlying owner, appropriator, municipal water purveyor, or otherwise, is beyond both the scope of this EIR and the California Water Code statutes and regulations related to UWMPs.

needed to protect health and human safety, minimize economic disruption, and preserve environmental and community assets if any water supply shortages or interruptions were to occur (Cal Water 2021).

Implementation of proposed 2050 General Plan Goals LU+CD-3 and LU+CD-8, Policies LU+CD-3.7, LU+CD-8.1, LU+CD-8.2, LU+CD-8.3, LU+CD-8.5, and LU+CD 8.6 along with Implementation Strategies LU+CD-8.1 and LU+CD-8.2 would result in comprehensive land use planning designed to provide for appropriate utilities infrastructure; promote collaboration with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public utilities; improve utilities infrastructure as funding is available; require preparation and maintenance of infrastructure plans that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing and future development during the proposed 2050 General Plan and Downtown Specific Plan planning horizon. Furthermore, Implementation Strategies LU+CD-3.3 and LU+CD-3.4 would result in implementation of fees for new development to be used for expansion of utilities infrastructure, and the City would pursue grant funding that could be used to make public infrastructure improvements.

Implementation of proposed 2050 General Plan Goal OS-2 and Policies OS-2.1 through OS-2.6 would result in coordinated utility supply planning with appropriate agencies, implementation of water efficiency strategies for indoor and outdoor use, providing public educational materials related to water conservation, protecting the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge, requiring new groundwater wells to set back from surface water bodies, and promoting low impact development to encourage localized groundwater recharge in future projects.

Furthermore, the City will require the use of water conservation technologies to reduce indoor demand for potable water in accordance with the CALGreen Code and require new development to incorporate appropriate landscaping to reduce water demand in accordance with the Section 18.86.075 of the Marysville Municipal Code.

Finally, State law requires demonstration of adequate long-term water supply for large development as defined by SB 610 (i.e., more than 500 dwelling units or nonresidential equivalent) through preparation of a water supply assessment that discuss whether the system's total projected water supplies (available during normal, single-dry, and multiple-dry water years over a 20-year planning horizon) would meet an individual qualifying project's water demand in addition to the system's existing and planned future uses.

With compliance with local and State laws and regulations and implementation of the proposed 2050 General Plan policies and implementation strategies, the sufficient water supplies would be available to serve buildout of the Planning Area, including the Downtown Specific Plan Area, in normal, single-dry, and multiple-dry water years. This impact is considered **less than significant**.

## Mitigation Measure

No mitigation is required.

IMPACT 4.15-2	Increased Demand for Wastewater Treatment Facilities. <i>Future development anticipated under the 2050 General Plan and Downtown Specific Plan would increase the demand for wastewater treatment at the Linda County Water District's Regional WWTP. However, the Regional WWTP has substantial unused capacity to serve new development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan,</i>
------------------	---

*in addition to the Regional WWTP's commitments to existing development. Implementation of policies in the proposed 2050 General Plan would further ensure adequate wastewater treatment capacity is available to meet future demand. Therefore, this impact is considered less than significant.*

The proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of residential, commercial, office, civic, industrial, and other uses along with parks and open space which would increase the local demand for wastewater treatment. All wastewater in the city is collected in City-owned pipelines and conveyed south via a pipeline underneath the Yuba River for treatment at the Linda County Water District's Regional WWTP located at 909 Myrna Avenue in Olivehurst. In addition to Marysville, the Regional WWTP also treats wastewater from the unincorporated community of Linda and other portions of unincorporated Yuba County south of Marysville. The wastewater discharged from the Regional WWTP to the Feather River is treated to Title 22 reclaimed water standards. The Regional WWTP is currently permitted to discharge 2.6 MGD average dry weather flows, but has a design capacity of 5.0 MGD average dry weather flows (Central Valley RWQCB 2022). In addition, a planned future Regional WWTP upgrade project will include an increased capacity to process wastewater volume (Linda County Water District 2021).

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

There are no existing laws, regulations, or policies, related to the provision of adequate wastewater treatment capacity other than those identified above under Impact 4.15-1 that reduce water demand associated with new development, and therefore indirectly reduce wastewater demand.

### **Relevant Goals, Policies, and Implementation Strategies of the Proposed 2050 General Plan**

The following proposed 2050 General Plan goals, policies, and implementation strategies would address the need for increased demand for wastewater treatment throughout the city, including the Downtown Specific Plan area:

#### ***Land Use and Community Development Element***

**Goal LU+CD-3:** Mixed-use infill development and reinvestment in an active and vibrant Downtown

- ▶ **Policy LU+CD-3.7:** Partner with other agencies to upgrade infrastructure necessary to support reinvestment in Marysville.
  - **LU+CD Implementation Strategy 3.3:** The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is successful in obtaining grant funding for infrastructure improvements that would support planned infill development.
  - **LU+CD Implementation Strategy 3.4:** The City will proactively track grant funding available through regional, state, federal, and nonprofit programs that could be used to make public infrastructure improvements, plant and maintain trees, support compact housing development, clean brownfields to

ready for infill development, or that otherwise could help to attract and accelerate infill development Downtown and in the Medical Arts District.

**Goal LU+CD-8:** High-quality, efficient, and effective public infrastructure, facilities, and services.

- ▶ **Policy LU+CD-8.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy LU+CD-8.2:** Collaborate with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public services, facilities, and utilities.
- ▶ **Policy LU+CD-8.3:** Maintain information on the condition and capacity of infrastructure required to serve infill development, and improve infrastructure as funding is available.
- ▶ **Policy LU+CD-8.6:** Encourage the co-location of public services and facilities and encourage productive redevelopment of surplus public land.
- **LU+CD Implementation Strategy 8.1:** The City will coordinate with public and private utility providers to identify efficiencies in serving existing or new development and in identifying needs for new or expanded utility facilities.
- **LU+CD Implementation Strategy 8.2:** The City will prepare and maintain water, drainage, and sewer infrastructure master plans, in coordination with other service agencies, as appropriate, that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing development and development anticipated during the General Plan planning horizon.

### ***Open Space, Conservation, and Recreation Element***

- ▶ **Policy OS-2.2:** Implement applicable water efficiency requirements for both indoor and outdoor water use in new development.
- ▶ **Policy OS-2.3:** Provide public educational materials related to water conservation and water quality on the City's website.

### **Conclusion**

The Linda County Water District WWTP that serves Marysville has substantial unused capacity available to serve new development (existing capacity of 5 MGD and current permit to treat 2.6 MGD), and therefore would be able to serve development envisioned in the proposed 2050 General Plan and the Downtown Specific Plan in addition to the Regional WWTP's commitments to existing development.

Implementation of proposed 2050 General Plan Goals LU+CD-3 and LU+CD-7, and Policies LU+CD-3.7, LU+CD-8.1, LU+CD-8.2, LU+CD-8.3, and LU+CD 8.6 along with Implementation Strategies LU+CD-8.1 and LU+CD-8.2 would result in comprehensive land use planning designed to provide for appropriate utilities infrastructure; promote collaboration with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public utilities; improve utilities infrastructure as funding is available; and prepare and maintain infrastructure plans that identify, prioritize, and provide planning level cost estimates for

improvements required to serve development anticipated during the proposed 2050 General Plan and Downtown Specific Plan planning horizon. Furthermore, Implementation Strategies LU+CD-3.3 and LU+CD-3.4 would result in implementation of fees for new development to be used for expansion of utilities infrastructure, and the City would pursue grant funding that could be used to make public infrastructure improvements.

Implementation of proposed 2050 General Plan Policies OS-2.2 and OS-2.3 would result in implementation of water efficiency strategies for indoor and outdoor use in new development, and providing public educational materials related to water conservation, which would in turn reduce the amount of wastewater that is generated from implementation of the proposed 2050 General Plan and Downtown Specific Plan.

Because the Linda County Water District’s Regional WWTP has excess capacity to serve the potential additional development in Marysville, and with implementation of the proposed 2050 General Plan policies and implementation strategies, sufficient wastewater treatment capacity would be available to serve buildout of the Planning Area, including the Downtown Specific Plan area. This impact is considered **less than significant**.

**Mitigation Measure**

No mitigation is required.

IMPACT      Increased Generation of Solid Waste and Compliance with Solid Waste Statutes and Regulations.  
4.15-3      *Future development anticipated under the 2050 General Plan and Downtown Specific Plan could result in an increased generation of solid waste from construction and operation of future infill and reinvestment. However, implementation of proposed 2050 General Plan policies, the Marysville Municipal Code, and local and State requirements related to recycling and reduction of solid waste would ensure that construction and operation within the Planning Area would comply with all applicable solid waste statutes and regulations and would not exceed the capacity of existing landfills. Therefore, this impact is considered less than significant.*

The proposed 2050 General Plan and Downtown Specific Plan would include construction and operation of residential, commercial, office, civic, industrial, and other uses along with parks and open space, resulting in an increased generation of solid waste. Recology Yuba-Sutter currently provides refuse collection and disposal services within Marysville.

The solid waste generated in Marysville is first transported to the Recology Yuba-Sutter Material Recovery Facility, which separates and recovers waste products for recycling, reuse, or conversion to energy resources. In addition to processing mixed solid waste, the Material Recovery Facility also accepts organic materials such as leaves, grass clippings, branches, and weeds. The facility can handle up to 1,615 tons per day. The recycling programs at the Material Recovery Facility contribute to achieving recycling goals as prescribed by the State. In addition, the Yuba-Sutter Household Hazardous Waste Facility, which is also operated by Recology, is open to any Yuba or Sutter County resident for drop-off of household hazardous wastes.

Non-recyclable solid waste is transferred from the Material Recovery Facility to the Ostrom Road Landfill, which is located at 5900 Ostrom Road in Wheatland. According to CalRecycle, the Ostrom Road Landfill has a maximum permitted maximum permitted capacity of 43,467,231 cubic yards, a remaining capacity of 39,223,000 cubic yards, and an estimated closure date of December 2066 (CalRecycle 2024b). Based on available information, the Ostrom Road Landfill has adequate capacity to serve development anticipated under the proposed 2050 General Plan and the Downtown Specific Plan.



## Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact

The 2022 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. In addition, the 2022 CALGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

AB 341 requires local jurisdictions to implement commercial solid waste recycling programs for businesses that generate four cubic yards or more of solid waste per week or multifamily dwellings of five units or more must arrange for recycling services. New development would be required to comply with AB 1826, which requires businesses to recycle their organic waste. New development would also be required to comply with SB 1383, which requires certain businesses to recover and redistribute or donate 20 percent of edible food, that would have otherwise been sent to landfills, to humans for consumption.

The City's Solid Waste/Recycling Ordinance (Marysville Municipal Code Chapter 18.61) requires all new development, new occupancies requiring city approval, or physical expansions of buildings or uses where such development or use exceeds 10,000 square feet in floor area to submit a source reduction/recycling plan for review and approval by the City services department. The plan must incorporate provisions for recycling white paper, computer paper, glass, cans, cardboard, polystyrene, paper products, and other recoverable materials.

## Relevant Goals and Policies of the Proposed 2050 General Plan

The following proposed 2050 General Plan goals and policies would address the need for increased generation of solid waste and compliance with solid waste statutes and regulations throughout the City, including the Downtown Specific Plan area:

### ***Land Use and Community Development Element***

**Goal LU+CD-8:** High-quality, efficient, and effective public infrastructure, facilities, and services.

- ▶ **Policy LU+CD-8.1:** Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.
- ▶ **Policy LU+CD-8.2:** Collaborate with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public services, facilities, and utilities.
- ▶ **Policy LU+CD-8.3:** Maintain information on the condition and capacity of infrastructure required to serve infill development, and improve infrastructure as funding is available.
  - **LU+CD Implementation Strategy 8.1:** The City will coordinate with public and private utility providers to identify efficiencies in serving existing or new development and in identifying needs for new or expanded utility facilities.

## Conclusion

Implementation of proposed 2050 General Plan Goal LU+CD-8; Policies LU+CD-8.1, LU+CD-8.2, LU+CD-8.3; and Implementation Strategy LU+CD-8.1 would result in the City's partnering with agencies to ensure appropriate utilities infrastructure to support reinvestment; promoting collaboration with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public utilities; improving utilities infrastructure as funding is available; maintaining information on infrastructure that is required to serve development; and coordinating with utility providers to identify needs for new or expanded utilities to support existing and redevelopment anticipated during the proposed 2050 General Plan and Downtown Specific Plan planning horizon.

Future development accommodated under the proposed 2050 General Plan and Downtown Specific Plan would be required to comply with applicable federal, State, or local solid waste regulations or statutes, including Chapter 18.61 of the Marysville Municipal Code, AB 341, AB 1601, and AB 1826 (mandatory commercial organics recycling), and SB 1383 (mandatory edible food recovery). The City requires all contractors to prepare a construction waste management plan to meet the requirements of the CALGreen Code, and the waste management plan must be submitted to and approved by the City.

The proposed 2050 General Plan and Downtown Specific Plan would not generate solid waste in excess of State or local standards or in excess of capacity of local infrastructure. The Recology Yuba-Sutter Material Recovery Facility has sufficient throughput and recycling capacity, and the Ostrom Road Landfill has sufficient capacity available to accommodate the non-recyclable solid-waste disposal needs for development under buildout of the proposed 2050 General Plan and Downtown Specific Plan. Therefore, impacts related to sufficient landfill capacity and compliance with applicable statutes and regulations related to solid waste are considered **less than significant**.

## Mitigation Measure

No mitigation is required.

## **4.16 WILDFIRE**

### **4.16.1 INTRODUCTION**

This section describes potential impacts related to wildfires associated with the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update.

There were no NOP comments regarding wildfire.

### **4.16.2 ENVIRONMENTAL SETTING**

Wildfires represent a substantial threat in California, particularly during the hot, dry summer months in areas where steep topography, limited access, and heavy fuel loading contribute to hazardous conditions. Wildfires may be started by natural processes, primarily lightning, or by human activities.

The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire hazard severity classification system to assess the potential for wildland fires. The zones depicted on CAL FIRE maps take into account potential fire intensity and speed, production and spread of embers, fuel loading, topography, and climate (e.g., temperature and the potential for strong winds). The classification system provides three classes of fire hazards: Moderate, High, and Very High. Public Resources Code Sections 4125–4137 require the designation of State Responsibility Areas (SRAs) (based on the amount and type of vegetative cover, beneficial water uses, probable erosion damage, fire risks, and hazards) where the financial responsibility of preventing and suppressing fires falls primarily on the State of California. Fire protection outside the SRAs is the responsibility of local or federal agencies.

Marysville is designated by CAL FIRE as a Local Responsibility Area, and there are no areas within approximately six miles of the city classified as Moderate, High, or Very High Fire Hazard Severity Zones (CAL FIRE 2023).

### **4.16.3 REGULATORY FRAMEWORK**

#### **FEDERAL PLANS, POLICIES, REGULATIONS, AND LAWS**

##### **National Fire Protection Association Codes, Standards, Practices, and Guides**

National Fire Protection Association (NFPA) codes, standards, recommended practices, and guides are developed through a consensus standards development process approved by the American National Standards Institute. This process brings together professionals representing varied viewpoints and interests to achieve consensus on fire and other safety issues. NFPA standards are recommended guidelines and nationally accepted good practices in fire protection but are not law or “codes” unless adopted as such or referenced as such by the California Fire Code or a local fire agency.

## **STATE PLANS, POLICIES, REGULATIONS, AND LAWS**

### **California Fire Code**

The California Fire Code is Chapter 9 of Title 24 of the California Code of Regulations (CCR). It was created by the California Building Standards Commission and is based on the International Fire Code created by the International Code Council. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazards classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the California Fire Code employs a permit system based on hazard classification. The California Fire Code is updated every 3 years. Chapter 13 of the City's Municipal Code contains the City's adopted amendments to the 2019 California Fire Code .

### **California Department of Forestry and Fire Protection (CAL FIRE)**

CAL FIRE implements fire safety regulations in the state. The California Public Resources Code (Title 14 and Title 19) includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment with an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify the fire suppression equipment that must be provided on-site for various types of work in fire-prone areas.

As discussed above, to quantify potential risk of wildland fires, CAL FIRE developed a fire hazard severity scale to measure “physical conditions that create a likelihood and expected fire behavior over a 30- to 50-year period without considering mitigation measures such as home hardening, recent wildfire, or fuel reduction efforts” (CAL FIRE 2024). CAL FIRE's fire hazard model incorporates wildland fuels, topography, weather, fire frequency and severity, and the production of burning firebrands (embers), including how receptive land sites are to starting new fires and how far embers move (CAL FIRE 2024).

CAL FIRE has the primary financial responsibility of preventing and suppressing fires in certain portions of the state, referred to as SRAs. Lands are removed from SRAs when housing densities average more than three units per acre over an area of 250 acres, unless dictated otherwise. More than 31 million acres of California's privately owned wildlands are within SRAs (CAL FIRE 2024).

## **REGIONAL AND LOCAL PLANS, POLICIES, REGULATIONS, AND ORDINANCES**

### **Existing City of Marysville General Plan**

Discussion of relevant goals or policies related to fire protection in the city are addressed in Section 4.13, “Public Services and Recreation.” The existing City of Marysville General Plan (City of Marysville 1985, 2022<sup>1</sup>) includes the following goals and policies relevant to wildfires.

---

<sup>1</sup> As noted in Chapter 3, “Project Description,” the Safety Element was updated in 2022, and no additional updates are proposed as part of the proposed 2050 General Plan.

## ***Safety Element***

**Goal CS-3:** Avoid the risk of loss of life and injury and minimize risk of property damage from urban and wildland fires.

- ▶ **Policy CS-28:** The City will ensure that its infrastructure, services, and critical assets are hardened against fire hazards and that governance and public services continue to function during and after a fire hazard event.
- ▶ **Policy CS-29:** The City will encourage and support work to regularly remove fuels from public and private lands to protect and maintain defensible spaces.
- ▶ **Policy CS-36:** The City shall maintain inter-jurisdictional cooperation and coordination, including automatic-aid agreements with fire protection/suppression agencies in Yuba County.
- ▶ **Policy CS-52:** The City shall maintain a City Emergency Operations Plan to include the National Incident Management System (N.I.M.S.).

### **City of Marysville Municipal Code**

Chapter 13 of the City's Municipal Code includes the most recently adopted state codes (Building Code, Health and Safety Code, Fire Code, etc.) associated with fire and building regulations that affect development within the city. The requirements include the installation of fire sprinkler systems and the availability and maintenance of emergency access.

### **Yuba County Multi-Jurisdictional Local Hazard Mitigation Plan**

Marysville is a part of Yuba County's Multi-Jurisdictional Local Hazard Mitigation Plan, which identifies hazards, evaluates risks to people and facilities, and recommends actions to reduce or eliminate hazard risks in Yuba County and in incorporated jurisdictions in the county. The Local Hazard Mitigation Plan recommended Action 7 for Marysville, Implement Wildfire Policies. The recommended policies were included as a part of the 2021 City of Marysville Safety Element update.

### **Yuba County Foothills Community Wildfire Protection Plan**

The Yuba County Foothills Community Wildfire Protection Plan (published in 2014 and currently undergoing a comprehensive update) was developed for the Yuba County Watershed Protection and Fire Safe Council in collaboration with interested local parties and land management agencies. It offers an overview of current wildfire protection challenges and capabilities, identifies and prioritizes areas for hazardous fuel reduction, and recommends types and methods of vegetation management that may help protect the affiliated communities from wildfire losses. The Yuba County Foothills Community Wildfire Protection Plan is focused on unincorporated areas outside Marysville where wildfire risk is a concern.

### **Yuba County Emergency Operations Plan (EOP)**

The County of Yuba Emergency Operations Plan describes the County's emergency management organization, the Standardized Emergency Management Systems (SEMS), the National Incident Management System (NIMS), roles, responsibilities, and administrative practices. Included in the plan are standard operating procedures

(SOPs), memorandums of understanding (MOUs), resource manuals, and agreements that support the plan. The plan is used as a functional guide and strategic planning resource for both the County and its incorporated cities. It is meant to reflect the most recent advances in emergency operations at the local, state, and federal levels. The most significant change to date has been the adoption of the NIMS at all levels of government, and the plan has been updated accordingly.

4.16.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

METHODOLOGY

The geographic boundaries of the city of Marysville were reviewed to determine whether it encroaches into a Very High or High Fire Hazard Severity Zone. The analysis in this section considers the nature of foreseeable risk relating to wildfires with implementation of the proposed 2050 General Plan, Downtown Specific Plan, and Zoning Code Update, and identifies the primary ways that the proposed project could exacerbate wildfire risks.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, an impact related to wildfire is considered significant if the proposed project would be located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would:

- ▶ Substantially impair an adopted emergency response plan or emergency evacuation plan;
- ▶ 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;
- ▶ 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; or
- ▶ 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.

IMPACT ANALYSIS

IMPACT 4.16-1	Impair an Adopted Emergency Response Plan or Emergency Evacuation Plan; Exposure of Project Occupants to Pollutant Concentrations from Wildfire or Uncontrolled Spread of Wildfire; Installation or Maintenance of Infrastructure that may Exacerbate Fire Risk; Exposure to Significant Risks as a Result of Runoff, Post-Fire Slope Instability or Drainage Changes. <i>Marysville is not located within a High or Very High Fire Hazard Severity Zone. Development occurring through buildout of the proposed 2050 General Plan and the Downtown Specific Plan would not exacerbate potential wildfire risk. There would be no impact.</i>
------------------	---

Marysville is not within a State Responsibility Area or Very High Fire Hazard Severity Zone (CAL FIRE 2023). While extreme weather conditions, including low humidity, low fuel moisture, and high winds, can make potential wildfires more severe, development and reinvestment proposed under the 2050 General Plan and

Downtown Specific Plan would primarily occur within urbanized areas of Marysville, which typically do not have large tracts of vegetation cover and already contain existing utility infrastructure where the potential wildfire risk would be relatively low. Nonetheless, the proposed 2050 General Plan includes policies to ensure that wildfire risk would not be exacerbated by future development and reinvestment.

### **Existing Laws, Regulations, and Policies that Reduce the Potential Environmental Impact**

Section 4.8, Hazards and Hazardous Materials, summarizes relevant laws, regulations, and policies that would reduce potential impacts from impairment with an adopted emergency response plan and/or evacuation plan throughout the City. Section 4.9, Hydrology and Water Quality, summarizes relevant laws, regulations, and policies that would reduce potential impacts from potential drainage impacts throughout the City. Further, adherence to existing State and local building code and fire regulations, such as the California Fire Code, which establishes minimum standards for fire suppression and protection services, would minimize potential wildfire risks.

### **Relevant Goals and Policies of the General Plan**

The following 2050 General Plan policies would address fire risk throughout the City:

#### ***Safety Element***

**GOAL CS-3:** Avoid the risk of loss of life and injury and minimize risk of property damage from urban and wildland fires.

- ▶ **Policy CS-26:** Prior to approval, the City shall require that new developments demonstrate compliance with state, county, and local standards for fire safety, as defined in the City of Marysville Building or Fire Codes.
- ▶ **Policy CS-30:** The City will conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual-aid agreements with the private and public sector.
- ▶ **Policy CS-35:** The City shall ensure that weed abatement is conducted on a regular and timely basis to ensure clearing of dry brush areas, including the Marysville Ring Levee. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Section 4.8, Hazards and Hazardous Materials, includes relevant goals and policies that would address potential impacts from impairment with an adopted emergency response plan and/or evacuation plan throughout the City. Section 4.9, Hydrology and Water Quality, includes relevant goals and policies that would address impacts from potential drainage impacts throughout the City.

### **Conclusion**

As discussed in the City's 2022 Safety Element, wildfire is not a great concern since the city is not within a Fire Hazard Severity Zone, though open space areas with dry vegetation along the Yuba and Feather Rivers remain susceptible to wildfires. Policy CS-35 states that the City will direct weed abatement on a regular basis to clear dry brush areas in these areas. As discussed previously, Marysville is not within a State Responsibility Area or Very High Fire Hazard Severity Zone (CAL FIRE 2023) and the ring levee separates the city from open/rural

lands. Most of the City is already built out, is urban in nature, and proposed development and reinvestment would occur within the developed area of the City, including the Downtown Specific Plan Area. Therefore, implementation of the proposed goals and policies of the 2050 General Plan and Downtown Specific Plan would not exacerbate wildfire risk and there would be **no impact**.

### **Mitigation Measure**

No mitigation is required.



## **5 ENVIRONMENTAL IMPACT ANALYSIS FOR THE SPHERE OF INFLUENCE**

### **5.0 APPROACH TO THE SPHERE OF INFLUENCE ANALYSIS**

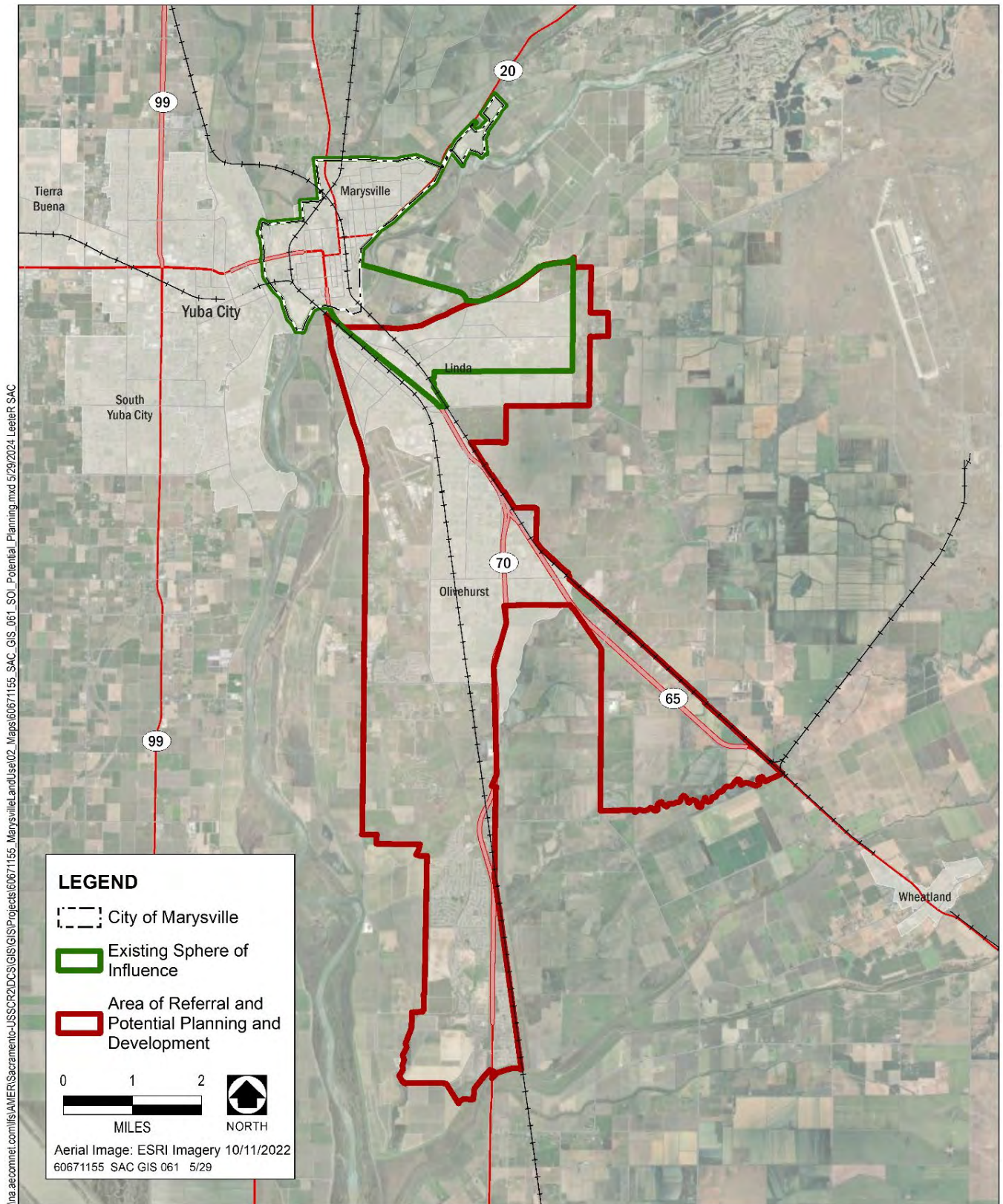
Chapter 5 of this EIR is focused on an evaluation of potential impacts that could occur from future development associated within the City's Sphere of Influence (SOI) south of the Yuba River, and within a possible future SOI expansion. Because the City limits coincide with the City's existing SOI north of the Yuba River, the detailed topic area analyses contained in Chapter 4 of this EIR comprehensively address private development and public facility and infrastructure improvements within this portion of the SOI. Therefore, Chapter 5 of this EIR is focused on potential impacts within the City's existing SOI south of the Yuba River, and the proposed SOI Expansion area (which is also south of the Yuba River).

Exhibit 5-1 shows the City's "Area of Referral." This includes all areas within the existing SOI and areas outside of the existing SOI where the City will review development proposals. The Area of Referral represents the possible future maximum extent of an expanded City SOI in the future and frames the analysis presented in this chapter.

The City does not as of the writing of this EIR know of any specific future development proposal outside of City limits, but within the City's SOI that would involve annexation to the City of Marysville, nor is the City proposing any expansion of the SOI at this time.

As described in the Land Use + Community Development Element, the General Plan itself does not establish the SOI. SOI changes are adopted through a separate process that would often follow a general plan update. SOI changes can be recommended by the City and must be approved by a separate agency known as the Yuba Local Agency Formation Commission (LAFCO). However, a goal, policies, and an implementation strategy in the Land Use + Community Development Element indicate that the City will study the fiscal, economic, administrative, and public service benefits and costs associated with annexation of areas within the existing SOI, and potential changes to the existing SOI. It is the City's intent that such a study will produce recommendations for changes boundaries, strategies for public services, improvements to infrastructure and public facilities, costs associated with serving areas outside the existing City limits, financing strategies, and potential public service efficiencies that could be available through annexation and changes to the SOI. Such as study does not require CEQA review, but this chapter of the EIR is intended nonetheless to conceptually describe some of the environmental consequences of possible future development in the existing SOI and possible future development within an expanded SOI.

Because information on the location, nature, size, and timing of future development within the City's existing SOI south of the Yuba River and the proposed SOI expansion area are not known, the impact analysis contained in Chapter 5 of this EIR is necessarily conceptual. Future CEQA review would be required for projects requiring annexation and changes to the SOI.



**Exhibit 5-1. Area of Referral and Potential Planning and Development**

## **5.1 ANALYSIS**

### **5.1.1 AESTHETICS**

Areas within the existing SOI outside of the City limits and in the balance of the Area of Referral have a range of land cover, from housing and non-residential development to undeveloped open space to agricultural land, and public facilities and infrastructure. Future development outside of the City limits within the existing City SOI and within the balance of the Area of Referral could change the visual character significant, add lighting and sources of glare, and affect views that are considered scenic by residents, employees, and visitors.

Land development and public facility and infrastructure improvements required to serve development could change visual conditions, as open viewsheds are replaced with urban development and as exiting developed areas have higher density and intensity development added. Development in these areas would increase nighttime lighting levels and glare and could limit views of the nighttime sky.

Future development outside of the City limits within the existing City SOI and within the balance of the Area of Referral could convert existing agricultural and open space areas outside of the Marysville Ring Levee to urban development, fundamentally changing the character of these areas and views of and across these areas. Development in undeveloped areas could impede existing views of the Sutter Buttes and the Sierra Nevada foothills and Sierra Nevada mountain range.

### **5.1.2 AGRICULTURE RESOURCES**

Much of the undeveloped areas in the Area of Referral are active agricultural areas. While most of the undeveloped areas in the Area of Referral are not Prime Farmland, as defined by the California Department of Conservation (DOC), there is some Prime Farmland, as well as Farmland of Statewide Importance (DOC 2018). Future development outside of the City limits within the existing City SOI and within the balance of the Area of Referral could directly convert Important Farmland, which would result in an adverse impact. In addition, residential development adjacent to ongoing agricultural operations could create pressure to convert additional land to uses other than agricultural, and vehicular traffic associated with future development could create challenges for moving agricultural equipment, which would also result in adverse impacts.

### **5.1.3 AIR QUALITY**

Air quality in the region does not meet certain standards for ozone and particulate matter. Construction and operation of future development outside of the City limits within the existing City SOI and within the balance of the Area of Referral could have a long-term impact on the region's ability to attain and maintain national and California ambient air quality standards, although development in these areas would not necessarily exceed development assumptions embodied within air quality attainment planning.

Construction-related activities associated with development and public infrastructure improvements in the Area of Referral would result in temporary emissions of criteria air pollutants and ozone precursors from ground-disturbing activities (e.g., excavation, grading, and clearing); exhaust emissions from use of off-road equipment, material delivery, and construction worker commutes; building demolition and construction; asphalt paving; and application of architectural coatings. Particulate matter in particular could be reduced through compliance with standard Feather River Air Quality Management District construction mitigation recommendations.

Operational activities would result in long-term emissions of criteria air pollutants and ozone precursors from area, energy, mobile, and stationary sources. Emissions from architectural coatings and consumer products are anticipated to decline in the future due to increasingly strict regulations around the volatile organic compound (VOC) content of architectural coatings and consumer products. Mobile source emissions are a primary source of air pollutant emissions, which would increase with development in the Area of Referral, and would depend on the degree to which higher-density, mixed-use development that promotes bicycle, pedestrian, and transit access is featured as a part of such development, and the quality of the supportive transportation network for bicycle, pedestrian, and transit access.

It is possible that future development in the Area of Referral could involve exposure of sensitive uses, such as schools, daycare centers, parks and playgrounds, and medical facilities to substantial pollutant concentrations. The primary pollutant of concern as it relates to substantial pollutant concentrations generated during construction activities is diesel particulate matter. It is possible that very large-scale development within the Area of Referral adjacent to sensitive uses could generate problematic levels of diesel particulate matter from the use of off-road diesel-powered equipment required for site grading and excavation, paving, and other construction activities.

During operational phases of possible future development within the Area of Referral, if there are proposed gasoline dispensing facilities and diesel-fueled back-up generators, industrial land uses that involve stationary sources, manufacturing processes and large-scale commercial, warehousing, logistics, or other uses that could potentially attract heavy truck traffic, and if such uses are near sensitive receptors, this could lead to toxic air contaminant and health risk impacts.

Future development within the Area of Referral could lead to odors that could adversely affect existing and future odor-sensitive uses. During construction, the predominant source of power for construction equipment is diesel engines. Odors from these sources would be localized and generally confined to the immediate area surrounding the development area. Operationally, the following land use types are widely considered major sources of odors: wastewater treatment and pumping facilities, chemical manufacturing facilities, sanitary landfills, fiberglass manufacturing facilities, transfer stations, painting/coating operations (e.g., auto body shops), composting facilities, food processing facilities, confined animal facilities, asphalt batch plants, rendering plants, metal smelting plants, and coffee roasters. If such uses are proposed and developed within the Area of Referral in the future, depending on the location relative to odor-sensitive uses, this could lead to an impact.

#### **5.1.4 BIOLOGICAL RESOURCES**

Development within the Area of Referral could adversely affect biological resources. The Area of Referral encompasses a variety of land cover types such as agricultural land, riparian, wetland, woodland, herbaceous, and developed, among others. With the exception of urban developed land, the other land cover types provide a variety of habitat types for numerous wildlife and plant species. Therefore, future development within the Area of Referral could lead to loss of sensitive natural communities, loss of nesting and/or foraging habitat for special-status species, as well as the potential for direct “take” of special-status wildlife species. In addition to potential direct loss of special-status plant species (from construction activities such as clearing and grading), indirect special-status plant losses could occur from the spread of noxious weeds. Indirect loss of riparian and wetland habitat types could occur from changes to hydrologic connectivity. Construction activities such as grading could result in the removal, fill, hydrologic interruption, or other adverse impact to state and federally protected wetlands and other waters. Increased human disturbance may also have a negative impact on established native

resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Finally, portions of the Area of Referral may be situated within the boundaries of the Yuba Sutter Regional Conservation Plan, and therefore could result in conflicts with this plan that was adopted to protect biological resources unless avoidance and minimization measures are incorporated into future development and infrastructure improvements. Any of these actions would result in an adverse impact.

### **5.1.5 CULTURAL AND TRIBAL CULTURAL RESOURCES**

The Area of Referral has a similar ethnographic history as described for the city of Marysville, including prehistoric Native American peoples: the Area of Referral is situated within the lands occupied and traditionally used by the Nisenan, sometimes referred to as the Southern Maidu. Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Europeans first explored the area that is now Yuba County in 1808, when Spanish explorer Gabriel Moraga led an expedition from Mission San Jose to the northern Sacramento Valley. The earliest Euroamerican settlements in what is now Yuba County coincided with the establishment of land grants by the Mexican government. Precontact and historic-era archaeological sites are likely to be present in a variety of locations throughout the Area of Referral. Grading, excavation, or other ground-disturbing activities associated with construction of future development could disturb or damage unique archaeological resources from precontact and historic-era sites. Furthermore, the known occupation by precontact (Native American) and historic-era settlers in currently undeveloped land within the Area of Referral indicates that there is a potential that construction of new development could encounter previously unknown human remains from these time periods. Similarly, because the Area of Referral and vicinity are known to have been used by Native American groups during the ethnohistoric and precontact periods, Tribal Cultural Resources could be present. Precontact resources also may be considered Tribal Cultural Resources and can include sites, features, and objects that are listed on the California Register of Historical Resources (CRHR), eligible to be listed, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Damage or destruction of any of these resources during construction activities associated with future development would result in an adverse impact.

Large tracts of land within the Area of Referral were in the past, and still consist today, of agricultural land including row crops and orchards. However, much of the Area of Referral has been and continues to be in the process of developing, particularly around the communities of Linda, Olivehurst, and Plumas Lake. Older buildings within the existing developed areas could qualify as historic structures or historic districts, and could be eligible for listing on the CRHR and/or the National Register of Historic Places. Therefore, depending on the nature of future development, if existing buildings and structures were modified by demolition, deconstruction, relocation, or alteration; or if new land uses or incompatible infill development occurred within identified historic districts in a way that adversely affects the setting, then an adverse impact to historical resources could occur.

### **5.1.6 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES**

The Area of Referral includes the same regional and local geologic setting as the city of Marysville, which consists of generally flat alluvial basin land on the eastern side of the Sacramento Valley. The potential presence of unique paleontological resources depends on the types of geologic formations that are present. The Area of Referral consists of similar geologic formations as the city: Holocene-age natural and man-made levee deposits and basin deposits (which are too young to contain unique paleontological resources), and the Pleistocene-age Modesto and Riverbank Formations (which are considered to be of high paleontological sensitivity due to the



number of vertebrate fossils that have been found in these formations in other locations throughout the Central Valley; see Table 4.6-1). Therefore, construction activities such as grading and excavating that are associated with future development in the Area of Referral could accidentally damage or destroy unknown unique paleontological resources that may be present in the Modesto and Riverbank Formations, thus resulting in an adverse impact.

There are no active faults in the vicinity of the Area of Referral, thus surface fault rupture would not represent a hazard. However, seismic activity on regional faults could result in strong seismic ground shaking throughout the Area of Referral. In areas of where there is a shallow groundwater table and unconsolidated Holocene-age alluvial deposits are present, liquefaction is a potential hazard. In addition, discrete areas of unstable or expansive soils could be present throughout the Area of Referral. However, all new construction would be required by law to implement the engineering and design requirements contained in the California Building Standards Code. The California Building Standards Code philosophy focuses on “collapse prevention,” meaning that structures are designed for prevention of collapse for the maximum level of ground shaking that could reasonably be expected to occur at a site. The California Building Standards Code requires site-specific investigations (geotechnical reports) related to seismic ground shaking, liquefaction, and unstable soil conditions such as expansive soil. Therefore, adverse impacts would be unlikely to occur.

In general, new urban development in the Area of Referral would be required to connect to regional wastewater treatment systems. However, new development in some rural, undeveloped areas could include the installation of on-site wastewater treatment systems (septic systems). The soil suitability for individual septic systems is site-specific and must be determined on a case-by-case basis following a “perc” test. In most instances, a licensed engineer can design an alternative septic system that is suitable for single-lot residential use even where soil conditions are not optimal. Any on-site septic systems must meet the engineering and design requirements that are specified in County Municipal Code Chapter 7.07 and the County’s *On-Site Sewage Manual* (Yuba County Division of Environmental Health 2018). Therefore, substantial adverse impacts would be unlikely to occur.

Through the California Geological Survey’s mineral land classification program, the Area of Referral has been classified as either MRZ-1 or MRZ-4 (O’Neal and Gius 2018). These areas do not contain regionally or locally important mineral resources, and therefore future development throughout the Area of Referral would not result in an adverse impact from loss of availability of important mineral resources.

### **5.1.7 GREENHOUSE GAS EMISSIONS AND ENERGY**

Greenhouse gas emissions (GHGs) have the potential to adversely affect the environment because such emissions contribute cumulatively to global climate change. The transportation sector (predominantly from vehicles) produces the most GHG emissions. There is a direct link between the vehicle miles traveled (VMT) and GHG emissions. GHGs are not monitored at local air pollution monitoring stations and do not represent a direct impact to human health. Rather, GHGs generated locally contribute to global concentrations of GHGs, which result in changes to the climate and environment. Future development within the Area of Referral would include construction and operation of urban land uses and infrastructure improvements that would generate GHG emissions associated with intermittent and temporary construction, along with long-term operations of future land uses. These GHG emissions could result in cumulatively significant adverse impacts.

The transportation sector is also the largest consumer of energy, although energy is consumed from residential and commercial/industrial building usage. Energy is consumed in the built environment primarily in the form of

electricity and natural gas, and by transportation uses primarily in the form of gasoline and diesel fuel. There is a direct link between VMT and energy use. Therefore, travel demand-reducing features of future projects proposed within the Area of Referral will be important for consideration in assessments of energy efficiency in future site-specific CEQA documents, in order to reduce potential adverse impacts.

### **5.1.8 HAZARDS AND HAZARDOUS MATERIALS**

Development occurring throughout the Area of Referral would result in an increase in the routine transport, use, and/or disposal of hazardous materials, which could result in greater exposure of the public to such materials and exposure of increasing numbers of people through either routine use or accidental release. However, all projects that would use hazardous materials on site would be required to obtain permits and comply with a multitude of federal, state, and local regulatory agency standards designed to avoid hazardous waste releases and protect the public health. Similarly, homeowners and agricultural operators are required to read and follow the manufacturer's labelling instructions for use and disposal of pesticides, herbicides, and other chemicals. Prior to conducting excavation activities, standard procedure for all construction contractors is to contact USA North to determine the locations of any underground utilities and mark the locations for avoidance. Therefore, adverse impacts from future development within the Area of Referral are unlikely.

Within the Area of Referral, existing and future schools are located in developed areas, where either existing residences are already present, or where schools are constructed concurrently with surrounding new development. It is possible that an applicant could propose a project that could emit or handle hazardous waste within one-quarter mile of the existing schools or any new school that may be proposed in the future, which could result in an adverse impact.

Within the Area of Referral, there are currently only five open, active hazardous materials sites that are on the Cortese List (State Water Resources Control Board 2024). In the future, additional hazardous material sites within the Area of Referral could be added to the list, and when the active sites are remediated in the future they would be closed. It is possible that future development within the Area of Referral could be proposed for a location that is on the Cortese List. Without proper controls in place, construction on such a site could result in accidental contamination of the environment and exposure of workers to human health hazards, which would be an adverse impact.

Most of the Area of Referral is within either the Yuba County Airport Sphere of Influence (SOI) area (see Exhibit 4.8-5) or the Beale Air Force Base SOI (see Exhibit 4.8-6). Future land uses within these two areas are subject to the Airport Land Use Compatibility Plans adopted for each airport. Land uses that can result in airport hazards include tall buildings, exposure of people on the ground to excessive noise, flashing lights that can be mistaken for airport lights, glare (such as from large solar development projects), use or storage of large quantities of flammable materials or hazardous materials in proximity to approach/departure zones, or creation new wildlife attractants (such large stormwater runoff basins that hold water for long periods of time). Future development within the Area of Referral could result in the creation of any of these hazards, which would be an adverse impact.

Future development in currently undeveloped portions of the Area of Referral would result in additional residences and businesses that would require evacuation in case of an emergency. This would increase the number of cars on the existing roadways, which could, depending on the population increase, result in interference with

emergency response and/or evacuation plans. A lack of roadway carrying capacity in the event of a large-scale evacuation could result in an adverse impact.

### **5.1.9 HYDROLOGY AND WATER QUALITY**

As with the city of Marysville, the Area of Referral is within the Sacramento Valley Hydrologic Region, and most of the Area of Referral is also in the Lower Feather River subwatershed. The southern end of the Area of Referral, near Plumas Lake, is within the Bear River subwatershed. The Area of Referral is situated on the flat alluvial lands in the Sacramento Valley, has the same climate, and receives a similar amount of monthly and yearly rainfall as the city.

Portions of the Area of Referral have historically been subject to flooding from the Yuba, Feather, and Bear Rivers; however, there are State Plan of Flood Control levees in place to protect existing and future development and existing agricultural land from flooding (see Exhibit 4.9-1). Much of the Area of Referral is also subject to 200-year flooding, which is regulated by the Central Valley Flood Protection Board. The Area of Referral is situated within the Sacramento Valley Groundwater Basin, but overlies the South Yuba groundwater subbasin (the city of Marysville overlies the North Yuba Subbasin). Groundwater in both subbasins is managed jointly by three groundwater sustainability agencies (Yuba Water Agency, Cordua Irrigation District, and the City of Marysville) through administration of an adopted Groundwater Sustainability Plan under the Sustainable Groundwater Management Act.

Future development in the Area of Referral, along with utilities and public facilities required to serve such development, would increase the potential for construction and operation-related erosion, and transport of sediment and other pollutants into downstream waterbodies that could degrade water quality. However, all new development that disturbs one acre or more of land is required by law to comply with the National Pollutant Discharge and Elimination System by preparing a Stormwater Pollution Prevention Plan (which must be approved by the Central Valley Regional Water Quality Control Board) and implementing site-specific Best Management Practices (BMPs) that are specifically designed to reduce erosion and pollutant transport. During the operation phase, projects are required by law to implement site-specific BMPs under the regional General Permit for Small Municipal Separate Storm Sewer Systems (MS4 Permit), which specifies the actions necessary to reduce the discharge of pollutants in stormwater to the maximum extent practicable, in a manner designed to achieve compliance with water quality standards and objectives, and methods to effectively prohibit non-stormwater discharges into municipal storm drain systems and watercourses. Therefore, adverse impacts to water quality from construction and operation are unlikely.

Future development in the Area of Referral would increase the demand for water supply, including groundwater, which could result in conflicts with sustainability planning for the South Yuba Groundwater Subbasin. In addition, future development would result in the construction of new impervious surfaces which would reduce the amount of rainfall that percolates through the ground to replenish the groundwater aquifer, which could also result in an adverse impact. The new impervious surfaces from stormwater runoff in the Area of Referral, particularly in areas that are presently undeveloped, could overload the capacity of existing drainage systems resulting in flooding. Although most of the Area of Referral is protected from 100-year flooding by State Plan of Flood Control Levees along the rivers, there are localized areas of 100-year flood zones that have been mapped by the Federal Emergency Management Agency throughout the Area of Referral (California Department of Water



Resources [DWR] 2024). Furthermore, most of the Area of Referral is subject to 200-year flooding (DWR 2024). Therefore, adverse impacts related to groundwater, stormwater drainage systems, and flooding could occur.

### **5.1.10 LAND USE AND PLANNING**

There are several developed communities in the Area of Referral, including Linda, Olivehurst, and Plumas Lake. Portions of the Area of Referral are developed with homes, apartment buildings, school, restaurants, retail and commercial services, educational and other civic services, parks, and other uses, and much of the Area of Referral consists of agricultural land (row crops and orchards) with scattered rural residences. Future development within the Area of Referral would result in additional new development near the three developed areas mentioned above, and new connections would be established as the areas in between these communities were developed. It is possible that new transportation facilities or other public facilities or infrastructure required to serve development within the Area of Referral or development elsewhere could physically divide existing communities without appropriate planning.

Similarly, without sound land use and transportation planning, it is possible that future development with the Area of Referral could have conflicts with aspects of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The MTP/SCS includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development, reducing the growth in vehicle miles traveled and associated greenhouse gas emissions. Principles from the proposed 2050 General Plan could be applied to the Area of Referral, which would ensure consistency with the forthcoming Blueprint 2025, which represents SACOG members' collective vision to foster a connected region, offering diverse transportation options, affordable housing, and equitable investments to ensure all community members have access to a safe and thriving environment.

As described previously, the General Plan itself does not establish the City's SOI. SOI changes are adopted through a separate process that would often follow a general plan update. SOI changes can be recommended by the City and must be approved by the Yuba County LAFCO. The Area of Referral represents the possible future maximum extent of an expanded City SOI in the future. Any future site-specific development would require separate CEQA analyses.

Any future changes to the City's SOI would, among other things, involve coordination with the Sacramento Area Council of Governments as the Airport Land Use Commission for airports within Yuba and Sutter counties.

### **5.1.11 NOISE AND VIBRATION**

In the developed communities of Linda, Olivehurst, and Plumas Lake in the Area of Referral, existing noise sources consist of vehicular traffic along roadways, and stationary and area noise from landscape and building maintenance activities (e.g., hand tools, power tools, lawn and garden equipment); voices; amplified music; mechanical equipment (e.g., pumps, generators heating, ventilation, and cooling systems); loading dock activities; parking lots; garbage collection; and other noise sources including aircraft overflights. In the undeveloped portions of the Area of Referral, existing noise sources consist primarily of agricultural equipment and vehicular traffic noise on local roadways.

Future vehicular traffic along existing and new streets and the state highways in the Area of Referral could expose existing or future noise-sensitive uses to unacceptable levels of transportation noise, which would result in an

adverse impact. Future development in the Area of Referral could include residential; commercial, office, and industrial; open space and recreation; and institutional and public facilities (including fire stations and schools). These new land uses would result in the generation of new stationary source noise as described above. Noise would also be generated by construction equipment. Where noise-sensitive receptors are or would be present, stationary source noise levels could exceed the applicable noise thresholds, which could result in an adverse impact.

Temporary construction and demolition activities associated with future development in the Area of Referral could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used, the location of construction activities relative to sensitive receptors, and operations/activities involved. Also, new development in proximity to existing rail lines could be subject to operational-source vibration. If temporary or permanent vibration levels were to exceed the applicable thresholds, an adverse impact could occur.

Future development in the Area of Referral would result in an increase in residents, workers, and recreationists exposed to aircraft noise within the aircraft overflight zones of the Yuba County Airport and Beale Air Force Base. The ALUCPs require that as a condition of local agency approval of residential development within the airports' primary aircraft overflight areas (Review Area 2 shown in Exhibits 4.8-5 and 4.8-6), an overflight notification must be recorded in accordance with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. However, a land use proposed by a future project applicant could conflict with the ALUCPs as related to noise exposure, which could result in an adverse impact.

### **5.1.12 POPULATION AND HOUSING**

The proposed 2050 General Plan provides estimates of population and housing increases that are anticipated within the City limits through buildout of the proposed 2050 General Plan and Downtown Specific Plan. Future development in the Area of Referral would accommodate an increase in the population and additional housing. It is not possible for the City to make definitive estimates of population increases in the Area of Referral because the locations and amounts of future development are unknown at this time. However, substantial future population increases in the Area of Referral, and the construction of new housing development to serve that population, could result in adverse environmental impacts as described in the other topic area sections of Chapter 5.

Because the undeveloped portions of the Area of Referral consist primarily of agricultural land with scattered rural residences, if any such rural residences were demolished as part of future projects, such actions would only occur through the actions of willing sellers who would be able to relocate to other areas in Yuba County, California, or other states. A new supply of housing would be provided as each development project was implemented. Therefore, an adverse impact is unlikely to occur from substantial displacement of housing.

### **5.1.13 PUBLIC SERVICES AND RECREATION**

Future development in the Area of Referral would result in new residential; commercial, office, and industrial; open space and recreation; and institutional and public facilities (including schools). These new land uses would result in an increased demand for fire and police protection services. The Area of Referral, including Linda, Olivehurst, and Plumas Lake, is currently provided with police protection services by the Yuba County Sheriff. Fire protection services are currently provided by the Linda Fire Protection District (which provides services to Linda and Plumas Lake) and the Olivehurst Fire Department. Future development in the Area of Referral would

likely require additional police and fire personnel, as well as new police and fire stations, in order to meet acceptable service ratios and response times. The northern portion of the Area of Referral is currently served by the Marysville Joint Unified School District, and Plumas Lake is served by the Plumas Lake Elementary School District and the Wheatland Union High School District. The increase in population associated with the new development in the Area of Referral would require additional K–12 schools in order to serve the additional demand. Finally, the increased population associated with new development in the Area of Referral would also require the development of new parks and recreational facilities in order to meet the requirements of the Quimby Act. If insufficient park facilities are constructed such that demand is not met, then deterioration of existing recreational facilities could occur. The construction of all of these new public services and parks throughout the Area of Referral would have the potential to result in a variety of adverse environmental impacts, such as air and GHG emissions, noise, loss of special-status wildlife and plant habitat, damage to or destruction of archaeological and paleontological resources, and traffic.

#### **5.1.14 TRANSPORTATION**

The existing transportation network in the Area of Referral includes State Route 70 and State Route 65 (maintained by the California Department of Transportation). Several arterial streets, which typically include two lanes in each direction, provide mobility for higher traffic volumes within the developed communities of Linda, Olivehurst, and Plumas Lake. However, most of the transportation network in the Area of Referral consists of smaller collector streets and local streets. Pedestrian and bicycle facilities such as sidewalks and bike lanes are present on streets within the developed communities of Linda, Olivehurst, and Plumas Lake. Yuba-Sutter Transit operates bus services within these three developed communities, providing connectivity both within these areas and to other communities.

Future development within the Area of Referral could result in adverse impacts from conflicts with a program, plan, ordinance, or policy addressing the circulation system, due to a lack of adequate transit, roadway, bicycle, and pedestrian facilities in the existing transportation network that would not be able to accommodate large amounts of new development. Depending on the nature of future urban development in the Area of Referral, it is possible that the rate of VMT per capita and per employee may not be efficient enough, and therefore this could lead to an adverse impact related to VMT. Whether future development is VMT efficient or inefficient depends on whether complementary uses (residences and destinations) are constructed in close proximity to one another, the degree to which development is land efficient, the quality of the bicycle/pedestrian/transit network, the connectivity of the transportation network, and similar factors.

Without proper design and planning controls, new development in the Area of Referral could result in an increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections), and particularly from hazards associated with incompatible roadway uses from adjacent farm equipment traveling on local roadways, as well as inadequate emergency access, all of which would result in adverse impacts.

#### **5.1.15 UTILITIES AND SERVICE SYSTEMS**

The Olivehurst Public Utility District provides water supply and wastewater services to the communities of Olivehurst and Plumas Lake. The Linda County Water District provides water supply and wastewater services to the community of Linda. Future urban development within the Area of Referral would result in increased demand for potable water supply. Senate Bill (SB) 610 (California Water Code Section 10910) requires that a Water

Supply Assessment (WSA) be prepared to determine whether projected water supplies will meet the projected water demand associated with site-specific projects. Sufficient water must be available to supply a proposed project during normal, dry, and multiple-dry water years over a period of 20 years. The WSA must also include information about the water supply entitlements, water rights, and water service contracts that would be used to supply a proposed project. WSAs are required for residential projects proposing 500 or more units; shopping centers over 500,000 square feet; businesses employing more than 1,000 people; commercial buildings more than 250,000 square feet; hotels with more than 500 rooms; and proposed industrial, manufacturing, or processing plants, or an industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area (California Water Code Section 10912[a]). The purpose of the WSA is to ensure that adverse impacts related to increased demand for both surface and groundwater supplies do not occur.

Wastewater treatment for all three of the existing developed communities within the Area of Referral is provided by the Linda County Water District's Regional WWTP. The Regional WWTP is currently permitted to treat and discharge 2.6 million gallons per day (MGD) and has a total design capacity of 5 MGD. Future urban development within the Area of Referral would result in increased demand for wastewater treatment. If the increased demand were to grow beyond the Regional WWTP's design capacity of 5 MGD, then expansion of the WWTP would be necessary, which could result in adverse operational environmental impacts to water quality (from discharge to the Feather River), and adverse construction-related impacts such as air and GHG emissions, noise, loss of special-status wildlife and plant habitat, and damage to or destruction of archaeological and paleontological resources.

Solid waste generated in the Area of Referral is collected by Recology Yuba-Sutter and transferred to the Recology Ostrom Road Landfill in Wheatland. Assembly Bill (AB) 341 established that at least 75 percent of the solid waste that is generated must be source-reduced, recycled, or composted by the year 2020. Future urban development within the Area of Referral would result in increased generation of solid waste that would require disposal at the Ostrom Road Landfill. The Ostrom Road Landfill currently has a maximum permitted capacity of 43,467,231 cubic yards, a current remaining capacity of 39,223,000 cubic yards, and an estimated closure date of December 31, 2066 (California Department of Resources Recycling and Recovery 2024). Over time, increased urban development in the Area of Referral could result in the need for expansion of the Ostrom Road Landfill in order to meet the demand. Furthermore, new development would need systems in place to implement the source-reduction, recycling, and composting requirements of AB 341. Expansion of the existing landfill could result in adverse operational environmental impacts related to groundwater quality, odorous air emissions, noise, and traffic; as well as construction-related impacts such as air and GHG emissions, noise, loss of special-status wildlife and plant habitat, and damage to or destruction of archaeological and paleontological resources.

### **5.1.16 WILDFIRE**

The Area of Referral is situated on flat alluvial land on the east side of the Sacramento Valley. The land cover types consist primarily of developed urban land, and agricultural land (row crops and orchards). The Area of Referral is classified by the California Department of Forestry and Fire Protection (CAL FIRE) as a Local Responsibility Area, and there are no very high, high, or moderate wildfire hazard zones that have been designated within the Area of Referral (CAL FIRE 2024). The nearest fire hazard severity zones that are classified as "high" or "very high" by CAL FIRE are located approximately 10 to 15 miles east of the Area of Referral. Therefore, adverse impacts from wildland fires are unlikely.

## 6 OTHER CEQA CONSIDERATIONS

This chapter addresses other CEQA considerations that are required as part of an EIR. These considerations are:

- ▶ Cumulative Impacts (Section 6.1);
- ▶ Growth-Inducing Impacts (Section 6.2);
- ▶ Significant Irreversible Environmental Changes (Section 6.3); and
- ▶ Significant Unavoidable Environmental Effects (Section 6.4).

### 6.1 CUMULATIVE IMPACTS

#### 6.1.1 INTRODUCTION

This section provides an analysis of the cumulative impacts of the proposed 2050 General Plan and Downtown Specific Plan considered together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the CEQA Guidelines. Cumulative impacts are defined in CEQA Guidelines Section 15355 as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact occurs from “the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines Section 15355[b]).

Consistent with CEQA Guidelines Section 15130(a), the discussion of cumulative impacts in this Draft EIR focuses on significant and potentially significant cumulative impacts. CEQA Guidelines Section 15130(b), in part, provides the following:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

#### 6.1.2 METHODS OF ANALYSIS

For the purposes of evaluating cumulative impacts, the CEQA Guidelines recommend the use of one of two methods to determine the scope of projects to be considered:

- ▶ **List method** – A list of past, present, and probable future projects producing related or cumulative impacts.
- ▶ **Plan method** – A summary of projections contained in adopted general plans or related planning documents, or in a prior environmental document that has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact.

This analysis uses the plan method.

### 6.1.3 GEOGRAPHIC SCOPE

The geographic scope that influences the cumulative impact analysis varies depending on the issue topic. For example, the cumulative geographic scope for air pollutant impacts, such as those related to emissions of ozone precursors, is very broad, encompassing large areas within the same air basin. The cumulative geographic scope for stationary source noise impacts, on the other end of the spectrum, is relatively narrow, since noise attenuates substantially with distance, making impacts more localized.

Table 6-1 provides information on the geographic scope considered for cumulative impacts for the resource areas addressed in this EIR.

**Table 6-1. Geographic Scope of Cumulative Impacts**

Issue Area	Geographic Area
Aesthetic Resources	Southwestern Yuba County and southeastern Sutter County
Agricultural Resources	Southwestern Yuba County and southeastern Sutter County
Air Quality	Sacramento Valley Air Basin; odor impacts are localized
Biological Resources	Southwestern Yuba County and southeastern Sutter County
Cultural Resources	Southwestern Yuba County and southeastern Sutter County
Geology, Soils, Minerals, and Paleontological Resources	Sacramento Valley
Greenhouse Gas Emissions (GHG)	Global, regional, and local (Marysville and vicinity)
Hazards and Hazardous Materials	City of Marysville
Hydrology and Water Quality	Sacramento River Hydrologic Basin
Land Use, Housing and Population	Southwestern Yuba County and southeastern Sutter County
Noise and Vibration	Effects are generally localized, including train noise; traffic noise impacts occur along local, countywide, and regional roadways affected substantially by 2050 General Plan traffic.
Parks and Open Space	Southwestern Yuba County and southeastern Sutter County
Public Services	Southwestern Yuba County and southeastern Sutter County
Transportation and Circulation	Regional and local facilities affected by the proposed project
Utilities and Service Systems	City of Marysville

### 6.1.4 REGIONAL GROWTH PROJECTIONS

Marysville is in southwestern Yuba County. The cumulative context for this analysis is based on regional growth projections, particularly in southwestern Yuba County, as well as southeastern Sutter County, which includes Yuba City.

#### YUBA COUNTY GENERAL PLAN

Yuba County occupies portions of California's Central Valley and Sierra Nevada foothills and mountains. Yuba County encompasses approximately 644 square miles and is generally bounded by the Feather River on the west, the Bear River on the south, and Honcut Creek on the north. The easterly boundary is not defined by natural

features, but is generally located along the alignment of State Route (SR) 49. Yuba County is composed of three general physiographic regions: the Sacramento Valley, Sierra Nevada foothills, and Sierra Nevada mountains. This cumulative analysis is focused on the Sacramento Valley portion of Yuba County, which is dominated by agriculture (field and tree crops, and rice), and includes the incorporated cities of Marysville and Wheatland, and urbanized unincorporated communities such as Linda and Olivehurst, as well as the Plumas Lake development – all south of Marysville along SR 65/70. These four developed areas comprise the County’s largest population centers.

Historically, Yuba County has attracted agricultural-based industries and has relied on these types of industries for employment. Also, since the 1940s, Beale Air Force Base has been a major employer of both military and civilian personnel. Recently, the employment base and local economic activity has started to diversify. In the last decade, many of the new jobs that have been created are in the service sector, government, retail, transportation, public utilities, and construction.

Development in the County is forecast to occur primarily along the SR 65 and SR 70 transportation corridors. The Yuba County General Plan EIR estimated that at full buildout of the 2030 General Plan, the construction of between 32,000 and 42,000 housing units could occur; there could be 80,000 to 100,000 additional people living in unincorporated areas of Yuba County; and between 47,000 and 67,000 new jobs could be created (AECOM 2011). The Sacramento Area Council of Governments (SACOG) adopted land use assumptions for the 2025 Blueprint show growth in unincorporated Yuba County of 8,815 housing units and 6,965 jobs between 2020 and 2050 (though the County’s General Plan and the Sustainable Communities Strategies have very different purposes and would normally have different land use change assumptions as a result).

## **YUBA CITY GENERAL PLAN**

Yuba City is in Sutter County, immediately adjacent to and west of Marysville, on the west side of the Feather River. The Yuba City planning area extends south to the unincorporated community of Bogue. The Yuba City General Plan notes that growth in Yuba City has historically been strong, with the population nearly doubling every 20 years since 1940. The population in 2000 was approximately 57,000. In 2004, the Yuba City General Plan estimated (based on SACOG forecasts at the time) that the population within the City limits would increase to 68,150 by the year 2025. The current population is 70,256. The 2004 Yuba City General Plan indicated that Yuba City expected to add approximately 11,500 jobs by the year 2020, which would represent a 68-percent increase for the City (Dyett & Bhatia 2004). Growth is forecast to occur primarily to the south along the SR 99 corridor.

## **SACRAMENTO AREA COUNCIL OF GOVERNMENTS’ METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY AND 2025 BLUEPRINT**

SACOG’s 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) includes a regional-scale land use change scenario covering the period from 2016 to 2035 and 2040 (SACOG 2019). The cumulative analysis in this section includes consideration of housing and employment growth for the six-county SACOG region, which includes the City of Marysville. Local general plans, specific plans, and other vested development rights form the foundation of the land use assumptions used by SACOG for future projections.<sup>1</sup>

---

<sup>1</sup> SACOG does not regulate local land use authority or preclude a local jurisdiction from planning and approving growth that is different in terms of total units or geographic extent.

SACOG’s MTP/SCS is updated every four years, and SACOG is working on the next update now. This update will be known as 2025 Blueprint (SACOG 2024).

In June of 2024, the SACOG Board of Directors adopted land use assumptions – a critical component required to update the MTP/SCS (this time known as the “2025 Blueprint”). Table 6-2 below shows the dwelling units and Table 6-3 shows the jobs in the year 2020, 2035, and 2050. As illustrated in Table 6-2 and Table 6-3, the region as a whole is expected to grow in the amount of housing and jobs, with the number of housing units increasing throughout the region by almost 30 percent by 2050 and the number of jobs increasing by 23 percent over this same period. Within Yuba County as a whole, SACOG’s land use assumptions show a similar level of growth, with the total number of housing units increasing by 30 percent and the number of jobs increasing by 29 percent. Within Marysville, however, SACOG envisions relatively less growth, with an eight percent increase in housing units by 2050 and a five percent increase in the number of local jobs. The City is planning for a relatively higher level of investment during the planning horizon for the proposed 2050 General Plan and Downtown Specific Plan.

**Table 6-2. SACOG Existing and Projected Dwelling Units, 2020–2050**

Geography	2020	2035	2050	Growth '20-'35	Growth '20-'50
Yuba County	29,670	35,015	38,485	18%	30%
Marysville	5,450	5,705	5,880	5%	8%
Wheatland	1,430	1,780	2,295	24%	60%
Sutter County	34,740	39,120	42,665	13%	23%
Yuba City	26,390	29,685	31,815	12%	21%
Sacramento County	584,250	680,095	755,285	16%	29%
Yolo County	80,060	94,820	107,480	18%	34%
Placer County	155,920	187,550	210,360	20%	35%
El Dorado County	67,060	71,100	75,415	6%	12%

Source: SACOG 2024



**Table 6-3. SACOG Existing and Projected Employment, 2020–2050**

Geography	2020	2035	2050	Jobs '20-'35	Jobs '20-'50
Yuba County	23,930	26,770	30,895	12%	29%
Marysville	8,340	8,495	8,740	2%	5%
Wheatland	780	1,025	1,180	31%	51%
Sutter County	35,180	39,490	42,855	12%	22%
Yuba City	28,420	31,770	34,595	12%	22%
Sacramento County	729,560	820,910	875,900	13%	20%
Yolo County	113,290	128,105	141,105	13%	25%
Placer County	174,030	210,805	237,065	21%	36%
El Dorado County	51,580	57,495	62,745	11%	22%

Source: SACOG 2024

As of 2020, the ratio of jobs to housing units in the region is 1.18. Assuming that most of the labor force in the region works in the region, or that to the extent there are out-commuters, and there are an equal number of in-commuters, this figure of 1.18 jobs per dwelling unit can be considered “balanced.” By 2050, the regional jobs-to-housing ratio decreases to 1.13. Of the counties in the SACOG region, Placer and Sacramento counties are closest to the regional balance as of 2020, and according to the adopted land use assumptions for the 2025 Blueprint, this would also be true in 2050. For both 2020 and 2050, Yuba County is housing-rich, and Marysville is jobs-rich.

The proposed 2050 Marysville General Plan and Downtown Specific Plan support the SACOG 2025 Blueprint vision by focusing future development in the City limits as infill and reinvestment within the Marysville Ring Levee. Implementation of this type of development in Marysville would help to minimize VMT, greenhouse gas emissions, criteria air pollutant emissions, and other environmental impacts. As detailed in the Circulation Element of the proposed 2050 General Plan, Marysville is relatively VMT efficient. The Sacramento Area Council of Governments (SACOG) has prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average. Similarly, SACOG examined relative VMT efficiency for 2040, including growth and development in the region. For 2040, all of Marysville will have per-capita VMT that is 50 to 85 percent of the regional average.<sup>2</sup>

## 6.1.5 CUMULATIVE EFFECTS

CEQA requires a lead agency to undertake a two-step cumulative impacts analysis, and this is how the following analysis is structured (*CBE v. Resources Agency*, supra, 103 Cal.App.4th at p. 120; Public Resources Code Section 21083[b][2]; CEQA Guidelines Section 15355[b] and Section 15064[h][1]):

1. First, the agency must consider whether the combined effects from the proposed project and other projects would be cumulatively significant.
2. Second, the agency must then consider whether the “proposed project’s incremental effects are cumulatively considerable.

<sup>2</sup> For more detail, please see SACOG’s website: <https://sb743-sacog.opendata.arcgis.com/>.

## AESTHETICS

Growth and development in the rural and agricultural areas of southwestern Yuba County and the adjacent southeastern Sutter County from planned regional development would change visual conditions, as open viewsheds on the urban fringe are replaced with urban development. New development outside the city would also lead to increased nighttime light and glare in the region and more limited views of the nighttime sky and skyglow effects. Therefore, the impacts of the planned regional development on aesthetic resources are considered cumulatively significant.

Future infill and redevelopment envisioned in the proposed 2050 General Plan and the Downtown Specific Plan would contribute to local visual impacts. However, the proposed 2050 General Plan contains goals and policies designed to promote quality urban design, preserve open space land (including the associated views) along the Feather and Yuba Rivers, and preserve scenic views from SR 70 over the Yuba River. Furthermore, the proposed project includes updates to the City's Zoning Ordinance and Municipal Code that would result in consistency with the proposed 2050 General Plan. The Zoning Ordinance and Municipal Code contain specific, enforceable provisions related to the preservation of open space, architectural design, building setbacks and height requirements, landscaping, signage, and lighting. Future development would occur primarily in the Downtown Specific Plan Area and in other infill locations; additional recreational uses and mining could occur along the Yuba River; and limited industrial development could occur in the northeast corner of the City limits (which would not be visible from the existing developed areas within the Ring Levee to the southwest). The Downtown Specific Plan Area is developed area. Agricultural and open space areas, which are outside of the Marysville Ring Levee, would continue to be zoned and designated for these uses as they are now. Any future mining activities would be set back from the Yuba River at least 100 feet, would occur outside of the Ring Levee and therefore views from the city would generally be blocked, and would require the approval of reclamation plans designed to protect the environment and restore the area at the conclusion of mining activities. Therefore, the proposed project's contribution to cumulative impacts related to adverse effects on scenic vistas, degradation of visual character, and conflicts with zoning or other regulations governing scenic quality, would be **less than cumulatively considerable**.

The proposed 2050 General Plan policies and Downtown Specific Plan development standards; implementation of the City's design review process; and required compliance with the City's Design Review Manual; and Marysville Municipal Code requirements would reduce light and glare effects. Development would mainly occur in the existing developed areas within the Marysville Ring Levee where existing sources of light and glare are present. While additional infill and reinvestment envisioned under the proposed 2050 General Plan and Downtown Specific Plan would contribute additional sources of nighttime lighting and daytime glare, the contribution would be minor given the level of infill and reinvestment relative to the level of existing development. Therefore, the impact of the proposed project would be **less than cumulatively considerable**.

## AGRICULTURAL RESOURCES

Southwestern Yuba County and southeastern Sutter County are predominantly agricultural in nature with scattered urban centers. Urban development associated with planned regional development considered in this cumulative analysis as and will continue to convert existing agricultural land to other uses—predominantly urban use. Continued urbanization of the region in accordance with applicable land use plans would continue to convert agricultural and open space land to urban uses with residential and commercial buildings and associated streets

and other infrastructure. Therefore, the impact of planned regional development considered in this cumulative analysis on conversion of Important Farmland in the region is a significant cumulatively impact.

The proposed project would not contribute to cumulative impacts related to conversion of Important Farmland because the 2050 General Plan and Downtown Specific Plan are focused on promoting infill development and reinvestment in areas that have already been developed. There are only 36.5 acres of Important Farmland within the City limits, and this acreage is designated and zoned for Open Space so that agricultural activities can continue. Thus, the proposed project would have **no cumulative contribution** to the regional impact related to conversion of Important Farmland to other uses.

## AIR QUALITY

Air quality in the region does not meet State of California standards. Construction and operation of projects accommodated under regional plans could have a long-term impact on a region's emission profile and ability to attain and maintain NAAQS and CAAQS. The cumulative effects from short- and long-term criteria air pollutants generated from the proposed project and past, present, and future planned regional development would create a significant cumulative impact.

Feather River Air Quality Management District (FRAQMD) significance thresholds are intended to be used to judge whether or not the subject project would have a cumulatively considerable impact. Ozone precursor thresholds are set at a level that would, with compliance, prevent further deterioration of ambient air quality and a regionally cumulative significant impact (e.g., worsened status of non-attainment). Particulate matter thresholds for use at the project level were designed to represent the emission levels above which a project's individual emissions would result in a cumulatively considerable contribution to the region's existing air quality conditions. Construction-related and operational criteria air pollutant emissions associated with General Plan would exceed FRAQMD significance thresholds. Thus, the level of construction and operational emissions could conflict with or obstruct implementation of the applicable air quality plan. As such, the proposed project would have a cumulatively considerable contribution to air pollutants in the region. All feasible mitigation is included as policies and strategies of the proposed project, required mitigation, and compliance with existing standards (including FRAQMD standard construction mitigation). This impact is **significant and unavoidable**.

Implementation of the proposed project would have a less than considerable contribution for CO-related air quality impacts from local mobile sources. Since the model used in the traffic analysis is a regional transportation model, this is representative of the cumulative condition. Therefore, the impact would also be **less than cumulatively considerable**.

## BIOLOGICAL RESOURCES

Yuba and Sutter Counties are generally rural in nature, consisting primarily of agricultural land uses interspersed with small urban centers. New urban development in the local area is generally expanding along the major roadway corridors that link the urban centers with the greater Sacramento metropolitan region: along the SR 70 corridor in southern Yuba County and along the SR 99 corridor immediately to the west in Sutter County. As development expands, habitat for wildlife and plant species, which includes agricultural land, is converted to urban uses (i.e., buildings and pavement), which contributes to potential decline in special-status species. Furthermore, locally and regionally important aggregate mineral resources are known to present in the region. As with urban development, mining activities have the potential to degrade both terrestrial and aquatic habitats.

Therefore, the effects on biological resources from the local and regional plans considered in this cumulative analysis are considered to be cumulatively significant.

Future infill and reinvestment envisioned under the proposed 2050 General Plan and the Downtown Specific Plan would occur mainly within the existing developed portion of the City inside the ring levee where there are no sensitive habitats and special-status species are unlikely to be present. Furthermore, with the exception of a portion of the northeastern corner of the City limits (which represents a very small area of the city), all of the areas outside of the ring levee are zoned and designated for Open Space, which would help to preserve existing sensitive habitats and special-status species. Aggregate mining activities could occur along the Yuba River within the City limits; however, this would not represent a change from existing conditions. The City has a Surface Mining and Reclamation Act (SMARA) permit, which has in the past and still does currently allow aggregate mining conditioned upon approval and issuance of a permit by the City and following California Department of Conservation approval of reclamation plans. Marysville Municipal Code Chapter 21.04 regulates surface mining activities and requires City approval of a reclamation plan, along with erosion and sediment control plans designed to protect water quality and aquatic habitats. Implementation of the proposed 2050 General Plan policies and implementation strategies, along with mitigation required and described in Section 4.4 of this EIR, are intended to protect special-status species, habitats, and wildlife corridors—which are present outside of the ring levee—by requiring new development to avoid, minimize, and/or compensate for adverse effects on special-status plant and wildlife and suitable habitat for these species. Furthermore, state, and federal laws and regulations protecting special-status species and their habitats are required to be implemented as a part of future development projects and infrastructure improvements to further reduce impacts to biological resources as listed in Section 4.4, Biological Resources. Thus, the proposed project would have a **less than cumulatively considerable** contribution to this cumulative impact.

## CULTURAL AND TRIBAL CULTURAL RESOURCES

Cultural resources in the region generally consist of prehistoric sites, historic sites, historic structures, and isolated artifacts. During the 19th and 20th centuries, localized urbanization and intensive agricultural use in the region caused the destruction or disturbance of numerous prehistoric sites, while many structures now considered to be historic were erected. From the latter half of the 20th century to the present, prehistoric and historic structures have been disturbed and destroyed. During this period, the creation and enforcement of various regulations protecting cultural resources have substantially reduced the rate and intensity of these impacts. However, even with these regulations, planned regional development considered in this cumulative analysis has the potential to damage or destroy historic structures, archaeological deposits, human remains, and tribal cultural resources. Therefore, the impact would be **cumulatively significant**.

Hundreds of significant and potentially significant built environment historical resources have been identified within the city, including a National Register-listed historic district composed of commercial buildings; a National Register-eligible residential historic district; and individual residential, religious, civic, educational, commercial, and other resources important to the history of Marysville. Direct physical impacts could result from activities such as demolition, destruction, relocation, or alteration of historical resources associated with future infill or reinvestment under the proposed 2050 General Plan and the Downtown Specific Plan that would materially impair the qualities that contribute to a resource's significance. While policies and implementation strategies in the proposed 2050 General Plan would help to maintain the integrity of historical resources and would direct new development and public infrastructure projects to avoid or minimize impacts, and to retain character-defining

features of historical structures within the context of infill development and renovations, the proposed project could still result in significant impacts to historical resources. All feasible mitigation is included as policies and implementation strategies of the proposed 2050 General Plan and mitigation imposed and described in Section 4.5 of this EIR. Even with implementation of mitigation measures, the proposed project would result in a **cumulatively significant and unavoidable** impact related to historical resources.

Because most of the city (within the ring levee) is built out, an unanticipated discovery of buried archaeological deposits, human remains, or tribal cultural resources is less likely; however, development associated with recreational uses in the areas outside the ring levee that are designated for Open Space or new uses in the northeastern corner of the city outside the ring levee could encounter such resources. With implementation of proposed 2050 General Plan policies and implementation strategies, in addition to applicable state and federal laws and regulations and mitigation required and described in Section 4.5 of this EIR, the impacts of the proposed 2050 General Plan and the Downtown Specific Plan on archeological resources and human burials would be reduced. However, it is possible that significant cultural resources could still be affected. All feasible mitigation is included as policies and implementation strategies of the proposed 2050 General Plan. Thus, the proposed project would result in a **cumulatively significant and unavoidable** impact related to buried archaeological deposits, human remains, or tribal cultural resources.

## **GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES**

### **Geology and Soils**

Planned regional development considered in this cumulative analysis would increase in the amount of ground disturbance resulting from the construction of new buildings and structures and other site development activities. However, cumulative projects that disturb one acre or more are required by law to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement site-specific Best Management Practices (BMPs) that would prevent construction-related erosion, as well as the requirements of local city and county ordinances (i.e., grading and erosion control plans). Related to geological hazards, planned regional development must comply with relevant laws such as the California Building Standards Code (CBC) and city and county ordinances related to seismic hazards and building code requirements, which include specific design and engineering requirements designed to prevent damage from geologic hazards. Furthermore, geologic hazards are generally site-specific depending on the nature of the underlying soils, and do not combine with other geologic hazards in different locations to create larger cumulative impacts. Therefore, impacts from planned regional development and the proposed project would be **cumulatively less than significant**.

### **Paleontological Resources**

Fossil discoveries resulting from excavation and earth-moving activities associated with development are occurring with increasing frequency throughout the state. The value or importance of different fossil groups varies depending on the age and depositional environment of the rock unit that contains the fossils, their rarity, the extent to which they have already been identified and documented, and the ability to recover similar materials under more controlled conditions (such as for a research project). Unique, scientifically important fossil discoveries are relatively rare, and the likelihood of encountering them is site-specific and is based on the specific geologic rock formations that are present at any given project site. These geologic formations vary from location to location. Due to the large number of vertebrate fossils that have been recovered from these formations in locations throughout the Central Valley, the Riverbank and Modesto Formations are considered to be of high

paleontological sensitivity. These formations are present throughout the area considered in this cumulative analysis, along with other geologic formations that could also be of high paleontological sensitivity. Therefore, regional planned development could encounter and potentially damage to destroy unique paleontological resources and this is a significant cumulative impact.

Native materials in the developed area of Marysville within the Marysville Ring Levee, including the Downtown Specific Plan Area, consist of the Pleistocene-age Riverbank Formation. A small area of the late Pleistocene-age Modesto Formation is present within the northern City limits along the southern edge of Jack Slough. Earthmoving activities deeper than six feet below the ground surface in the Downtown Specific Plan Area and within the Marysville Ring Levee (where native materials may be encountered), and at any depth including surficial clearing and grubbing elsewhere within the City limits, could encounter and potentially damage or destroy unique paleontological resource. However, the proposed 2050 General Plan contains policies and three implementation strategies that will be required, as applicable, for future projects, and that are specifically designed to protect unique paleontological resources from damage or destruction. Therefore, the proposed project would result in a **less than cumulatively considerable** impact to paleontological resources.

## Mineral Resources

In the vicinity of the City's Planning Area is the Yuba City-Marysville production-consumption region for Portland cement concrete-grade aggregate designated by the California Geological Survey (CGS). Areas near the city along the Yuba River in the Yuba Goldfields are also known to contain gold. Active mining operations are occurring along the Yuba River and could occur in the future in locations classified by CGS as areas where known resources are present that would be of value to the region or the state (i.e., areas classified as MRZ-2). However, these areas are designated for mineral resource extraction and/or open space land uses in the local and regional general plans and zoning codes, and therefore minerals that would be value to the region or the state, along with locally designated mineral resource extraction areas in the relevant General Plans, would continue to be available for mining activities. Thus, there would **no cumulative impact** from regional planned development on mineral resources.

New urban development that includes large areas of buildings and pavement associated with buildout of the proposed 2050 General Plan, if such development were to occur in the northeastern corner of the City limits, could restrict access to known aggregate mineral resources in areas classified as MRZ-2. However, the proposed 2050 General Plan policies and implementation strategies and the City's Zoning Code would reduce impacts to mineral resources by protecting areas classified as MRZ-2 within the City limits so that future extraction via mining activities could occur, requiring compliance with the City's SMARA ordinance, and protecting riparian habitat and visual and unique geologic resources along the Yuba River. Furthermore, part of the area where MRZ-2 aggregate mineral resources are known to occur in the northeastern corner of the City is zoned and classified for open space uses, and therefore would continue to be available for mining. Therefore, the proposed project would have **no cumulative contribution** related to loss of mineral resources.

## GREENHOUSE GAS EMISSIONS AND ENERGY

GHG emissions have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Global climate change has the potential to result in sea level rise (resulting in flooding of low-lying areas), to affect rainfall and snowfall (leading to changes in water supply), to

affect temperatures and habitats (affecting biological resources), and to result in many other adverse effects. This is a significant cumulative impact.

Regional planned development will involve new building construction, development projects and plans, transportation facilities, other infrastructure improvements, and other activities that would demand additional energy resources. This will require the construction of new energy infrastructure, the construction and operation of which could have significant cumulative impacts.

Implementation of the proposed 2050 General Plan and Downtown Specific Plan would include buildout of planned land uses and infrastructure improvements that would generate GHG emissions associated with intermittent and temporary construction, along with long-term operations of future land uses. The impact is **cumulatively considerable**. After implementation of mitigation measures described in Section 4.7 of this EIR, GHG emissions would still exceed the significance threshold identified as the local GHG efficiency rate that would be required in the year 2050. Thus, the proposed project would result in a **cumulatively significant and unavoidable** impact.

The implementation of the proposed project would require the use of renewable and nonrenewable energy sources during construction and operation of the project. The 2050 General Plan policies and implementation strategies relevant to GHG emissions would also address energy demand throughout the Planning Area. Energy consumption due to building operations and operational transportation associated with the 2050 General Plan and Downtown Specific Plan would not be inefficient, wasteful, or unnecessary and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed project's contribution to the cumulative energy-related impact would be **less than cumulatively considerable**.

## **HAZARDS AND HAZARDOUS MATERIALS**

### **Storage, Use, Disposal, Transport, Accidental Release, and Development in Known Hazardous Materials Sites**

Regional planned development would involve storage, use, disposal, and transport of hazardous materials to varying degrees during construction and operation. Impacts from these activities are reduced since the storage, use, disposal, and transport of hazardous materials is extensively regulated by various federal, state, and local laws, regulations, and policies. Development at locations where known hazardous materials releases have occurred is regulated by the local Certified Unified Program Agency, and also generally by a State agency such as the State Water Resources Control Board (SWRCB) or the California Department of Toxic Substances Control (DTSC). Health and safety impacts associated with the past or current uses of a proposed project site usually occur on a project-by-project basis, rather than in a cumulative manner. Individual development projects are required to implement and comply with existing hazardous materials laws, regulations, and policies. There is no significant cumulative impact.

Potential infill and reinvestment anticipated under the proposed 2050 General Plan and the Downtown Specific Plan would increase the routine transport, use, and/or disposal of hazardous materials and excavation or contaminated soils, which could result in greater exposure of the public to such materials and exposure of increasing numbers of people through either routine use or accidental release. However, implementation of proposed 2050 General Plan policies and implementation strategies, in combination with existing federal, state, and local regulations, would reduce the potential for exposure of people or the environment to hazardous

materials. As such, the proposed project's contribution to cumulative impacts would be **less than cumulatively considerable**.

### **Hazardous Materials or Emissions Near Schools**

Regional planned development could result in the development of new commercial, retail, and industrial uses which could occur within one-quarter mile of an existing or future school. However, cities and counties in the Sacramento region typically have land use planning policies and standards that are intended to help guide appropriate siting of land uses to provide for compatibility, such as not placing new industrial uses adjacent to schools. Furthermore, additional requirements apply to school districts prior to purchase of a school site or construction (i.e., the California Department of Education school siting criteria). Therefore, the impact from the local and regional plans considered in this cumulative analysis related to handling or emissions of hazardous materials within one-quarter mile of existing or proposed schools would be cumulatively less than significant.

The Marysville Joint Unified School District (MJUSD) operates several K–12 schools in Marysville, and there is a public charter school in Marysville authorized by MJUSD. There are no schools in the northeastern portion of the City outside of the Marysville Ring Levee, and no new schools are proposed in that area (which is designated “Fabrication and Services” and would allow such uses as fueling and service stations, general and light industrial, distribution and warehouses, corporation yards, infrastructure, and other similar uses).

The proposed 2050 General Plan contains policies that require the City to carefully consider the siting of any uses utilizing, producing, or transporting hazardous materials and wastes and discourages their location around any residential, recreational, open space, and public uses, including schools. Furthermore, the California Department of Education enforces school siting requirements, and therefore new facilities would not be constructed within one-quarter mile of facilities emitting or handling materials based on California Department of Education requirements. Furthermore, permitting requirements for individual hazardous material handlers or emitters include enforcement of Public Resources Code Section 21151.4(a) and 21151.8(a), which would require consultation with the school district and public notification as part of the CEQA environmental review process for any proposed use where construction or alteration of a facility that has the potential to emit hazardous materials would be located within one-quarter mile of a school. As such, the proposed project's contribution to cumulative impacts would be **less than cumulatively considerable**.

### **Airport Safety Hazards**

Some of the related projects considered in local and regional plans would be located in close proximity to airports and/or underneath the overflight zones for aircraft approaching and departing airports as designated in airport land use compatibility plans. Yuba County and Yuba City include General Plan policies and Zoning Code designations that are designed to promote compatibility between future development and existing airports by ensuring that appropriate land uses such as industrial development are placed closer to airports. Therefore, individual projects that could occur under the local and regional general plans considered in this cumulative analysis would not result in elevated hazards for people working on the ground or result in new hazards to aircraft flights such as tall buildings or bright flashing lights. There is no significant cumulative impact.

Recreational development envisioned under the proposed 2050 General Plan could occur in proximity to the Sutter County Airport approach and departure zone. Other infill and reinvestment in the city would occur in proximity to the Yuba County Airport (two miles south) or the Beale Air Force Base (six miles southeast). The



proposed 2050 General Plan Land Use Diagram has been designed so that existing and proposed land uses in the City limits would be consistent with land use compatibility guidelines contained in the respective airport land use compatibility plans. Furthermore, the proposed 2050 General Plan contains policies designed to ensure future compatibility by requiring the City submit, as necessary, future development plans for review by the appropriate airport land use planning commission(s). Therefore, the impact of the proposed project related to airport safety hazards is **less than cumulatively considerable**.

### **Interference with Adopted Emergency Plans**

Regional planned development would increase the local and regional population would result in transportation improvements that could necessitate temporary, short-term lane closures that could slow emergency vehicles thereby temporarily increasing response times, and future buildout would increase the number of people who may need to evacuate local or regional areas in the event of an emergency. However, the Yuba City and Yuba County General Plans and Zoning Codes contain policies and standards, including street widths and turning radii for access by emergency vehicles, based on the anticipated necessary carrying capacities. Similar to Marysville, Yuba City consists of an existing urban area with a generally interconnected grid network of streets leading to higher volume roadways such as SR 99 and SR 20 that would serve as regional evacuation routes in the event of an emergency. Furthermore, traffic control plans would be required for lane closures. Therefore, the impacts of the related local and regional plans related to interference with adopted emergency plans is considered cumulatively less than significant.

Future infill and reinvestment under the proposed 2050 General Plan and the Downtown Specific Plan would generate and attract additional traffic and develop new residences and businesses requiring evacuation in case of an emergency. Evacuations in Marysville and the surrounding area are coordinated by the City with the Yuba County Office of Emergency Services and the Yuba County Sheriff's Department (both of which are headquartered in Marysville). The City includes an interconnected grid network of streets that provide access to roadways with larger north-south and east-west carrying capacities including SR 70/B Street, SR 20/Levee Road, and 5<sup>th</sup> Street. All three of these routes can become congested during peak traffic times, which may impede or affect the flow of traffic and emergency response times in the city. Consequently, additional development in the City that adds traffic may further strain access to these evacuation routes during an emergency event. However, the proposed 2050 General Plan contains policies that require to City to maintain an effective evacuation network, requiring Emergency Preparedness Plans, establishing procedures for communication and implementation of evacuation routes, establishing a procedure for communication and implementation of evacuation routes, participating in drills and trainings with local emergency service providers, and coordinating with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and National Incident Management System (N.I.M.S.) to facilitate multi-agency emergency response. Street upgrades are required to be designed according to City standards including street widths and turning radii for access by emergency vehicles, based on the anticipated necessary carrying capacities. Furthermore, short-term temporary lane closures during construction would require traffic control plans. Therefore, the impacts of the proposed project related to interference with adopted emergency plans is considered **less than cumulatively considerable**.

## HYDROLOGY AND WATER QUALITY

### Water Quality, Erosion, and Conflicts with Water Quality Planning

Earthmoving activities associated with regional planned development have the potential to increase erosion and for accidental spills of hazardous materials during construction. During winter storm events, disturbed soils and hazardous materials could be transported to downstream receiving water bodies, resulting in degradation of water quality. Increases in stormwater runoff from construction could cause downstream erosion, sedimentation, and increase turbidity in receiving waters. Contaminated stormwater runoff from operation could result in increased pollutant loading due to contact with petroleum and other contaminants deposited on impervious surfaces. Substantial degradation of water quality would result in conflicts with the water quality control plan (Basin Plan). Therefore, regional planned development could result in significant cumulative water quality impacts during construction and operation.

Construction activities associated with future projects anticipated under the proposed 2050 General Plan and the Downtown Specific Plan would involve construction and operational stormwater runoff that could result in water quality degradation. However, the proposed 2050 General Plan include policies to help prevent erosion and siltation by limiting grading activities during the winter rainy season, implementing low impact development techniques to provide stormwater pre-treatment, requiring that all new development demonstrate adequate stormwater pre-treatment through compliance with the City's Post-Construction Standards Plan, ensuring that any new uses in the northeastern corner of the City do not discharge untreated water into the Yuba River, requiring that surface mining projects provide approved Reclamation Plans that demonstrate how water quality protection will be achieved before permit issuance, and requiring that development in open space areas avoid adverse effects on stream bank stability and stream water quality. In addition, compliance with the SWRCB's National Pollutant Discharge and Elimination System (NPDES) Construction General Permit requirements to implement a SWPPP and BMPs would reduce construction-related erosion. Compliance with the City's NPDES municipal permit system (MS4) permit by implementing the requirements in the City's Post-Construction Standards Plan and the California Stormwater Quality Association (CASQA) BMP Handbooks for site design and operation would ensure pre-treatment of process water and stormwater runoff. Compliance with the City's SMARA ordinance would ensure that a Reclamation Plan with specific measures to control erosion and protect water quality during surface mining activities would be implemented as part of the mining permit terms and conditions. Therefore, the impacts of the proposed project related to water quality, erosion, and conflicts with the Basin Plan would be **less than cumulatively considerable**.

### Groundwater Supplies, Recharge, and Sustainability Planning

The local and regional planning area overlies the North Yuba and South Yuba Groundwater Subbasins and the Sutter Subbasin. Groundwater sustainability plans as required by the Sustainable Groundwater Management Act have been prepared, submitted, and approved by the California Department of Water Resources for all three basins. The North Yuba and Sutter Subbasins are medium priority basins and are not in a state of overdraft. The South Yuba Subbasin, which is south of Marysville, is a high priority basin but also is not in a state of overdraft. Regional planned development could result in substantial increases in impervious surfaces over large tracts of land and thereby reducing the amount of natural groundwater recharge. Regional planned development could also result in the need for additional potable water supplies through drilling of new groundwater wells. However, groundwater sustainability plans include the projected need for water supplies over a 20-year planning horizon, which includes projected new development. Furthermore, urban water management plans must be prepared by

water suppliers every five years to determine whether sufficient water supplies are available and if not, what types of water conservation measures would be implemented. Finally, SB 610 requires certain large new development projects and property subdivisions to perform a water supply analysis that must identify whether sufficient water supplies are available prior to approval. Although regional planned development would increase the demand for water supply, including groundwater, the three groundwater subbasins are not in a condition of overdraft, and the groundwater sustainability plans include future projected growth in the region. Furthermore, groundwater recharge projects are proposed in the groundwater sustainability plans to help maintain the sustainable yield in the basin. Therefore, regional planned development would have a cumulatively less-than-significant impact.

Infill and reinvestment in Marysville under the proposed 2050 General Plan and the Downtown Specific Plan would involve a relatively limited amount of development and increase in residents and workers who would need potable water supplies (which comes from groundwater in the Marysville area). Furthermore, the proposed 2050 General Plan and the Downtown Specific Plan focus new development within the Marysville Ring Levee – an area which is already developed; therefore, infill and reinvestment would generally replace existing impervious surfaces, and only minor amounts of new impervious surfaces would be created. The proposed 2050 General Plan contains policies that would promote water conservation through the use of water-efficient interior appliances and landscaping along with public education to reduce the use of groundwater supplies; would protect the major river and stream corridors in the Marysville area for continued groundwater recharge and from adverse hydrologic impacts from any new water wells; and would require the incorporated of low impact development techniques in new development such as permeable pavement and landscaping that would provide groundwater recharge. Furthermore, the City is one of the three Groundwater Sustainability Agencies responsible for sustainability planning in the North Yuba Groundwater Subbasin. As such, the City is responsible for monitoring groundwater conditions, complying with SGMA requirements, and coordinating with other agencies and entities (e.g., public water systems, etc.) to achieve sustainability. Continued implementation of the programs in the adopted Groundwater Sustainability Plan for the North and South Yuba Subbasins, which includes projected future growth and urban development in the areas overlying the basins, would provide for groundwater sustainability for the development envisioned under the proposed 2050 General Plan and the Downtown Specific Plan. Therefore, the impact would be **less than cumulatively considerable**.

## **Stormwater Drainage Systems and Flooding**

Regional planned development would increase impervious surfaces that would generate more stormwater runoff, which could exceed the capacity of existing stormwater drainage systems and result in flooding. In addition, new development could be placed in flood-prone areas as designated by the Federal Emergency Management Agency (FEMA) (100-year flooding) or by the Central Valley Flood Protection Plan (200-year flooding). However, new development would be required to construct on-site and to fund off-site new or upgraded drainage facilities that would be necessary to detain and convey the runoff, prevent flooding, and provide operational stormwater quality pre-treatment in compliance with the County's MS4 Permit. Furthermore, all new development is required to implement each jurisdiction's Stormwater Management Ordinance which is intended to prevent new development within regulatory floodways and ensure that any new development within 100- or 200-year floodplains is sufficiently elevated above the base flood elevation and is constructed to withstand the forces of flood flows. Therefore, regional planned development would result in cumulatively less-than-significant impacts related to stormwater drainage systems and flooding.

Most development and anticipated infrastructure and public facilities improvements under the proposed 2050 General Plan would be within the Downtown Specific Plan Area, which is already developed, and therefore infill and redevelopment would generally replace existing impervious surfaces, although some increases in impervious surfaces with increased stormwater runoff could occur. New development in the northeastern corner of the city outside the Marysville Ring Levee could result in new impervious surfaces with resultant stormwater runoff, and since there is no stormwater drainage infrastructure in this area now, new stormwater drainage infrastructure would be required. However, the proposed 2050 General Plan includes policies and implementation strategies requiring all projects in the city to address and mitigate effects on the carrying capacity of stormwater drainage infrastructure; and to provide drainage improvements according to City standards. Policies also require that all new development pay a fair share towards any necessary upgrades to the City's stormwater drainage infrastructure and demonstrate adequate stormwater pre-treatment through compliance with the City's Post-Construction Standards Plan and the CASQA BMP Handbooks; ensuring that new industrial uses in the northeastern corner of the City do not discharge untreated water into the Yuba River; and requiring that development in open space areas avoid adverse effects on stream bank stability and stream water quality.

Furthermore, the Marysville Ring Levee currently provides 100-year FEMA flood protection. When the current Ring Levee improvements and upgrades are completed, which is anticipated in 2024, the levee will provide most of the City with 200-year (CVFPP) and 300-year flood protection. Therefore, development that is within the Marysville Ring Levee, including all of the Downtown Specific Plan Area, would not be subject to FEMA or CVFPP riverine flood hazards, and development in these areas would result in no impact from impedance or redirection of flood flows. Although the southeastern portion of the city that is outside the Marysville Ring Levee would be subject to inundation from 200-year floods along the Yuba River, this area is designated for open space uses and therefore would not result in structures that would impede or redirect flood flows, or represent a source of pollutants that could be transported during floodwater inundation. The northeastern corner of the city, which is designated "Fabrication and Service," is outside of the State Plan of Flood Control levee system along the Yuba River. Therefore, future development in this area, if and when development proposals were brought forward in the future, could impede or redirect flood flows or be subject to a release of pollutants due to inundation from 100- and 200-year FEMA and CVFPP riverine flood hazards. Compliance with proposed 2050 General Plan policies and with the specific design and engineering requirements for structures in the flood zones consistent with the City's Floodplain Management Ordinance (Marysville Municipal Code Title 20) would provide for flood proofing of new structures to reduce risk of pollutants and would maintain levee integrity to ensure continued protection of development. Therefore, the proposed project's impact would be **less than cumulatively considerable** in relation to stormwater drainage systems and flooding.

## LAND USE, HOUSING, AND POPULATION

Growth in unincorporated Yuba County, Yuba City, and the balance of the Sacramento region will require infrastructure planning – improvements to transportation, water, sewer, drainage, and other types of public infrastructure required to serve new development, as well as maintenance of existing infrastructure required to serve existing development. Regional plans such as the MTP/SCS, as well as other city and county general plans, are designed to improve access and connectivity between existing and new development areas. New streets are generally planned in undeveloped areas, where new infrastructure would not divide existing communities, though previous roadway and other types of infrastructure have been developed within existing neighborhoods, and have historically divided communities. Updates to existing streets and roads sometimes involve additional through

lanes, turn lanes, and transit turnouts, along with traffic signals. New natural gas, water, and wastewater pipelines are installed underground, and are required for service.

The City does not as of the writing of this EIR know of any specific future development proposal outside of City limits, but within the City's SOI that would involve annexation to the City of Marysville, nor is the City proposing any expansion of the SOI at this time. As described in the Land Use + Community Development Element, the General Plan itself does not establish the SOI. SOI changes are adopted through a separate process that would often follow a general plan update. SOI changes can be recommended by the City and must be approved by a separate agency known as the Yuba Local Agency Formation Commission (LAFCO). However, a goal, policies, and an implementation strategy in the Land Use + Community Development Element indicate that the City will study the fiscal, economic, administrative, and public service benefits and costs associated with annexation of areas within the existing SOI, and potential changes to the existing SOI. See Chapter 5 of this EIR for a discussion of possible future environmental effects associated with development outside of City limits in the existing SOI and possible future development in a future expanded SOI.

Public infrastructure improvements required to serve Marysville under implementation of the 2050 General Plan and Downtown Specific Plan would occur within existing rights-of-way, and in locations with existing infrastructure and not in locations that would divide existing communities. The amount of development anticipated under the 2050 General Plan and Downtown Specific Plan would not require new lanes to be added to the state highways to serve local development when combined with cumulative regional growth. Marysville and other communities would be served by planned regional commuter rail service and planned transit service by the Yuba-Sutter Transit Authority, but there is no cumulative relationship between development in Marysville and development in nearby communities that would combine to divide any existing communities.

CEQA Guidelines Section 15125(d) requires that an EIR analyze the potential for inconsistencies between proposed projects – in this case, the proposed 2050 General Plan and Downtown Specific Plan – and other applicable plans. As detailed throughout this EIR, the proposed 2050 General Plan and Downtown Specific Plan are consistent with the SACOG MTP/SCS, the regional housing needs assessment, and parts of the Government Code that establish state requirements for local general plans. As explained elsewhere in this EIR, with the relatively low vehicular travel demand (measured according to vehicle miles traveled or “VMT”) in Marysville, the region and state will benefit based on the level of development that can be accommodated in Marysville and in particular within the Downtown Specific Plan Area, where new development would lead to relatively lower rates of new criteria air pollutant and GHG emissions. There are no cumulative inconsistencies between the proposed 2050 General Plan policies and Downtown Specific Plan and other relevant plans, actions, and regulations that would result in any substantial adverse physical effects under CEQA other than those already addressed comprehensively and mitigated, as appropriate, throughout this EIR. There is **no significant cumulative impact**.

Population growth, by itself, is not an environmental impact. However, the direct and indirect effects of population growth, such as housing and infrastructure needed to accommodate population growth, can lead to physical environmental effects. The region is expected to continue to grow through 2050. Regional plans such as the MTP/SCS for the Sacramento region, as well as other city and county general plans, are designed to accommodate population growth, including each jurisdiction's share of the regional needs housing assessment. Each jurisdiction's general plan is used as an input for both the MTP/SCS updates and also for new regional housing needs assessments. As noted in Section 4.12 of this EIR, there is aspect of the proposed 2050 General

Plan or Downtown Specific Plan that involves displacement of housing or population. There is **no significant cumulative impact**.

## **NOISE AND VIBRATION**

Regional planned development, coupled with planned state highway improvements, will increase noise along the state highways that divide the city of Marysville. As noted in the California Department of Transportation's SR 70 Binney Junction Roadway Rehabilitation and Complete Streets Project EIR/Environmental Assessment (EA), noise levels along SR 70 would increase by 7 A-weighted decibels (dBA) (Caltrans 2020). As detailed in Section 4.11 of this EIR, based on Caltrans' Technical Noise Supplement, with respect to how humans perceive and react to changes in noise levels, a 6-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Caltrans 2013). There are some noise-sensitive uses that would be affected by this increase in noise. This is a significant cumulative impact.

New development anticipated under the proposed 2050 General Plan and Downtown Specific Plan would generate and attract vehicular trips, some of which would be added to the regional transportation network and state highways that divide Marysville. However, the relatively limited number of trips attributable to new development within Marysville would increase transportation noise levels by less than 1 dBA in most areas. However, along state highways, increases in through traffic would increase traffic noise levels and future noise-sensitive uses developed adjacent to the state highways could experience transportation-related noise in excess of City noise standards. The same is true for one segment along 5<sup>th</sup> Street. Please see Section 4.11 of this EIR for more detail. The impact is **cumulatively considerable and significant and unavoidable**.

Construction noise and vibration is generally a localized impact that does not have regional or cumulative considerations. Because it is localized and short-term, construction in the proposed project areas would not combine with construction noise sources outside of the area to create a cumulative increase in noise, and therefore this impact would be **less than cumulatively considerable**.

## **Airport and Aircraft Overflight Noise**

Some of the related projects considered in local and regional plans would be located in close proximity to airports and/or underneath the overflight zones for aircraft approaching and departing airports as designated in airport land use compatibility plans. Yuba County includes General Plan policies that are designed to reduce impacts from airport noise and aircraft overflights in the unincorporated areas of the county. The Yuba City General Plan does not address airport or aircraft overflight noise. Therefore, individual projects that could occur under some of the local and regional general plans considered in this cumulative analysis could expose sensitive receptors to excessive noise from close proximity to airports and aircraft overflights. Thus, the impact of the related projects is considered cumulatively significant.

Recreational development envisioned under the proposed 2050 General Plan could occur in proximity to the Sutter County Airport approach and departure zone result in elevated noise levees from aircraft overflights. Other infill and redevelopment in the City would occur in proximity to the Yuba County Airport (two miles south) or the Beale Air Force Base (six miles southeast), underneath the aircraft overflight zones for both airports. All development in the City would be subject to aircraft overflight noise. However, the proposed 2050 General Plan land use diagram has been designed so that existing and proposed land uses in the City limits would be consistent with land use compatibility guidelines contained in the respective airport land use compatibility plans, including

noise guidelines. Furthermore, the proposed 2050 General Plan includes policies requiring cooperation with airport land use commissions, dedication of aviation easements, where applicable, to all types of development, and submittal of overflight notifications (related to aircraft noise) to prospective buyers of residential properties. Therefore, this impact would be **less than cumulatively considerable**.

## **PUBLIC SERVICES AND RECREATION**

### **Fire and Police Protection Facilities**

The additional development that could occur under the local and regional plans considered in this cumulative analysis would require additional police and fire protection services, which would be provided by the respective local police and fire departments. The need for new services could result in the need for construction of new facilities that may have physical environmental impacts. However, the planning process for local projects and regional plans would identify sites and funding sources for future police substations or other facilities if determined necessary to meet anticipated demand. Funding from property taxes, development impact fees, and other sources of funding would provide sufficient resources to expand police and fire department staff, equipment, and facilities to accommodate future growth. Therefore, impacts from local and regional development related to increased need for police and fire protection services and facilities is considered cumulatively less than significant.

Development occurring as a part of proposed 2050 General Plan and the Downtown Specific Plan could lead to an increase in the demand for police protection services. The increase in demand for fire and law enforcement services would be relatively minor and would not require the construction of new fire or police station facilities. Compliance with proposed 2050 General Plan policies would help to reduce the demand for police services by promoting safety and security in public spaces through appropriate site design. Funding for the Marysville Police Department personnel, equipment, and facilities is provided by revenue from the City's General Fund, which is obtained primarily through tax revenues. General Plan implementation strategies would require new development impact fees in the future that would help to fund fire and police services. Therefore, this impact would be **less than cumulatively considerable**.

### **School Facilities**

The Marysville Joint Unified School District serves much of the local and regional planning area east of the Feather River. The Wheatland Union High School District serves the area immediately south of Marysville Joint Unified south to the Bear River. The Yuba City Unified School District serves the local and regional planning area west of the Feather River south to the community of Nicolaus. Regional planned development would result in population increases and therefore additional school facilities would be required. New development is required to pay the State-mandated school impact fees that are being levied at the time of development in accordance with SB 50. Developer fees may be used to finance new schools and equipment and to reconstruct existing facilities. The siting of new schools is regulated by the California Department of Education, not by the local or regional governments. Development of new school facilities will depend on the pace, location, and character of residential development, future regulations and standards of the California Department of Education, and changes in the local and regional demographics, among other factors. Because the California Legislature has declared that payment of the State-mandated school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996), the need for additional school facilities from the local and regional plans considered in this analysis is considered cumulatively less than significant.

New infill and reinvestment in Marysville would result in a relatively minor increase in population through the proposed 2050 General Plan planning horizon, which would, in turn, result in additional students. However, the Marysville Joint Unified School District indicates that after 2026, the student generation rate is anticipated to slow, and the District has sufficient school capacity to accommodate existing and projected students. Although some individual schools may exceed capacity, none of the schools in Marysville are projected to exceed capacity. New development in Marysville would pay the State-mandated school impact fees that are being levied at the time of development in accordance with SB 50 to ensure the development of adequate school facilities. Because the California Legislature has declared that payment of the State-mandated school impact fee is deemed to be full and adequate mitigation under CEQA (California Government Code Section 65996), the proposed project's impact would be **less than cumulatively considerable**.

## Recreational Facilities

Regional planned development would result in population increases that would increase the demand for new recreational facilities, and would increase the use of existing facilities. Several agencies provide parkland recreation services in the region, including counties, cities, and special districts. Each of these areas has their own parkland ratios and standards and is responsible for providing parkland to meet the local demand in accordance with the Quimby Act. Local and regional general plans and zoning codes contain policies and ordinances that require dedication of parkland and/or payment of in-lieu fees to acquire future parkland. Maintenance of existing parks comes from developer impact fees and city and county general fund tax revenues. The applicable local and regional jurisdictions have authority over land use, set and implement level of service standards, and determine the siting and timing of public service projects. Therefore, the need for additional park facilities from the local and regional plans considered in this analysis is considered cumulatively less than significant.

Infill and reinvestment occurring as a part of proposed 2050 General Plan and the Downtown Specific Plan could result in the need for new or expanded parks to meet parkland standards and potential for accelerated or substantial deterioration of existing parks and recreation facilities from increased use. However, the City is substantially exceeding its parkland acreage standard and expects this scenario to continue through the 2050 planning horizon. Furthermore, the City's Parks and Recreation Master Plan, Bicycle and Pedestrian Plan, and proposed 2050 General Plan contain policies and implementation standards designed to maximize new park opportunities and improve existing parks. Therefore, the proposed project's impact would be **less than cumulatively considerable** in relation to the need for new recreational facilities or deterioration of existing facilities.

## TRANSPORTATION

Regional population and employment growth would increase traffic volumes along regional roadways, such as SR 70 and 20. These projects would result in increased vehicle trips and VMT, which would represent a **significant cumulative impact** as it relates to CEQA Guidelines Section 15064.3 on VMT.

Related to VMT, the Downtown Specific Plan intends to satisfy the Green Means Go and City transportation-related objectives, including reducing VMT through the location of efficient housing, developing, and implementing VMT reduction strategies, and increasing access to support walking, biking, and use of public transit. The proposed 2050 General Plan policies and implementation strategies, in addition to the Downtown Specific Plan development and design standards would promote increased use of pedestrian, bicycle, and transit facilities in the future. The proposed 2050 General Plan and Downtown Specific Plan call for changes in routing,



design, and other components of the state highway system that would improve pedestrian and bicycle safety in the areas of the city that are most prone to hazards, and increase the pedestrian and bicycle comfort levels, helping to encourage additional pedestrian and bicycle travel and reduce VMT. As noted previously and detailed in the Circulation Element of the proposed 2050 General Plan, Marysville is relatively VMT efficient. The Sacramento Area Council of Governments (SACOG) has prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average. Similarly, SACOG examined relative VMT efficiency for 2040, including growth and development in the region. For 2040, all of Marysville will have per-capita VMT that is 50 to 85 percent of the regional average.<sup>3</sup> Based on updated modeling for Marysville for 2050, residential-generated VMT would be less than 75 percent of the regional residential VMT estimated for the Sacramento region in 2040 (SACOG 2023). The VMT impact attributable to the proposed 2050 General Plan and Downtown Specific Plan would be **less than cumulatively considerable**.

All new transportation improvements proposed under the 2050 General Plan and Downtown Specific Plan would be constructed according to applicable design standards which accommodate all transportation modes and prioritize the safety of pedestrians and cyclists. The proposed policies and implementation strategies in the proposed 2050 General Plan, in addition to required compliance with City design standards, would ensure that all City transportation facilities are designed and constructed to relevant standards and regulations and provide safe and efficient travel through the City. The proposed 2050 General Plan and Downtown Specific Plan would not increase hazards due to a geometric design feature or incompatible uses. The implementation of the proposed General Plan Policies and Implementation Measures and compliance with City standards and implementation of the City's planned transportation system improvements would ensure that all City transportation facilities are designed and constructed to relevant standards and regulations and maintain emergency access throughout the City. The impact would be **less than cumulatively considerable**.

## UTILITIES AND SERVICE SYSTEMS

### Water Supply

Regional planned development would result in population increases that would increase the demand for potable water supplies. Available supply is dictated by water purveyor sources, not by community type. Purveyors adjacent to each other that serve the same community type may have different demands, water supplies, water rights, and water quality challenges. Therefore, the impacts on water supply related to implementation of the local and regional plans considered in this cumulative analysis are considered cumulatively potentially significant.

New infill and reinvestment in Marysville would result in a relatively minor increase in population through the proposed 2050 planning horizon, which would, in turn, result in additional water demand. The California Water Service Company's (Cal Water) Marysville District supplies water to the City. The Marysville District's water supply comes from groundwater. As shown in Table 4.15-1, based on available information including the North Yuba Subbasin Groundwater Sustainability Plan, Cal Water has determined that the groundwater supply available to the Marysville District is expected to be sufficient to meet the projected water demand through the 20-year Urban Water Management Plan planning horizon (2045) under all water year conditions (i.e., normal, single-dry, and multiple-dry years including a five-year drought period) (Cal Water 2021). Furthermore, Cal Water has an aggressive and comprehensive water conservation program that has and will continue to reduce per-capita usage

3 For more detail, please see SACOG's website: <https://sb743-sacog.opendata.arcgis.com/>.

and therefore demands on critical water sources. As noted by Cal Water, the North Yuba Groundwater Subbasin is not adjudicated, and the projected groundwater supply volumes in the Urban Water Management Plan are not intended to and do not determine, limit, or represent Cal Water's water rights or maximum pumping volumes.<sup>4</sup> The California Water Code requires that Urban Water Management Plans be updated every 5 years, which must consider future growth projections for their service areas. Implementation of proposed 2050 General Plan policies would result in coordinated utility supply planning with appropriate agencies, implementation of water efficiency strategies for indoor and outdoor use, providing public educational materials related to water conservation, protecting the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge, requiring new groundwater wells to set back from surface water bodies, and promoting low impact development to encourage localized groundwater recharge in development projects. Also, the City will require the use of water conservation technologies to reduce indoor demand for potable water in accordance with the California Green Building (CALGreen) Code and require new development to incorporate appropriate landscaping to reduce water demand in accordance with the Section 18.86.075 of the Marysville Municipal Code. Finally, State law requires demonstration of adequate long-term water supply for large projects, as defined by SB 610 (i.e., more than 500 dwelling units or nonresidential equivalent), through preparation of a water supply assessment that evaluates whether the system's total projected water supplies (available during normal, single-dry, and multiple-dry water years over a 20-year planning horizon) would meet an individual project's water demand in addition to the system's existing and planned future uses. Therefore, the impact of the proposed project related to increased demand for water supply is **less than cumulatively considerable**.

## Wastewater Treatment

Regional planned development would result in population increases that would increase the demand for wastewater treatment. Wastewater generated in Marysville, Linda, and unincorporated Yuba County south of Marysville is treated at the Linda County Water District's Regional Wastewater Treatment Plant (WWTP). Wastewater generated in Yuba City is treated at the Yuba City Wastewater Treatment Facility (WTF). Each jurisdiction is responsible for the provision of wastewater treatment services, or permitting on-site wastewater treatment systems, for development within its purview. The Linda County Water District's WWTP and the Yuba City WTF both have substantial excess capacity to treatment wastewater generated by development in the future. Therefore, the impact on wastewater treatment related to implementation of the local and regional plans considered in this cumulative analysis is cumulatively less than significant.

New infill and reinvestment in Marysville would result in a minor increase in population through the 2050 planning horizon, which would, in turn, increase demand for wastewater treatment. However, the Linda County Water District's WWTP has substantial excess capacity to treatment wastewater generated by development in the future, including the additional development that is anticipated to occur in Marysville under the proposed 2050 General Plan and the Downtown Specific Plan. The proposed 2050 General Plan includes policies and implementation strategies to improve utilities infrastructure as funding is available; prepare and maintain infrastructure plans that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing and anticipated redevelopment; and to collect fees from new development to provide for utilities services including wastewater treatment. Therefore, the impact of the proposed project related to increased demand for wastewater demand is **less than cumulatively considerable**.

---

<sup>4</sup> Any determination of Cal Water's water rights, as an overlying owner, appropriator, municipal water purveyor, or otherwise, is beyond both the scope of this EIR and the California Water Code statutes and regulations related to UWMPs.

## Solid Waste

The only landfill in Yuba County is the Recology Ostrom Road Landfill in Wheatland. There are a variety of recycling centers in the county, and also several Materials Transfer Facilities where local refuse is brought after being collected, from which it is then transported to the Ostrom Road Landfill for ultimate disposal. Based on data from the California Department of Resources Recycling and Recovery (CalRecycle), the Ostrom Road Landfill has an estimated closure date of December 2066 and a remaining permitted capacity to serve future development in the region including Marysville. Furthermore, development is required to comply with applicable federal, State, and local municipal code solid waste regulations and statutes, including AB 341, AB 1601, and AB 1826 (mandatory commercial organics recycling), and SB 1383 (mandatory edible food recovery). Contractors are required to prepare a construction waste management plan to meet the requirements of the CALGreen Code, and the waste management plan must be submitted to and approved by the appropriate local jurisdiction. Therefore, the impact from increased generation of solid waste related to implementation of the local and regional plans considered in this cumulative analysis is considered cumulatively less than significant.

Development anticipated under the proposed 2050 General Plan and Downtown Specific Plan would not generate solid waste in excess of State or local standards or in excess of capacity of local infrastructure. The Recology Yuba-Sutter Material Recovery Facility has sufficient throughput and recycling capacity, and the Ostrom Road Landfill has sufficient capacity available to accommodate the non-recyclable solid-waste disposal needs for development anticipated under the proposed 2050 General Plan and Downtown Specific Plan. Future infill and reinvestment accommodated under the proposed 2050 General Plan and Downtown Specific Plan would be required to comply with applicable federal, State, and local solid waste regulations and statutes, including Chapter 18.61 of the Marysville Municipal Code, AB 341, AB 1601, and AB 1826 (mandatory commercial organics recycling), and SB 1383 (mandatory edible food recovery). The City requires all contractors to prepare a construction waste management plan to meet the requirements of the CALGreen Code, and the waste management plan must be submitted to and approved by the City. Therefore, the impact from increased generation of solid waste related to implementation of the proposed project is **less than cumulatively considerable**.

## 6.2 GROWTH-INDUCING IMPACTS

### 6.2.1 INTRODUCTION

The CEQA Guidelines (Section 15126.2[d]) require that an EIR evaluate the growth-inducing effects of a proposed project (in this case, the proposed 2050 General Plan and Downtown Specific Plan). Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment.

Direct growth-inducement would result if a project involved construction of new housing. Indirect growth-inducement would result, for instance, if implementing a project resulted in any of the following:

- ▶ substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises); or,

- removal of an obstacle to additional growth and development, such as removing a constraint on a required public utility or service (e.g., construction of a major sewer line with excess capacity through an undeveloped area).

Growth-inducement itself is not an environmental effect, but it may lead to foreseeable environmental effects. These environmental effects may include increased demand on utilities and public services, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, or conversion of agricultural and open space land to urban uses.

## **6.2.2 ANALYSIS**

Based on Section 65300 of the Government Code, the proposed 2050 General Plan is required to serve as a comprehensive, long-term plan for physical development. Development assumptions under the proposed 2050 General Plan and Downtown Specific Plan are described in Chapter 3, “Project Description,” and the environmental consequences related to the potential growth are analyzed throughout the individual topic area sections in Chapter 4. The actual level of buildout and the timing of construction and development activities would be subject to market conditions and other factors beyond the City’s control or knowledge.

The proposed 2050 General Plan and Downtown Specific Plan are designed to accommodate economic and population growth stemming from infill and reinvestment that would increase economic activity and population. Anticipated population growth is indirect in nature because the proposed 2050 General Plan and Downtown Specific Plan provide the framework for development planning and implementation to proceed. The 2050 General Plan and Downtown Specific Plan do not propose any major infrastructure improvements that would unlock development potential in large areas or areas that are not planned for development.

As noted, Marysville is jobs-rich today, and is anticipated to continue to be jobs-rich in the future. It is possible that planned employment uses in Marysville could provide employment that is filled by residents living outside Marysville. The nearby areas where the City’s higher jobs-housing balance has the greatest potential to induce growth are already planned for growth. While employees may come from outside the Planning Area, they are most likely from existing communities or adopted planned development areas that will be built in the future; therefore, the 2050 General Plan and Downtown Specific Plan would not indirectly induce substantial unplanned growth.

## **6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 15127 of the CEQA Guidelines requires an EIR to address significant irreversible environmental changes where the proposed project involves the adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency. Specifically, the EIR must consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (State CEQA Guidelines Section 15126.2[d]). Nonrenewable resources, as used in this discussion, refer to the physical features of the natural environment: land, air, and waterways.

From the perspective of indirect effects, there are several resources, both natural and built, that would be expended in the construction and operation of future projects that could occur from the infill and reinvestment anticipated under the proposed 2050 General Plan and the Downtown Specific Plan. These resources include the building materials used in construction (such as wood and aggregate minerals for concrete), and energy in the

form of natural gas, petroleum products, and electricity consumed during construction and operation of residential, commercial, industrial, and public/quasi-public land uses. Operations associated with development would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, electronics, office equipment, and commercial machinery. Energy would also be consumed during each vehicle trip associated with these proposed uses. Loss of these resources is considered irreversible because their reuse for some other purpose than infill and redevelopment under the proposed 2050 General Plan and Downtown Specific Plan would be impossible or highly unlikely. Actual energy usage could vary substantially, depending on factors such as the type of uses that would occupy the buildings, actual miles driven by future residents and employees, and the degree to which energy conservation measures are incorporated into the design of the various facilities. In addition, policies and implementation strategies of the proposed 2050 General Plan include actions to increase energy efficiency and water conservation associated with existing facilities, increase infrastructure to support electric vehicle use, and provide for land use and transportation planning that supports reduced vehicle miles traveled for residents and employees.

The future infill and reinvestment anticipated under the proposed 2050 General Plan and the Downtown Specific Plan would occur primarily in the existing developed area within the Marysville Ring Levee and therefore substantial finite land resources would not be converted. However, new recreational uses could occur in the areas outside the levee that are designated for Open Space, and new development could occur in the northeastern corner of the City limits, which could result in small areas where an irreversible and irretrievable loss of plant and wildlife habitat area occurs, because portions of these areas could still be lost to development even after the implementation of proposed 2050 General Plan policies and implementation strategies to preserve habitat and open space where feasible and practicable.

## **6.4 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS**

Section 15126.2(c) of the CEQA Guidelines requires an EIR to identify the significant environmental effects that cannot be avoided if the proposed project were implemented. For the proposed project, these would consist of the following:

- ▶ Section 4.3, Air Quality
  - Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan or 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.
- ▶ Section 4.5, Cultural and Tribal Resources
  - Impact 4.5-1: Cause a Substantial Adverse Change in the Significance of a Historical Resource.
  - Impact 4.5-2: Cause a Substantial Adverse Change in the Significance of an Archaeological Resource.
  - Impact 4.5-3: Disturb Any Human Remains, Including Those Interred Outside of Formal Cemeteries.
  - Impact 4.5-4: Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

- ▶ Section 4.7, Greenhouse Gas Emissions and Energy
  - Impact 4.7-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and conflict with an applicable plan, policy, or regulation adopted for the purposes of reduction GHG emissions.
- ▶ Section 4.11, Noise and Vibration
  - Short-term, construction-related noise
  - Potential for long-term noise exposure
- ▶ Cumulative criteria air pollutant emissions
- ▶ Cumulative historical resources
- ▶ Cumulative human remains, cultural resources, and tribal cultural resources
- ▶ Cumulative traffic noise impacts

## 7 ALTERNATIVES

### 7.1 INTRODUCTION

CEQA requires the consideration and analysis of alternatives to a proposed project. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives must focus on alternatives to the proposed characteristics of a project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).

The EIR must include a “range of reasonable alternatives,” which “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the project’s significant impacts” (CEQA Guidelines Sections 15126.66[a] and 15126.6[c]). In addition, a “no project” alternative must be considered (CEQA Guidelines Section 15126.6[e]).

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe:

“...a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

In defining “feasibility,” CEQA Guidelines Section 15126.6(f)(1) states, in part:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.”

Each alternative in this chapter was evaluated according to the “rule of reason” and general feasibility criteria suggested by the CEQA Guidelines Section 15126.6, as follows:

The range of alternatives required in an EIR is governed by a ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead

agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.

The inclusion of an alternative in an EIR does not necessarily mean the alternative is feasible. Rather, the inclusion of an alternative in an EIR indicates that lead agency staff has determined that the alternative is *potentially* feasible.

The CEQA Guidelines Section 15126.6(d) provide guidance as to how alternatives should be evaluated:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

## **7.2 SELECTION OF ALTERNATIVES**

### **7.2.1 CRITERIA**

Alternatives were selected for evaluation in this EIR based on criteria in the CEQA Guidelines Section 15126.6. These criteria include: (1) ability of the alternative to attain most of the basic project objectives; (2) feasibility of the alternative; and (3) ability of the alternative to avoid or substantially reduce one or more significant environmental effects of the proposed project.

The City has evaluated potential alternatives relative to the objectives of the proposed project. For the purpose of alternatives analysis under CEQA, project objectives may not be defined so narrowly that the range of alternatives is unduly constrained. Alternatives that would impede to some degree the attainment of the project objectives or would be more costly may also be considered.

### **7.2.2 PROJECT OBJECTIVES**

The purpose of the proposed project is to implement mixed-use, mixed density in the Downtown Area, support the economic vitality of the entire City, and improve the conditions for residents and businesses. Implementation of the General Plan, Downtown Specific Plan, and Zoning Code update are guided by the following project objectives:

- ▶ Complete comprehensive planning for the entire city: formulate an updated General Plan, Downtown Specific Plan and Zoning Code update that expands the city in an orderly manner, accommodates Marysville's share of future regional population and economic growth, and increases infill workforce housing opportunities.
- ▶ Long term growth: Plan for long-term growth to be positioned to react to market demand and attract private investment.



- ▶ **Mix of Land Use:** Design a comprehensively planned community with a mix of land uses that can accommodate forecast development and help the city meet its Housing Element goals and fair share of its Regional Housing Needs Allocation (RHNA).
- ▶ **Transportation:** Provide a safe and efficient circulation system which interconnects uses and promotes pedestrian circulation and non-vehicular transportation options.
- ▶ Revise goals and policies, as appropriate, to address recent changes in State law.
- ▶ Streamline development consistent with the 2050 General Plan and Downtown Specific Plan.

Marysville's planning efforts on both the 2050 General Plan, and the Downtown Specific Plan benefited greatly from an extensive and multi-media public and stakeholder engagement program. Understanding that implementation of the Plans will be collaborative, the City recognized the importance of community involvement. This started with the development of a consensus vision for 2050 based on feedback from the General Plan Advisory Committee (made up of a broadly representative group of individuals discussed below), and also included feedback via public workshops from the City Council, Planning Commission, and general public, as well as online and mailed surveys. The consensus developed as a product of this community engagement produced two important documents that guided preparation of the Plans: a Vision Statement and Guiding Principles.

## **VISION STATEMENT**

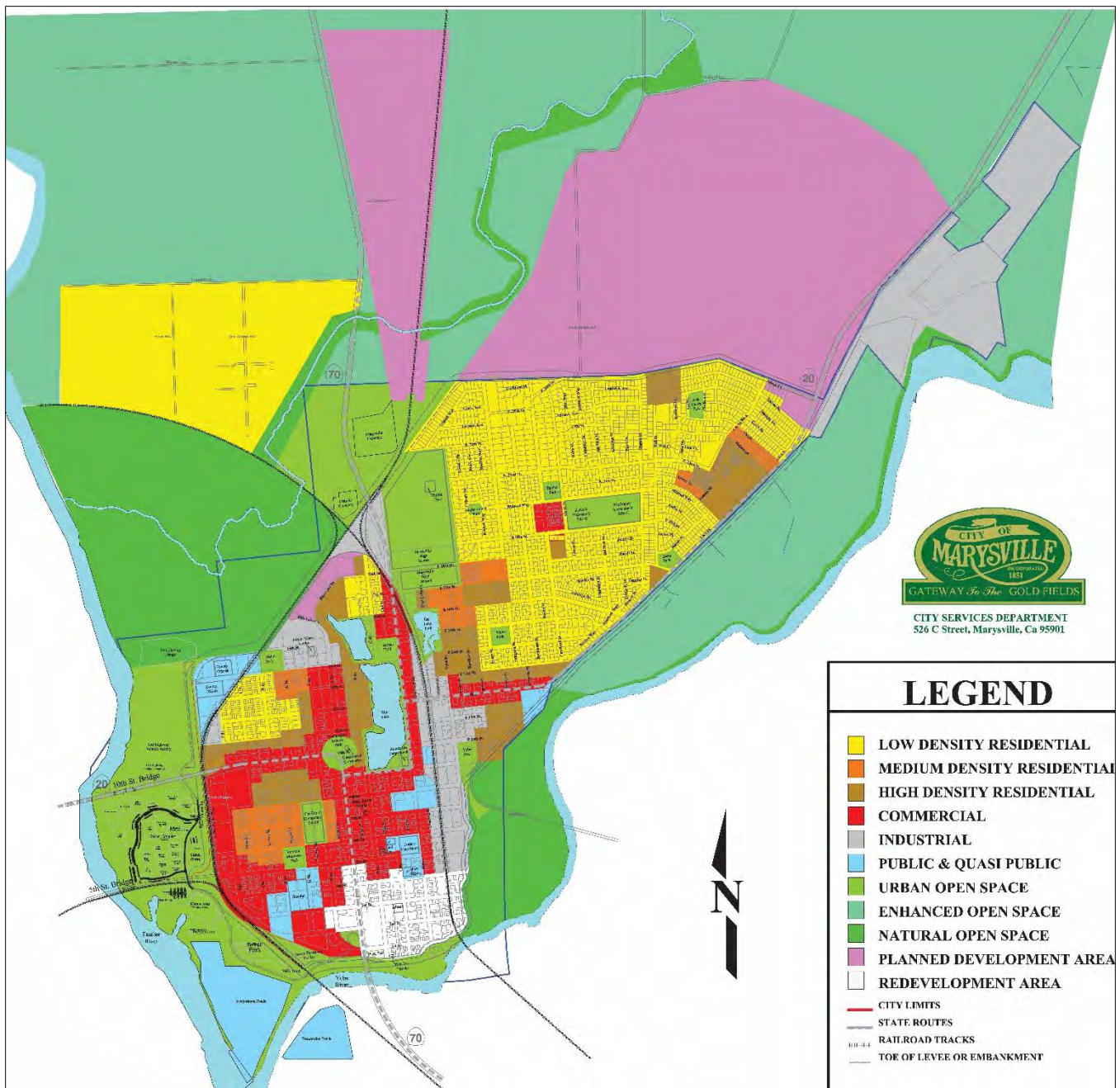
- ▶ In 2050, Marysville is a vibrant, diverse, desirable place to live, work, and visit. Sustained investment and public-private partnerships have activated the City's historic core, where there are few vacant properties or storefronts, and where many residents have elected to live just steps from retail and services.
- ▶ All residents have opportunities for safe and affordable housing, access to parks and recreational spaces, convenient bicycle and pedestrian options to reach daily destinations, and a variety of local employment options.
- ▶ Marysville's preserved history, parks and recreational spaces, and local dining, entertainment, and special events are a regional draw. Recreational programming serves residents with different needs and preferences, promotes the local public health, and offers year-round activities for all, youth to senior citizens.
- ▶ Historic buildings and neighborhoods are well-kept and have been preserved not only as a reminder of the past, but as valuable parts of the city's housing stock and unique spaces for local businesses and service organizations.
- ▶ Marysville offers a variety of housing options serves households of all sizes, incomes, ages, and needs. Compact housing options near services and entertainment have been especially popular among the younger households that have made Marysville their home. Rather than importing employees, recent housing construction has made it possible for many residents to avoid the commute into the city.
- ▶ Maryville is known for its walkability and scenic levee trails. Residents and visitors enjoy safe, convenient, and pleasant options for reaching destinations on foot or on their bike. Tree-lined state and local transportation facilities operate in a way that balances the needs of regional transportation and goods movement with local access and quality of life. Centrally located transit stops offer residents another option for reaching jobs and other destinations in the Sacramento region and beyond.

## **GUIDING PRINCIPLES**

- ▶ Downtown Marysville should be the cultural and commercial heart of the Yuba-Sutter region with thoughtfully restored and well-maintained historic buildings, regular and special events, a variety of shopping, entertainment, and cultural offerings, and complementary higher-density housing.
- ▶ Our commercial districts should be inviting, pedestrian friendly, and easily accessible to nearby neighborhoods.
- ▶ Locally owned businesses, tourist attractions and accommodations, regular and special events, a clean Ellis Lake and inviting lakefront, and active historic buildings are important to the City's character and a healthy and resilient local economy.
- ▶ Existing and future residents and employees should have a variety of local housing choices to best meet their needs and preferences.
- ▶ Our city should provide the opportunity for children to grow, young households to become established, for people to raise families, and for seniors to stay in the community as they age.
- ▶ Our transportation facilities can be designed and operated in a way that serves regional and statewide transportation needs in balance with local needs.
- ▶ The entire community benefits from tree-lined, pedestrian-friendly streets and a strong sense of place.
- ▶ Though we value the convenience provided by our automobiles, our city should be designed to meet the needs of our people.
- ▶ It is critical to ensure that Marysville is a place where it is safe and convenient to walk, bike, and roll to reach daily destinations.
- ▶ Public-private-nonprofit partnerships can play an important role in attracting employment-generating businesses and affordable housing.
- ▶ Parks and public spaces should feel safe and provide places where people can meet and interact with friends and neighbors.
- ▶ Livable neighborhoods and a healthy citizenry require adequately maintained parks and open space and a diversity of cultural and recreational activities and programs.
- ▶ Our community deserves high-quality and efficient public services and effective communication between our citizens and service providers.
- ▶ Collaborations with other government agencies and regional organizations and an active volunteer ethos will be crucial in attaining our goals.
- ▶ The City should actively partner and work with residents from historically underrepresented perspectives and prioritize investments that ensure a health environment for all people, while offering inclusive economic development opportunities.

### **7.3 ALTERNATIVES CONSIDERED BUT REJECTED FROM DETAILED ANALYSIS**

Marysville's existing 1985 General Plan includes large areas outside of the Marysville Ring Levee with a variety of land use designations. Areas north of the ring levee and outside of the City limits are designated for Low Density Residential development north of the Union Pacific Railroad line and west of State Highway 70. Additional large areas outside of the City limits and the ring levee, to the north of the City, shown in pink in Exhibit 7-1 were designated "Planned Development Area" in the 1985 General Plan. This area used to be in the City's sphere of influence, but the sphere was pulled back after Yuba County adopted a new General Plan in 2011, and therefore, are no longer in the city's SOI. Development of areas outside of the existing City limits and outside of the ring levee in areas are designated Prime Farmland and Farmland of Statewide Importance, and currently do not have access to existing urban infrastructure. Further, this area is within the 100-year floodplain, and would require substantial flood protection improvements. For these reasons, development of this area as an alternative would not reduce environmental impact, relative to the proposed 2050 General Plan and Downtown Specific Plan. For these reasons, the City considered and rejected this as an alternative that would involve development of areas previously cited for Low Density Residential development and identified as a Planned Development Area in the 1985 General Plan.



**Exhibit 7-1. Existing 1985 Marysville General Plan Land Use Diagram**

## **7.4 ALTERNATIVES CONSIDERED IN DETAIL IN THIS EIR**

### **7.4.1 ALTERNATIVE 1: NO PROJECT ALTERNATIVE**

CEQA Guidelines Section 15126.6(e)(2) states that a discussion of the “No Project” alternative must consider “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans.”

Under this Alternative, the City would not adopt the Downtown Specific Plan, and would continue to implement the 1985 General Plan. Instead of the 990 to 1,250 new local jobs, 1,800 to 2,400 new local residents, and 800 to 1,250 new housing units accommodated under the proposed 2050 General Plan and Downtown Specific Plan, under Alternative 2, the City would grow at the same rate over the next 25 years and at the same rate as the City has grown in the past 25 years. It is assumed that the city would continue to process building permits to accommodate the construction of approximately six new units a year on average for a total of 150 units, and that the city would add 65,000 to 100,000 square feet of non-residential building space, 225 to 340 new residents, and 120 to 180 new local jobs.

## **7.4.2 ALTERNATIVE 2: REDUCED DEVELOPMENT**

Alternative 2: Reduced Development Alternative Under this Alternative, the City would reduce the allowable density and intensity of development, and partly as a result, would anticipate limited development between present and 2050. Under this alternative, approximately 25 dwelling units would be built a year on average for a total of 650 units total, and that the city would add 280,000 to 420,000 square feet of non-residential building space, 1,000 to 1,500 new residents, and 515 to 775 new local jobs.

This Alternative is designed to reduce impacts related to criteria air pollutant emissions and substantial pollutant concentrations, construction noise, and transportation noise.

## **7.4.3 ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE**

Under Alternative 3, the City would not change its General Plan to explore future growth areas, sphere of influence, or annexation to areas to the south. This alternative would also not include the policies and implementation strategies related to making improvements to recreational facilities and complementary uses outside of the Marysville Ring Levee that protects the developed portion of the city from flooding. Rather than implementing bicycle and pedestrian improvements to connect the ring levee with surrounding communities or accommodating improvements at Beckwourth Riverfront Regional Park to expand the range of activities, programming, and facilities available in these locations, the City would focus all changes to recreational spaces and facilities to existing parks within the ring levee area. Furthermore, rather than allowing future mining activities in areas of known aggregate resources designated MRZ-2 along the Yuba River, the City would not issue new permits for mining, but that existing operations could continue.

This Alternative is intended to reduce potential impacts to biological resources, archaeological resources, and groundwater recharge and water quality.

## **7.5 ALTERNATIVES ANALYSIS**

Table 7-1 presents a comparative analysis between the proposed 2050 General Plan and Downtown Specific Plan and Alternative 1, Alternative 2, and Alternative 3.

**Table 7-1. Alternatives Analysis**

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Aesthetics	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for changes to the visual character of the existing setting that could degrade scenic vistas and a <b>reduced</b> potential to affect the scenic highway corridor from SR 70 over the Yuba River. Substantially less development would also mean a <b>reduced</b> potential for changes to the existing visual character, and a <b>reduced</b> potential for new substantial sources of night and glare.	Although the amount of infill and redevelopment would be somewhat reduced, from a visual perspective there would be <b>similar</b> potential for changes to the visual character of the existing setting that could degrade scenic vistas and a <b>similar</b> potential to affect scenic highway corridor from SR 70 over the Yuba River because similar types of development could occur in the same locations. For the same reasons, Alternative 2 would also result in a <b>similar</b> potential for changes to the existing visual character and a <b>similar</b> potential for new substantial sources of night and glare.	This alternative would focus all future development and physical change within the existing Ring Levee. Because the identified scenic vistas and the scenic highway corridor are outside of the Ring Levee, there would be a <b>reduced</b> potential for changes to the visual character of the existing setting that could degrade scenic vistas and a <b>reduced</b> potential to affect the scenic highway corridor from SR 70 over the Yuba River. However, new development under Alternative 3 would result in a <b>similar</b> potential for changes to the existing visual character and a <b>similar</b> potential for new substantial sources of night and glare.
Agriculture and Forestry Resources	Existing agricultural land (which is outside the Marysville Ring Levee) would continue to be zoned and designated for Open Space uses as is proposed as a part of the 2050 General Plan and Downtown Specific Plan; thus, there would be a <b>similar</b> potential for conflicts with existing zoning for agricultural use, or loss or conversion of prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use.	Existing agricultural land (which is outside the Marysville Ring Levee) would continue to be zoned and designated for Open Space uses as is proposed as a part of the 2050 General Plan and Downtown Specific Plan; thus, Alternative 2 would result in a <b>similar</b> potential for conflicts with existing zoning for agricultural use, or loss or conversion of prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use.	Because all future development and physical change would be focused within the Marysville Ring Levee, and the approximately 36 acres of Prime Farmland and Unique Farmland are outside the Ring Levee, there would be a <b>reduced</b> potential for conflicts with existing zoning for agricultural use, or loss or conversion of prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use.
Air Quality	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for conflicts with air quality plans or substantial increases of criteria pollutants for which the region is in non-attainment. Alternative 1 would substantially reduce construction-related air pollutant emissions, as well as operational air pollutant emissions compared with the proposed project. Substantially less development would also result in a <b>reduced</b> potential for exposure of sensitive receptors to substantial concentrations of Toxic Air Contaminants, and a <b>reduced</b> potential for exposure of sensitive receptors to objectionable odors.	The amount of infill and reinvestment would be reduced as compared to the proposed 2050 General Plan and Downtown Specific Plan, to a level that would <b>reduce</b> the potential for conflicts with air quality plans or substantial increases of criteria pollutants for which the region is in non-attainment. Alternative 2 would also result in a <b>reduced</b> potential for exposure of sensitive receptors to substantial concentrations of Toxic Air Contaminants, and a <b>reduced</b> potential for exposure of sensitive receptors to objectionable odors.	New infill and reinvestment in Marysville would still occur at a level similar to the proposed project, but would be confined to the area inside the Ring Levee. Thus, there would be a <b>similar</b> potential for conflicts with air quality plans or substantial increases of criteria pollutants for which the region is in non-attainment. New development would also result in a <b>similar</b> potential for exposure of sensitive receptors to substantial concentrations of Toxic Air Contaminants, and a <b>similar</b> potential for exposure of sensitive receptors to objectionable odors.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Biological Resources	Substantially less infill and reinvestment would occur in Marysville with a corresponding reduction in the need for recreational improvements in areas along and outside of the Marysville Ring Levee. Thus, there would be a <b>reduced</b> potential for loss and degradation of habitat for special-status species and potential take of individuals, and a <b>reduced</b> potential for loss or degradation of riparian habitat or other sensitive natural communities. Substantially less development would also result in <b>reduced</b> potential for fill or hydrologic disruption of state or federally protected wetlands, and a <b>reduced</b> potential for interference with wildlife corridors or wildlife nursery sites.	Although the overall amount of infill and reinvestment would be somewhat reduced, development could still occur throughout the City limits; thus, there would be <b>similar</b> potential for loss and degradation of habitat for special-status species and potential take of individuals, and a <b>similar</b> potential for loss or degradation of riparian habitat or other sensitive natural communities. The amount of development under Alternative 2 would also result in a <b>similar</b> potential for fill or hydrologic disruption of state or federally protected wetlands, and a <b>similar</b> potential for interference with wildlife corridors or wildlife nursery sites.	Nearly all of the development in Marysville is situated within the Ring Levee. Areas that contain special-status species and habitat, riparian habitat, state or federally protected wetlands, and wildlife corridors and nursery sites, are focused in areas outside of the Marysville Ring Levee. Because all future infill and reinvestment under Alternative 3 would be focused within the Marysville Ring Levee, there would be a <b>reduced</b> potential for loss and degradation of habitat for special-status species and potential take of individuals, and a <b>reduced</b> potential for loss or degradation of riparian habitat or other sensitive natural communities. Alternative 3 would also result in <b>reduced</b> potential for fill or hydrologic disruption of state or federally protected wetlands, and a <b>reduced</b> potential for interference with wildlife corridors or wildlife nursery sites.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Cultural and Tribal Cultural Resources	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential to adversely affect historical resources by modifying buildings and structures during demolition, deconstruction, relocation, or alteration, or if new land uses or incompatible infill development occurs within identified historic districts in a way that adversely affects the setting. Substantially less development would also result in a <b>reduced</b> potential to disturb archeological resources both within and outside of the Marysville Ring Levee, and a <b>reduced</b> potential to encounter previously unknown precontact indigenous, historic-era, or other human remains (although none are known to be present) during ground-disturbing activities. Furthermore, although no tribal cultural resources are known to present, the substantially reduced level of development would also result in a <b>reduced</b> potential for a substantial adverse change in the significance of a previously unknown tribal cultural resource.	Although the overall amount of infill and reinvestment would be somewhat reduced, development would still occur throughout the City limits; thus, there would be a <b>similar</b> potential to adversely affect historical resources by modifying buildings and structures during demolition, deconstruction, relocation, or alteration, or if new land uses or incompatible infill development occurs within identified historic districts in a way that adversely affects the setting. Alternative 2 would also result in a <b>similar</b> potential to disturb archeological resources, and a <b>similar</b> potential to encounter previously unknown precontact indigenous, historic-era, or other human remains (although none are known to be present) during ground-disturbing activities. Furthermore, although no tribal cultural resources are known to present, Alternative 2 would result in a <b>similar</b> potential for a substantial adverse change in the significance of a previously unknown tribal cultural resource.	Because most of the known historic structures in Marysville are inside the Ring Levee, Alternative 3 would have a <b>similar</b> potential to adversely affect historical resources by modifying buildings and structures during demolition, deconstruction, relocation, or alteration, or if new land uses or incompatible infill development occurs within identified historic districts in a way that adversely affects the setting. Focusing infill and redevelopment within the Ring Levee would result in a <b>reduced</b> potential to disturb archeological resources (because undeveloped land outside the Ring Levee where these resources are most likely to occur would remain undeveloped), and a <b>reduced</b> potential to encounter previously unknown precontact indigenous, historic-era, or other human remains during ground-disturbing activities (which are more likely to be present outside the Ring Levee). Furthermore, focusing future development within the Ring Levee would result in a <b>reduced</b> potential for a substantial adverse change in the significance of a tribal cultural resource (because such resources would be outside of the Marysville Ring Levee).



Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Geology, Soils, Minerals, and Paleontological Resources	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for geologic and soils hazards related to strong seismic ground shaking, liquefaction, unstable soil, and soils with a moderate shrink-swell potential. Substantially less development would also result in a <b>reduced</b> potential for soil erosion and a <b>reduced</b> potential to encounter and potentially damage or destroy unique paleontological resources.	Although the overall amount of infill and reinvestment would be somewhat reduced, development would still occur throughout the City limits; thus, there would be a <b>similar</b> potential for geologic and soils hazards related to strong seismic ground shaking, liquefaction, unstable soil, and soils with a moderate shrink-swell potential. Alternative 2 would also result in a <b>similar</b> potential for soil erosion, a <b>similar</b> potential to encounter soils with poor suitability for septic systems, and a <b>similar</b> potential to encounter and potentially damage or destroy unique paleontological resources.	<p>Focusing future development within the Marysville Ring Levee would result in a <b>similar</b> exposure people and buildings to geologic hazards from strong seismic ground shaking. However, Alternative 3 would result in a <b>reduced</b> potential for impacts related to geologic hazards from liquefaction, unstable soils, and soils with a moderate shrink-swell potential, and a <b>reduced</b> potential to encounter soils with poor suitability for septic systems, because the areas with these limitations are outside the Ring Levee.</p> <p>Focusing future development and physical change within the Ring Levee would also result in a <b>reduced</b> potential to encounter and potentially damage or destroy unique paleontological resources, most of which are likely to be present either outside of the Ring Levee where there has been no development, or more than six feet below the ground surface within the Ring Levee (below the level of ground disturbance from existing development).</p> <p>Under Alternative 3, there would be no additional mining activities allowed in areas along the Yuba River with known aggregate mineral resources (classified as MRZ-2 by the California Geological Survey). Therefore, Alternative 3 would 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, and thus would result a substantially <b>greater</b> impact (significant and unavoidable) as compared to the proposed project.</p>

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Greenhouse Gas Emissions and Energy	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for new generation of greenhouse gas (GHG) emissions or conflicts with adopted GHG emission reduction plans. Substantially less new development would also result in a <b>reduced</b> potential for energy consumption associated with new development. However, with respect to both GHG emissions and energy – the proposed 2050 General Plan and Downtown Specific Plan would be more efficient – GHG efficient per residential population and per local job, as well as more energy efficient with increases in the proportion of non-vehicular travel anticipated under the proposed 2050 General Plan and Downtown Specific Plan compared with Alternative 1.	The overall amount of infill and reinvestment in Marysville would be reduced as compared to the proposed project, which would <b>reduce</b> mass GHG emissions and would <b>reduce</b> energy consumption associated with new development. However, with respect to both GHG emissions and energy – the proposed 2050 General Plan and Downtown Specific Plan would be somewhat more efficient – GHG efficient per residential population and per local job, as well as more energy efficient with increases in the proportion of non-vehicular travel anticipated under the proposed 2050 General Plan and Downtown Specific Plan compared with Alternative 2.	Alternative 3 would not include proposed bicycle and pedestrian improvements that would better connect Marysville with Yuba City and developed portions of unincorporated Yuba County. To the extent that such improvements would promote bicycle and pedestrian trips that could replace vehicular trips, Alternative 3 might represent a slight increase in potential GHG emissions effects compared to the proposed project. However, overall, focusing all future development within the Marysville Ring Levee would result in a similar level of development. Thus, there would be a <b>similar</b> potential for new generation of GHG emissions or conflicts with adopted GHG emission reduction plans, as well as a <b>similar</b> potential for energy consumption associated with new development.
Hazards and Hazardous Materials	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for the new use, storage, and transport of hazardous materials and the associated potential for accidental releases. Substantially less new development would also result in a <b>reduced</b> potential for new handling of hazardous materials within one-quarter mile of an existing school, a <b>reduced</b> potential for development on a known hazardous materials site, and a <b>reduced</b> potential for safety hazards from new development within two miles of an airport.	Although the overall amount of infill and reinvestment would be somewhat reduced, development would still occur throughout the City limits; thus, there would be a <b>similar</b> potential for new uses, storage, and accidental releases of hazardous materials, a <b>similar</b> potential for new handling of hazardous materials within one-quarter mile of an existing school, a <b>similar</b> potential for project development on a known hazardous materials site, and a <b>similar</b> potential for safety hazards from new development within two miles of an airport.	Focusing future development and physical change within the Marysville Ring Levee would result in a similar level of development. Thus, there would be a <b>similar</b> potential for new uses, storage, and accidental releases of hazardous materials, a <b>similar</b> potential for new handling of hazardous materials within one-quarter mile of an existing school, a <b>similar</b> potential for project development on a known hazardous materials site and a <b>similar</b> potential for safety hazards from new development within two miles of an airport.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Hydrology and Water Quality	<p>Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for construction and operation of new residences and businesses to cause erosion or violate waste discharge requirements or adopted Basin Plan water quality objectives. Because there would be substantially fewer new residents and workers who would need potable water, there would be a <b>reduced</b> potential for decrease in groundwater supplies and thus a <b>reduced</b> potential for conflicts with the adopted Groundwater Sustainability Plan. Reduced reinvestment would also mean <b>reduced</b> new impervious surfaces that could interfere with groundwater recharge or result in flooding. Substantially reduced new development would <b>reduce</b> the potential for new buildings to impede or redirect flood flows or risk release of pollutants from riverine flooding (which is a hazard outside of the Marysville Ring Levee), and would result in <b>reduced</b> exposure to potential flood flows within the Ring Levee in the event of an upstream dam failure.</p>	<p>Although the overall amount of infill and reinvestment would be somewhat reduced, development would still occur throughout the City limits; thus, there would be a <b>similar</b> potential for construction and operation of new residences and businesses to cause erosion, result in water quality degradation, or violate waste discharge requirements or adopted Basin Plan water quality objectives. Because the numbers of new residents and workers who would need potable water would be reduced under Alternative 2, there would be a <b>reduced</b> potential for decrease in groundwater supplies and thus a <b>reduced</b> potential for conflicts with the adopted Groundwater Sustainability Plan. <b>Similar</b> amounts of new impervious surfaces that could interfere with groundwater recharge or result in flooding could occur. Alternative 2 would result in a similar potential for new buildings to impede or redirect flood flows or risk release of pollutants from riverine flooding (which is a hazard outside of the Marysville Ring Levee) and would result in <b>similar</b> exposure to potential flood flows within the Ring Levee in the event of an upstream dam failure.</p>	<p>Focusing future development and physical change within the Marysville Ring Levee would result in a similar level of development. Thus, there would be a <b>similar</b> potential for construction and operation of new residences and businesses to cause erosion, or violate waste discharge requirements or adopted Basin Plan water quality objectives. A similar amount of development would also result in a <b>similar</b> potential for decrease in groundwater supplies (used to supply potable water) and thus a <b>similar</b> potential for conflicts with the adopted Groundwater Sustainability Plan, and would also result in a <b>similar</b> exposure to potential flood flows within the Ring Levee in the event of an upstream dam failure.</p> <p>Because the infill and reinvestment under Alternative 3 would be focused within the existing developed area within the Ring Levee, which is already covered with substantial amounts of impervious surfaces, there would be <b>reduced</b> amounts of new impervious surfaces that could interfere with groundwater recharge or result in flooding. Furthermore, the primary areas of existing groundwater recharge within the City limits are outside of the Ring Levee; therefore, Alternative 3 would preserve additional land for groundwater recharge.</p> <p>Focusing future development within the Marysville Ring Levee would also result in a <b>reduced</b> potential to impede or redirect flood flows, because the areas that are subject to 100-year Federal Emergency Management Agency (FEMA) flood zones and 200-year flood zones regulated by the Central Valley Flood Protection Plan are outside of the Ring Levee.</p>

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Land Use and Planning	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. However, since the proposed 2050 General Plan and Downtown Specific Plan would not physically divide any existing community, the level of impact would be <b>similar</b> under Alternative 1. Since the proposed 2050 General Plan and Downtown Specific Plan advances regional policies and plans designed to address environmental impacts, such as the Sacramento Area Council of Governments Sustainable Communities Strategy, and since Alternative 1 would not embody land use and transportation strategies to reduce vehicle miles traveled (VMT), Alternative 1 would have an <b>increased</b> impact compared to the proposed 2050 General Plan and Downtown Specific Plan relative to conflict with other land use plans, policies, or regulations that were adopted to reduce an environmental effect.	Under Alternative 2, the overall amount of infill and reinvestment would be somewhat reduced relative to the proposed 2050 General Plan and Downtown Specific Plan. However, since the proposed 2050 General Plan and Downtown Specific Plan would not physically divide any existing community, the level of impact would be <b>similar</b> under Alternative 2. As with Alternative 1, Alternative 2 would not focus on increasing infill development, mixing of uses, and land efficient development to the same extent as would the proposed 2050 General Plan and Downtown Specific Plan. Therefore, Alternative 2 would have an <b>increased</b> impact compared to the proposed 2050 General Plan and Downtown Specific Plan relative to conflict with other land use plans, policies, or regulations that were adopted to reduce an environmental effect.	Since the proposed 2050 General Plan and Downtown Specific Plan would not physically divide any existing community, and since a similar amount and distribution of development would occur under Alternative 3, the level of impact would be <b>similar</b> as it relates to physically dividing an existing community. Alternative 3 would have a similar focus on increasing infill development, mixing of uses, and land efficient development as under the proposed 2050 General Plan and Downtown Specific Plan. Therefore, Alternative 3 would have an <b>similar</b> impact compared to the proposed 2050 General Plan and Downtown Specific Plan relative to conflict with other land use plans, policies, or regulations that were adopted to reduce an environmental effect.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Noise and Vibration	Substantially less infill and reinvestment would occur in Marysville. Thus, there would be a <b>reduced</b> potential for short-term construction noise levels that could exceed the applicable City standards, and a <b>reduced</b> potential for exposure of new residents to long-term roadway noise and stationary source noise. Substantially reduced development would result in a <b>reduced</b> potential for vibration impacts (disturbance of existing sensitive receptors from new development and new residents and workers from development near railroads) and would result in a <b>reduced</b> potential for exposure of new residents, workers, and outdoor recreationists to aircraft overflight noise.	The reduced amount of infill and reinvestment would result in fewer new residents, workers, and recreationists that could be exposed to noise and vibration. Therefore, Alternative 2 would <b>reduce</b> the potential number of short-term construction source noise levels exceedances, and would result in a <b>reduced</b> potential for exposure of new residents to long-term roadway noise and stationary source noise. Alternative 2 would also result in a <b>reduced</b> potential for exposure to vibration impacts (disturbance of existing sensitive receptors from new development and new residents and workers from development near railroads) and would result in a <b>reduced</b> number of new residents, workers, and outdoor recreationists that could be exposed to aircraft overflight noise.	Focusing future development and physical change within the Marysville Ring Levee would result in a similar level of development. Thus, there would be a <b>similar</b> potential for short-term construction source noise levels that could exceed the applicable City standards, a <b>similar</b> potential for exposure of new residents to long-term roadway noise and stationary source noise, and a <b>similar</b> potential for vibration impacts (disturbance of existing sensitive receptors from new development and new residents and workers from development near railroads).  Because all future infill development and physical change would be focused within the Ring Levee, there would be no new recreational development at Beckwourth Riverfront Park; thus, there would be fewer new recreationists exposed to aircraft overflight noise from the Sutter County Airport and the Yuba County Airport and thus this impact would be <b>reduced</b> .
Population and Housing	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> potential for direct and indirect inducement of substantial unplanned growth. As with the proposed project, Alternative 1 would not convert established residential areas to non-residential land use or result in a substantial decrease in the number of housing units; therefore Alternative 1 would result in a <b>similar</b> impact from displacement of people or housing.	The reduced amount of infill and reinvestment would result in fewer new local residents and local jobs. Therefore, Alternative 2 would <b>reduce</b> the potential for direct and indirect inducement of substantial unplanned growth. As with the proposed project, Alternative 2 would not convert established residential areas to non-residential land use or result in a substantial decrease in the number of housing units; therefore Alternative 2 would result in a <b>similar</b> impact from displacement of people or housing.	Focusing future infill and reinvestment within the Marysville Ring Levee would result in a similar level of development as compared to the proposed project. Therefore, Alternative 3 would result in a <b>similar</b> minor potential for direct and indirect inducement of growth, which are planned for in existing City and County General Plans in the region. As with the proposed project, focusing infill and reinvestment within the Ring Levee would not convert established residential areas to non-residential land use or result in a substantial decrease in the number of housing units; therefore Alternative 3 would result in a <b>similar</b> impact from displacement of people or housing.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Public Services and Recreation	Substantially less infill and reinvestment would occur in Marysville under Alternative 1. Thus, there would be a <b>reduced</b> impact related to the need for new fire protection facilities and personnel, a <b>reduced</b> impact related to the need for new police protection facilities and personnel, and a <b>reduced</b> impact related to the need for new school facilities and services. The City is already substantially exceeding its required parkland acreage standard; substantially less new development would result in a <b>reduced</b> impact related to need for new or expanded parks or substantial deterioration of existing parks.	The reduced amount of infill and reinvestment would result in fewer new residents. Thus, there would be a <b>reduced</b> impact related to the need for new fire protection facilities and personnel, a <b>reduced</b> impact related to the need for new police protection facilities and personnel, and a <b>reduced</b> impact related to the need for new school facilities and services. The City is already substantially exceeding its required parkland acreage standard; less new development would result in a <b>reduced</b> impact related to the need for new or expanded parks or substantial deterioration of existing parks.	Focusing future infill and reinvestment within the Marysville Ring Levee would result in a similar level of development as compared to the proposed project. Thus, there would be a <b>similar</b> impact related to the need for new fire protection facilities and personnel, a <b>similar</b> impact related to the need for new police protection facilities and personnel, and a <b>similar</b> impact related to the need for new school facilities and services.  Because all future infill and reinvestment would be focused within the Ring Levee, there would be no new or expanded recreational development in areas outside the levee such as Beckwourth Riverfront Park. There would be relatively fewer opportunities to provide new or expanded parks, and therefore a <b>greater</b> impact related to the need for new or expanded parks or substantial deterioration of existing parks would occur.

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Transportation	<p>The proposed 2050 General Plan contains policies, implementation strategies, and proposed transportation network improvements that would improve City facilities for all modes of travel, improve General Plan consistency with existing laws, regulations, and policies, and promote increased use of pedestrian, bicycle, and transit facilities in the future. The existing 1985 General Plan does not contain policies that would improve the City's transportation network. Thus, there would be a <b>greater</b> impact related to potential conflicts with plans and policies addressing the circulation system, and a <b>greater</b> impact from vehicle miles traveled (VMT) exceeding the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA.</p> <p>Although substantially less infill and reinvestment would occur in Marysville under Alternative 1, since the City does not anticipate the construction of new streets or any development that would conflict with the City's street standards, there would be a <b>similar</b> impact from substantial increases in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections).</p>	<p>Although Alternative 2 would involve somewhat less infill and reinvestment compared to the proposed project, since the City does not anticipate the construction of new streets or any development that would conflict with the City's street standards, there would be a <b>similar</b> impact related to transportation and design hazards.</p> <p>The proposed 2050 General Plan proposes policies, implementation strategies, and proposed transportation network improvements that would improve City facilities for all modes of travel, improve General Plan consistency with existing laws, regulations, and policies, and promote increased use of pedestrian, bicycle, and transit facilities in the future. As important as transportation policies and improvements is a supportive development pattern with densities and mixing of different land uses in proximity that make bicycle and pedestrian travel practical. Under Alternative 2, there would not be as much of a focus on promoting infill development and in particular, land-efficient development. Therefore, there would be a slightly <b>greater</b> impact related to potential conflicts with plans and policies addressing the circulation system, and a <b>greater</b> impact from vehicle miles traveled (VMT) exceeding the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA.</p>	<p>Alternative 3 would not include proposed bicycle and pedestrian improvements outside the Ring Levee that would better connect Marysville with Yuba City and developed portions of unincorporated Yuba County. To the extent that such improvements might promote bicycle and pedestrian trips that would replace vehicular trips, Alternative 3 might represent a slight <b>increase</b> in potential transportation impacts compared with the proposed project, and this alternative could also conflict with the SACOG regional trails plan. Overall, focusing all future infill and redevelopment within the Marysville Ring Levee would result in a similar level of development as compared to the proposed project, all of which would be focused in a smaller area and thereby placing a greater demand on the circulation network. Thus, there would be a <b>similar</b> impact related to potential conflicts with plans and policies addressing the circulation system.</p> <p>As with the proposed project, since the City does not anticipate the construction of new streets or any development that would conflict with the City's street standards, there would be a <b>similar</b> impact related to transportation and design hazards.</p>

Environmental Topic Area	ALTERNATIVE 1: NO PROJECT ALTERNATIVE	ALTERNATIVE 2: REDUCED DEVELOPMENT ALTERNATIVE	ALTERNATIVE 3: AVOID CHANGES OUTSIDE THE MARYSVILLE RING LEVEE
Utilities and Service Systems	Substantially less infill and reinvestment would occur in Marysville. Thus, there would be a <b>reduced</b> impact related to the need for additional potable water supplies, a <b>reduced</b> impact related to the need for additional wastewater treatment facility capacity, and a <b>reduced</b> impact related to the generation of solid waste or inconsistency with solid waste statutes and regulations from new development.	The reduced amount of infill and reinvestment would result in fewer new residents and workers. Thus, there would be a <b>reduced</b> impact related to the need for additional potable water supplies, a <b>reduced</b> impact related to the need for additional wastewater treatment facility capacity, and a <b>reduced</b> impact related to the generation of solid waste or inconsistency with solid waste statutes and regulations from new development.	Focusing future infill and reinvestment within the Marysville Ring Levee would result in a similar level of development as compared to the proposed project. Thus, there would be a <b>similar</b> impact related to the need for additional potable water supplies, a <b>similar</b> impact related to the need for additional wastewater treatment facility capacity, and a <b>similar</b> impact related to the generation of solid waste or inconsistency with solid waste statutes and regulations from new development.
Wildfire	Marysville is not within or near a State Responsibility Area or Very High Fire Hazard Severity Zone. Thus, regardless of the amount or location of development proposed, a <b>similar</b> impact would occur related to impairment of an adopted emergency evacuation plan, exacerbation of wildfire risks due to factors such as slope or prevailing winds, require installation of infrastructure that could exacerbate fire risk, or result in secondary post-fire effects such as downstream flooding or landslides.	Marysville is not within or near a State Responsibility Area or Very High Fire Hazard Severity Zone. Thus, regardless of the amount or location of development proposed, a <b>similar</b> impact would occur related to impairment of an adopted emergency evacuation plan, exacerbation of wildfire risks due to factors such as slope or prevailing winds, require installation of infrastructure that could exacerbate fire risk, or result in secondary post-fire effects such as downstream flooding or landslides.	Marysville is not within or near a State Responsibility Area or Very High Fire Hazard Severity Zone. Thus, regardless of the amount or location of development proposed, a <b>similar</b> impact would occur related to impairment of an adopted emergency evacuation plan, exacerbation of wildfire risks due to factors such as slope or prevailing winds, require installation of infrastructure that could exacerbate fire risk, or result in secondary post-fire effects such as downstream flooding or landslides.
Total Impact Areas Reduced	42	19	16



## **7.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

For the reasons described in Table 7-1, Alternative 1: No Project Alternative would have the fewest adverse environmental impacts and therefore would be the environmentally superior alternative. Other than the No-Project Alternative, Alternative 2: Reduced Development Alternative would provide the most benefit relative to reducing the number of adverse environmental effects compared to the proposed 2050 General Plan and Downtown Specific Plan, however, it would not meet any of the City's objectives.

This page intentionally left blank

## 8 REFERENCES

### 1 EXECUTIVE SUMMARY

None.

### 2 INTRODUCTION

None.

### 3 PROJECT DESCRIPTION

None.

### 4 ENVIRONMENTAL IMPACT ANALYSIS FOR THE PROPOSED 2050 GENERAL PLAN, DOWNTOWN SPECIFIC PLAN, AND ZONING CODE UPDATE

None.

#### 4.1 AESTHETICS

California Department of Transportation. 2023. California State Scenic Highways. Available:

<https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 30, 2023.

City of Marysville. 1985. *City of Marysville General Plan*. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed March 30, 2023.

———. 1996. *Design Review Manual*. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed March 31, 2023.

Yuba County Community Development & Services Agency. 2011. *Yuba County 2030 General Plan*. Available: [https://www.yuba.org/departments/community\\_development/planning\\_department/general\\_plan.php](https://www.yuba.org/departments/community_development/planning_department/general_plan.php). Accessed March 30, 2023.

#### 4.2 AGRICULTURAL AND FORESTRY SERVICES

California Department of Conservation (CDOC). 2018. *Yuba County Important Farmland 2018*. Available: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/Yuba.aspx>. Accessed: June 2024.

City of Marysville. 1985. *City of Marysville General Plan*.

Yuba County. 2011. *Yuba County 2030 General Plan*.

Yuba County. 2023. *Crop Report, Yuba County 2022*. Available:

<https://cms7files.revize.com/yubaca/Yuba%20County/Agricultural%20Commission/Crop%20Reports/Yuba%20Co%20Annual%20Crop%20Report%202022%20Final.pdf>. Accessed: June 2024.

## 4.3 AIR QUALITY

ARB. *See* California Air Resources Board.

California Air Resources Board. 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*.

Available: [https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook\\_0.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf).

Accessed June 6, 2024.

\_\_\_\_\_. 2013. *California Almanac of Emissions and Air Quality*. Available: <https://ww2.arb.ca.gov/our-work/programs/resource-center/technical-assistance/air-quality-and-emissions-data/almanac>. Accessed July 12, 2023.

\_\_\_\_\_. 2016. Ambient Air Quality Standards. Available: <https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf>. Accessed September 6, 2023.

\_\_\_\_\_. 2022. *2022 State SIP Strategy*. Available: <https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy>. Last updated August 12, 2022. Accessed June 22, 2023.

\_\_\_\_\_. 2024. *iADAM Air Quality Data Statistics Top 4 Summary*. Available: <https://www.arb.ca.gov/adam/topfour/topfour1.php>. Accessed June 18, 2024.

City of Marysville. 1985 (August). *City of Marysville 2050 General Plan*. Available:

[https://www.marysville.ca.us/\\_files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/_files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf). Accessed

August 30, 2023.

EPA. *See* U.S. Environmental Protection Agency.

Feather River Air Quality Management District. 2010. *Indirect Source Review Guidelines*. Available:

<https://www.fraqmd.org/files/8c3d336a1/FINAL+version+ISR+Amendments.pdf>. Accessed September 6, 2023.

\_\_\_\_\_. 2023a. *Yuba City-Marysville PM2.5 Second Maintenance Plan*. Available:

[https://www.fraqmd.org/files/639f735d7/Second+Maintenance+Plan+YCMrsvl+PM2\\_5.pdf](https://www.fraqmd.org/files/639f735d7/Second+Maintenance+Plan+YCMrsvl+PM2_5.pdf). Accessed September 6, 2023.

\_\_\_\_\_. 2023b. *Federal Air Quality Plans*. Available: <https://www.fraqmd.org/federal-air-quality-plans>. Accessed August 15, 2023.

FRAQMD. *See* Feather River Air Quality Management District.

OEHHA. *See* Office of Environmental Health Hazard Assessment.

- Office of Environmental Health Hazard Assessment (OEHHA). 2015 (February). *Air Toxics Hot Spots Program: Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments*. Available: <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>. Accessed July 12, 2023.
- Northern Sacramento Valley Planning Area. 2021. *2021 Triennial Air Quality Attainment Plan*. Available: [https://bcaqmd.org/wp-content/uploads/2-2021-Triennial-AQAP\\_BCC-Approved.pdf](https://bcaqmd.org/wp-content/uploads/2-2021-Triennial-AQAP_BCC-Approved.pdf). Accessed September 6, 2023.
- NSVPA. *See* Northern Sacramento Valley Planning Area.
- SCAQMD. *See* South Coast Air Quality Management District.
- South Coast Air Quality Management District (SCAQMD). 2015. *Application of the South Coast Air Quality Management District for leave to file brief of amicus curiae in support of neither party and (proposed) brief of amicus curie*. Filed April 13.
- Sacramento Metropolitan Air Quality Management District (SMAQMD). 2020. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. October 2020. Available: <https://www.airquality.org/LandUseTransportation/Documents/SMAQMDFriantRanchFinalOct2020.pdf>. Accessed June 10, 2024.
- SMAQMD. *See* Sacramento Metropolitan Air Quality Management District.
- U.S. Environmental Protection Agency. 2019. *Carbon Monoxide Emissions*. Available: <https://cfpub.epa.gov/roe/indicator.cfm?i=10>. Accessed August 30, 2023.
- \_\_\_\_\_. 2023a. *Ozone Pollution and Your Patients' Health: Patient Exposure and the Air Quality Index*. Available: <https://www.epa.gov/ozone-pollution-and-your-patients-health/patient-exposure-and-air-quality-index>. Accessed June 6, 2024.
- \_\_\_\_\_. 2023b. *Basic Information about Carbon Monoxide (CO) Outdoor Air Pollution*. Available: <https://www.epa.gov/co-pollution/basic-information-about-carbon-monoxide-co-outdoor-air-pollution>. Accessed June 6, 2024.
- \_\_\_\_\_. 2023c. *Basic Information about NO<sub>2</sub>*. Available: <https://www.epa.gov/no2-pollution/basic-information-about-no2>. Accessed June 6, 2024.
- \_\_\_\_\_. 2024a. *Sulfur Dioxide Basics*. Available: <https://www.epa.gov/so2-pollution/sulfur-dioxide-basics>. Accessed June 6, 2024.
- \_\_\_\_\_. 2024b. *Learn about Lead*. Available: <https://www.epa.gov/lead/learn-about-lead>. Accessed June 6.
- WHO. *See* World Health Organization.
- World Health Organization. 2021. *What are the WHO Air quality guidelines?*. Available: <https://www.who.int/news-room/feature-stories/detail/what-are-the-who-air-quality-guidelines>. Accessed July 12, 2023.

Zhu, Yifang; William C. Hinds, Seongheon Kim & Constantinos Sioutas. 2002. *Concentration and Size Distribution of Ultrafine Particles Near a Major Highway*. Journal of the Air & Waste Management Association, 52:9, 1032-1042, DOI: 10.1080/10473289.2002.10470842. Available: <http://dx.doi.org/10.1080/10473289.2002.10470842>. Accessed July 12, 2023.

#### 4.4 BIOLOGICAL RESOURCES

Beamesderfer R, Simpson M, Kopp G, Inman J, Fuller A, Demko D. 2004. *Historical and current information on green sturgeon occurrence in the Sacramento and San Joaquin rivers and tributaries*. Report prepared for the State Water Contractors by S. P. Cramer & Associates, Inc.

California Burrowing Owl Consortium. 1993. Burrowing Owl Survey Protocol and Mitigation Guidelines. April.

California Department of Fish and Wildlife (CDFW). 2012 Vegetation GIS Layer for the Great Valley Ecoregion (ds2632). Available: <https://apps.wildlife.ca.gov/bios6/?al=ds2632>. Accessed December 15, 2022.

California Department of Fish and Wildlife. 2024a. California Natural Diversity Database (CNDDDB). Maps and Data, Rarefind 5 Version 5.2.14. Available: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed March 27, 2024.

———. 2024b. Biogeographic Data Branch, 2021. California Wildlife Habitat Relationship System, Version 10.1.29. Sacramento, CA. access date: 03/05/2024

———. 2024c. *Vegetation Classification and Mapping Program (VegCAMP), Natural Communities*. Available: <https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities>. Accessed April 4, 2024.

California Invasive Plant Council (Cal-IPC). 2024. *The Cal-IPC Inventory*. Available: <https://www.cal-ipc.org/plants/inventory/>. Accessed April 4, 2024.

CDFW. *See* California Department of Fish and Wildlife.

Cal-IPC. *See* California Invasive Plant Council.

Calflora. 2024. Information on California plants for education, research and conservation. [web application]. 2024. Berkeley, California: The Calflora Database [a non-profit organization]. Available: <https://www.calflora.org/> Accessed April 4, 2024.

California Native Plant Society (CNPS). 2020. Technical Memorandum. *Consideration for Including CRPR 4 Plant Taxa in CEQA Biological Resource Impact Analysis*. Available: [https://www.cnps.org/wp-content/uploads/2020/02/crpr4\\_technical\\_memo.pdf](https://www.cnps.org/wp-content/uploads/2020/02/crpr4_technical_memo.pdf).

———. 2024a. *Inventory of Rare and Endangered Plants of California*. Online edition, v-9.5, Rare Plant Program. Available: <http://www.rareplants.cnps.org>. Accessed March 27, 2024.

———. 2024b. A Manual of California Vegetation, Online Edition. Available: <http://www.cnps.org/cnps/vegetation/>; searched on [March 29, 2024]. California Native Plant Society, Sacramento, CA.

California Natural Diversity Database (CNDDDB). 2024. Database search for Marysville 2050 General Plan.

City of Marysville. 1985. *Marysville General Plan*. City of Marysville August 1985.

CNPS. *See* California Native Plant Society.

Cowardin, L. M., V. Carter, F. C. Golet, and E. T. La Roe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. FWS.OBS-79/31. U.S. Fish and Wildlife Service.

Environmental Laboratory 1987. *U.S. Army Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Vicksburg, MS: U.S. Army Corps of Engineers, Waterways Experiment Station.

Griffith, G.E., J.M. Omernik, , D.W. Smith, T.D. Cook, E. Tallyn, Moseley, K. and C.B. Johnson. 2016. *Ecoregions of California* (2 sided color poster with map, descriptive text, and photographs). U.S. Geological Survey Open-File Report 2016-1021, map scale 1:1,100,000.

Jennings, M. R., and M. P. Hayes. 1994. *Amphibian and reptile species of special concern in California*. California Department of Fish and Game, Sacramento, California.

Lichvar and McColley. 2008. *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States, A Delineation Manual*. Cold Regions Research and Engineering Laboratory. U.S. Army Engineer Research and Development Center. Hanover, NH.

National Marine Fisheries Service (NMFS). 2024. National NMFS ESA Critical Habitat Mapper. Online application. [National NMFS ESA Critical Habitat Mapper \(arcgis.com\)](https://arcgis.com) Accessed April 4, 2024.

NMFS. *See* National Marine Fisheries Service.

Shuford, W. D., and Gardali, T. 2008. *California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California*. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento.

State of California. 2003. *California's General Plan Guidelines*. Governor's Office of Planning and Research. October 2003.

State Water Resources Control Board (SWRCB). 2021. *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State*. Available online at: [https://www.waterboards.ca.gov/water\\_issues/programs/cwa401/docs/procedures\\_conformed.pdf](https://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/procedures_conformed.pdf). Accessed: January 18, 2024.

Stebbins, R.C. 1972. *California Amphibians and Reptiles*. University of California Press, Berkeley

Swainson's Hawk Technical Advisory Committee. 2000. *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley*. May 31, 2000.

SWRCB. *See* State Water Resources Control Board.

- U.S. Department of the Interior, Fish and Wildlife Service. 1997. *Endangered and Threatened Wildlife and Plants; Determination of Endangered Status for “Pseudobahia bahiifolia” (Hartweg’s golden sunburst) and Threatened Status for “Pseudobahia peirsonii” (San Joaquin adobe sunburst), Two Grassland Plants From the Central Valley of California*. Vol. 62, No. 25, 50 CFR Part 17. February 6.
- . 2017. *Recovery Plan for the Giant Garter Snake (Thamnophis gigas)*. U.S. Fish and Wildlife Service, Pacific Southwest Region, Sacramento, California.
- . 2018. *Draft Revised Recovery Plan for Valley Elderberry Longhorn Beetle*. U.S. Fish and Wildlife Service, Pacific Southwest Region, Sacramento, California. iii + 18 pp.
- United States Fish and Wildlife Service (USFWS). 2008. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (Version 2.0). U.S. Army Corps of Engineers, Washington, DC, September 2008.
- . 2024a. *Information for Planning and Consultation (IPaC)*. Powered by ECOS – the Environmental Conservation Online System. Available: <https://ecos.fws.gov/ipac/>. Accessed January 9, 2024.
- . 2024b. *USFWS Threatened & Endangered Species Active Critical Habitat Report*. Critical Habitats Mapper data desktop/mobile view. Available: <https://ecos.fws.gov/ecp/report/table/critical-habitat.html>. Accessed: January 26, 2024.
- Western Bat Working Group (WBWG). 2017. Online species matrices [Matrices – WBWG](#). Accessed: March 26, 2024.
- Xerces Society for Invertebrate Conservation. 2024a. Bumble Bee Atlas. Available: [bumblebeewatch.org/app/#/bees/map](https://bumblebeewatch.org/app/#/bees/map). Accessed: March 26, 2024
- Xerces Society for Invertebrate Conservation. 2024b. *Monarch Milkweed Mapper*. The Xerces Society, Idaho Department of Fish and Game, Washington Department of Fish and Wildlife, US Fish and Wildlife Service (Region 1), and the National Fish and Wildlife Foundation. Available: [monarchmilkweedmapper.org/app/#/combined/map](https://monarchmilkweedmapper.org/app/#/combined/map). Accessed: March 26, 2024.

## 4.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

- Adventist Health. 2024. “What Happened, When?” Available: <https://adventisthealth.org/rideout/about-us/health-history/what-happened-when/>. Accessed April 2024.
- Appeal Democrat*. 1935 August 9. “Cling Is Keystone of Peach Bowl Farming Arch.” 1-2.
- Chinese American Museum of Northern California. 2012. “Introduction to Marysville’s Chinatown.” Available: <https://chineseamericanmuseum.com/maryvillechinatown/>. Accessed April 2023.
- City of Marysville. 1978. *Marysville Historic Building Survey*.



- Delay, Peter J. 1924. *History of Yuba and Sutter Counties, California with Biographical Sketches of the Leading Men and Women of the Counties Who Have Been Identified with Their Growth and Development from the Early Days to the Present*. Historic Record Company: Los Angeles, CA.
- Downtown Marysville Business Improvement District. 2009. “California’s Oldest Little City...” Available: <https://web.archive.org/web/20100423073831/http://www.visitmarysville.com/history.html>. Accessed via Internet Archive Wayback Machine April 2024.
- EDAW (now AECOM). 2008. *Draft Environmental Impact Statement 408 Permission and 404 Permit to Three Rivers Levee Improvement Authority for the Feather River Levee Repair Project, California, Segment 2*. Prepared for U.S. Army Corps of Engineers, Sacramento District.
- Fredrickson, D.A. 1973. *Early Cultures of the North Coast Ranges, California*. Ph.D. dissertation. University of California, Davis.
- Fredrickson, D.A. 1974. “Cultural Diversity in Early Central California: A View from the North Coast Ranges.” *The Journal of California Anthropology*, 1(1).
- General Land Office. 1859. “Plat of the New Helvetia Rancho.”
- Gordon, Marjorie. 1988. *Changes in Harmony: An Illustrated History of Yuba and Sutter Counties*. Windsor Publications: Northridge, CA.
- HistoricAerials.com. 2024. Marysville, CA. Aerial imagery, various years. Accessed April 2024.
- Hoover, Mildred, Hero Rensch, Ethel Rensch, and William N. Abeloe. 1990. *Historic Spots in California*. Revised by Douglas E. Kyle. Stanford University Press, Stanford, CA.
- Hopkins T.L. and Delamere, H. 2007. *Images of America: Marysville*. Arcadia Publishing: Charleston, SC.
- Kroeber, A. L. 1925. *Handbook of the Indians of California*. Reprinted in 1976 by Dover Publications: New York.
- Littlejohn, H.W. 1928. “Nisenan Geography.” Manuscript on file at Department of Anthropology Archives, Document 18, Bancroft Library, University of California, Berkeley.
- Maloney, Alice Bay, ed. 1944. “Fur Brigade to the Bonaventura, John Work’s California Expedition of 1832–33” in *California Historical Society*, Volume 9, No. 23.
- Napoli, Donald S. 1998. National Register of Historic Places Registration Form for the Marysville Historic Commercial District. August 24. Available: <https://npgallery.nps.gov/AssetDetail/NRIS/99000692>. Accessed April 2023.
- Office of Historic Preservation (OHP). 2022. Build Environment Resource Directory (BERD) Yuba County. Update September 9. Available: [https://ohp.parks.ca.gov/?page\\_id=30338](https://ohp.parks.ca.gov/?page_id=30338). Accessed April 2023.
- San Francisco Call*. 1897 October 24. “Beautiful and Bustling Marysville.” 22.

- Schnabel, Randolph. 1966 July. “History of Canning Industry in Sutter and Yuba Counties” in *Sutter County Historical Society News Bulletin*, Vol. 5, No. 1. 1-13.
- Shipley, William F. 1978. “Native languages of California” in *Handbook of North American Indians*, Volume 8: California. R. F. Heizer, editor. Smithsonian Institution Press: Washington, D.C.
- Tom, L. and Tom, B. 2020. *Gold Country’s Last Chinatown: Marysville, California*. The History Press: Charleston, SC.
- Wilson, N. L., and A. H. Towne. 1978. “Nisenan” in *Handbook of North American Indians*, Volume 8: California. R. F. Heizer, editor. Smithsonian Institution Press: Washington, D.C.
- Yuba Water Agency. 2024. Local Levee Districts. Available: <https://www.yubawater.org/249/Local-Levee-Districts>. Accessed September 25, 2024.

## 4.6 GEOLOGY, SOILS, MINERALS, AND PALEONTOLOGICAL RESOURCES

- Berkeley Seismology Lab. 2017. Seismo Blog: Oroville Dam Makes its Own Earthquakes. Available: <https://seismo.berkeley.edu/blog/2017/02/16/oroville-dam-makes-its-own-earthquakes.html>. Accessed March 15, 2023.
- Branum, D., R. Chen, M. Petersen, and C. Wills. 2016. *Earthquake Shaking Potential for California*. California Geological Survey and U.S. Geological Survey. Map Sheet 48. Sacramento, CA.
- California Department of Water Resources. 1979. *The August 1, 1975 Oroville Earthquake Investigations*. Bulletin 203-78. Sacramento, CA.
- . 2022. SGMA Data Viewer—Groundwater Levels Spring 2022. Available: <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwstorage>. Accessed February 27, 2023.
- California Geologic Energy Management Division. 2023. Well Finder. Available: <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>. Accessed March 16, 2023.
- CalGEM. See California Geologic Energy Management Division.
- California Geological Survey. 2011. *Susceptibility to Deep-Seated Landslides in California*. CGS Map Sheet 58. Available: <https://data.ca.gov/dataset/cgs-map-sheet-58-deep-seated-landslide-susceptibility>. Accessed September 25, 2023.
- . 2022a. CGS Seismic Hazards Program: Alquist-Priolo Earthquake Fault Zones. Available: <https://www.arcgis.com/home/item.html?id=ee92a5f9f4ee4ec5aa731d3245ed9f53>. Accessed March 14, 2023.
- . 2022b. Earthquake Zones of Required Investigation—Liquefaction. Available: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed September 28, 2023.

- . 2023a. Earthquake Zones of Required Investigation—Landslides. Available: <https://maps.conservation.ca.gov/cgs/EQZApp/>. Accessed September 18, 2023.
- . 2023b. CGS Data Viewer, California Landslide Inventory—Historic, Dormant, and Active Mapped Landslides. Available: <https://maps.conservation.ca.gov/cgs/DataViewer/>. Accessed September 18, 2023.
- City of Marysville. 2022. *City of Marysville General Plan 2021 Safety Element Update*. Adopted January 2022. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed March 16, 2023.
- Dundas R.G., R.B. Smith, and K.L. Verosub. 1996. The Fairmead Landfill Locality (Pleistocene, Irvingtonian), Madera County, California: Preliminary Report and Significance. *PaleoBios*: Volume 17, Numbers 2–4, Pages 50–58.
- DWR. See California Department of Water Resources.
- Habel, R.S. and L.F. Champion. 1988. *Mineral Land Classification: Portland Cement Concrete-Grade Aggregate in the Yuba City-Marysville Production-Consumption Region*. Special Report 132. California Division of Mines and Geology. Sacramento, CA.
- Hay, O. P. 1927. *The Pleistocene of the Western Region of North American and its Vertebrated Animals*. Carnegie Institute Publication 322B. Washington, DC.
- Helley, E.J. and D.S. Harwood. 1985. *Geologic Map of the Late Cenozoic Deposits of the Sacramento Valley and Northern Sierran Foothills, California*. U.S. Geological Survey, Miscellaneous Field Studies MF-1790. Reston, VA.
- Hilton, R. P., D. C. Dailey, and H. G. McDonald. 2000 (April 15). A Late Pleistocene Biota from the Arco Arena Site, Sacramento, California. *PaleoBios Abstracts* 20(1).
- Jefferson, G. T. 1991a. *A Catalogue of Late Quaternary Vertebrates from California—Part One, Nonmarine Lower Vertebrate and Avian Taxa*. Technical Report no. 5. Natural History Museum of Los Angeles County. Los Angeles, CA.
- . 1991b. *A Catalogue of Late Quaternary Vertebrates from California—Part Two: Mammals*. Technical Report No. 7. Natural History Museum of Los Angeles County. Los Angeles, CA.
- Jennings, C.W. and W.A. Bryant. 2010. *2010 Fault Activity Map of California*. Available: <http://maps.conservation.ca.gov/cgs/fam/>. Accessed March 14, 2023.
- Kolber, M. 2004. *Mammoth Coup: Discovery of Huge Fossil Near Elk Grove Is a Big Deal for Northern California*. Sacramento Bee, July 27, 2004.
- Lahontan Geoscience Inc. 2019. *Reservoir Triggered Seismicity at Lake Oroville California*. Available: <https://www.lahontangeoscience.com/portfolio/reservoir-triggered-seismicity-at-lake-oroville-california/>. Accessed March 15, 2023.

- Marchand, D.E., and A. Allwardt. 1981. *Late Cenozoic Stratigraphic Units, Northeastern San Joaquin Valley, California*. U.S. Geological Survey Bulletin 1470. Washington, D.C.
- NASA. See National Aeronautics and Space Administration.
- National Aeronautics and Space Administration. 2012. Earth Observatory: Sutter Buttes, California. Available: <https://earthobservatory.nasa.gov/images/79049/sutter-buttres-california#:~:text=The%20Sutter%20Buttes%20are%20remnants,higher%20with%20each%20successive%20layer>. Accessed March 15, 2023.
- Natural Resources Conservation Service. 2022. Web Soil Survey—Soil Survey Data, Sacramento County. Available: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed March 15, 2023.
- NRCS. See Natural Resources Conservation Service.
- O’Neal, M.D. and F.W. Gius. 2018. *Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region*. Special Report 245. California Geological Survey. Sacramento, CA.
- Piper, A. M., H. S. Gale, and H. E. Thomas. 1939. *Geology and Ground-Water Hydrology of the Mokelumne Area, California*. U.S. Geological Survey Water-Supply Paper 780. Washington, DC.
- Saucedo, G.L. and D.L. Wagner. 1992. *Geologic Map of the Chico Quadrangle, California, 1:250,000 Scale*. Regional Geologic Map Series, Map No. 7A. California Division of Mines and Geology. Sacramento, CA.
- Society of Vertebrate Paleontology. 2010. *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee.
- State Water Resources Control Board. 2022. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated With Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, NPDES NO. CAS000002. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction/general\\_permit\\_reissuance.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction/general_permit_reissuance.html). Accessed February 21, 2023.
- SVP. See Society of Vertebrate Paleontology.
- SWRCB. See State Water Resources Control Board.
- U.S. Geological Survey. 2011. *Sutter Buttes—The Lone Volcano in California’s Great Valley*. Fact Sheet 2011-3024. Menlo Park, CA.
- University of California Museum of Paleontology. 2023. Paleontological Collections Database. Available: <https://ucmp.berkeley.edu/collections/databases/>. Accessed March 16, 2023.
- UCMP. See University of California Museum of Paleontology.

## 4.7 GREENHOUSE GAS EMISSIONS AND ENERGY

ARB. See California Air Resources Board.

Bedsworth, et. al. 2018. *Statewide Summary Report. California's Fourth Climate Change Assessment*. Publication number: SUMCCCA4-2018-013. Available: [https://www.energy.ca.gov/sites/default/files/2019-11/Statewide\\_Reports-SUM-CCCA4-2018-013\\_Statewide\\_Summary\\_Report\\_ADA.pdf](https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf). Accessed August 30, 2023.

California Air Resources Board (ARB). 2008. *Climate Change Scoping Plan*. Available: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2008-scoping-plan-documents>. Accessed August 30, 2023.

———. 2014. *First Update to the Climate Change Scoping Plan: Building on the Framework – Pursuant to AB 32, the California Global Warming Solutions Act of 2006*. Sacramento, CA. Available: [https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013\\_update/first\\_update\\_climate\\_change\\_scoping\\_plan.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf). Accessed August 30, 2023.

———. 2016. *2030 Target Scoping Plan Update Concept Paper*. Available: [https://www.arb.ca.gov/cc/scopingplan/document/2030\\_sp\\_concept\\_paper2016.pdf](https://www.arb.ca.gov/cc/scopingplan/document/2030_sp_concept_paper2016.pdf). Accessed August 30, 2023.

———. 2017. *The 2017 Climate Change Scoping Plan Update*. Available: [https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf). Accessed August 30, 2023.

———. 2022b. *California Greenhouse Gas 2000-2020 Emissions Trends and Indicators Report*. Available: <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed August 30, 2023.

———. 2022c. *Final 2022 Scoping Plan Update*. Available: <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>. Accessed August 30, 2023.

———. 2023. *Current California GHG Emission Inventory Data*. Available: <https://ww2.arb.ca.gov/ghg-inventory-data>. Accessed August 30, 2023.

California Energy Commission (CEC). 2022. *2022 Building Energy Efficiency Standards*. Available: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency>. Accessed August 30, 2023.

———. 2024a. *Electricity Consumption by Entity*. Available: <http://www.ecdms.energy.ca.gov/elecbyutil.aspx>. Accessed May 31, 2024.

———. 2024b. *Gas Consumption by Planning Area*. Available: <http://www.ecdms.energy.ca.gov/gasbyplan.aspx>. Accessed May 31, 2024.

- . 2024c. Gas Consumption by County. Available: <http://www.ecdms.energy.ca.gov/gasbycounty.aspx>. Accessed May 31, 2024.
- . 2024d. Power Plant Heat Rates. Available: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/quarterly-fuel-and-energy-report-qfer-2>. Accessed September 25, 2024.
- CEC. *See* California Energy Commission.
- City of Marysville. 1985 (August). *City of Marysville General Plan*. Available: [https://www.marysville.ca.us/files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf). Accessed August 30, 2023.
- Climate Registry. 2024. Default Emission Factors. Available: [https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document\\_FINAL.pdf](https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf). Accessed September 25, 2024.
- Crockett, Alexander G. 2011 (January). *Addressing The Significance of Greenhouse Gas Emissions Under CEQA: California's Search for Regulatory Certainty In An Uncertain World*. Golden Gate University Environmental Law Journal Volume 4, Issue 2, Article 3.
- EnergyCodeAce. 2023a. 2022 Title 24, Part 6 – Single Family Buildings: What's Changed in 2022? Available: <https://www.energycodeace.com/resources>. Accessed: May 10, 2024.
- EnergyCodeAce. 2023b. 2022 Title 24, Part 6 – Nonresidential Buildings: What's Changed in 2022? Available: <https://www.energycodeace.com/resources>. Accessed: May 10, 2024.
- EIA. *See* U.S. Energy Information Administration.
- Feather River Air Quality Management District. 2010. *Indirect Source Review Guidelines*. Available: <https://www.fraqmd.org/files/8c3d336a1/FINAL+version+ISR+Amendments.pdf>. Accessed September 6, 2023.
- FRAQMD. *See* Feather River Air Quality Management District.
- Intergovernmental Panel on Climate Change. 2021. *AR6 Climate Change 2021: The Physical Science Basis*. Available: <https://www.ipcc.ch/report/ar6/wg1/>. Accessed August 30, 2023.
- IPCC. *See* Intergovernmental Panel on Climate Change.
- National Highway Traffic Safety Administration (NHTSA). 2021. Corporate Average Fuel Economy (CAFE) Preemption. Available: <https://www.federalregister.gov/documents/2021/12/29/2021-28115/corporate-average-fuel-economy-cafe-preemption>. Accessed May 10, 2024.
- National Highway Traffic Safety Administration. 2022. *USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026*. Available: <https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026>. Accessed August 30, 2023.



NHTSA. See National Highway Traffic Safety Administration.

Pacific Gas and Electric (PG&E). 2023. *2022 PG&E Power Content Label*. Available:

<https://www.pge.com/assets/pge/docs/account/billing-and-assistance/bill-inserts/1023-Power-Content-Label.pdf>. Accessed May 31, 2024.

\_\_\_\_\_. 2024. Company profile. Available: <https://www.pge.com/en/about/company-information/company-profile.html>. Accessed: May 31, 2024.

United States Energy Information Administration (EIA). 2023. (September 7). *Carbon Dioxide Emissions Coefficients*. Available: [https://www.eia.gov/environment/emissions/co2\\_vol\\_mass.php](https://www.eia.gov/environment/emissions/co2_vol_mass.php). Accessed May 31, 2024.

\_\_\_\_\_. 2024. *California State Energy Profile*. Available: <https://www.eia.gov/state/print.php?sid=CA>. Accessed May 2, 2024.

United States Environmental Protection Agency (EPA). 2018. The Safer Affordable Fuel Efficient (SAFE) Vehicle Rule. Available: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/safer-affordable-fuel-efficient-safe-vehicles-proposed>. Accessed May 10, 2024.

The White House. 2021. 2021 Joseph R. Biden Jr. Executive Orders. Available:

<https://www.federalregister.gov/presidential-documents/executive-orders/joe-biden/2021>. Accessed May 10, 2024.

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

AirNav. 2023a. Sutter County Airport, Yuba City, CA. Available: <https://www.airnav.com/airport/O52>. Accessed March 9, 2023.

\_\_\_\_\_. 2023b. Yuba County Airport, Marysville, CA. Available: <https://www.airnav.com/airport/KMYV>. Accessed March 9, 2023.

\_\_\_\_\_. 2023c. Beale Air Force Base, Marysville, CA. Available: <https://www.airnav.com/airport/KBAB>. Accessed March 20, 2023.

California Department of Education. 2023. *School Site Selection and Approval Guide*. Available:

<https://www.cde.ca.gov/ls/fa/sf/schoolsiteguide.asp>. Accessed October 19, 2023.

California Department of Toxic Substances Control. 2004. *Draft Lead Report*. Hazardous Waste Management Program, Regulatory and Program Development Division.

\_\_\_\_\_. 2016a (March). *Community Update: Statewide Agreement for Caltrans for Reuse of Aerially Deposited Lead-Contaminated Soils*. DTSC Fact Sheet. Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/f0004055-caltrans-fs-a11y.pdf>. Accessed October 17, 2023.

- . 2016b (June). *Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils*. Available: <https://dot.ca.gov/programs/environmental-analysis/hazardous-waste/contaminants-waste/aerially-deposited-lead>. Accessed October 17, 2023.
- . 2023. EnviroStor. Available: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed March 3, 2023.
- California Department of Transportation. 2022. *Standard Plans and Specifications*. Available: <https://dot.ca.gov/programs/design/october-2022-ccs-standard-plans-and-standard-specifications>. Accessed March 11, 2023.
- Caltrans. *See* California Department of Transportation.
- CDE. *See* California Department of Education.
- City of Marysville. 2022. *City of Marysville General Plan 2021 Safety Element Update*. Adopted January 2022. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed March 2, 2023.
- Federal Aviation Administration. 2020. *AC 150/5200-33C: Hazardous Wildlife Attractants on or Near Airports*. Available: [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5200-33C.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf). Accessed March 8, 2023.
- Foster Morrison Consulting and Howell Consulting. 2021. *Yuba County 2021 Local Hazard Mitigation Plan Update: Appendix A Marysville*. Available: [https://www.yuba.org/departments/emergency\\_services/hazard\\_mitigation\\_plan.php#outer-4391](https://www.yuba.org/departments/emergency_services/hazard_mitigation_plan.php#outer-4391). Accessed October 19, 2023.
- Golder Associates, Inc. 2020. *Post-Closure Maintenance Plan, Recology Yuba-Sutter, Marysville, California*. Roseville, CA.
- PHMSA. *See* Pipeline and Hazardous Materials Safety Administration.
- Pipeline and Hazardous Materials Safety Administration. 2022. National Pipeline Mapping System Public Viewer. Available: <https://pvnpm.phmsa.dot.gov/PublicViewer/>. Accessed March 8, 2023.
- Sacramento Area Council of Governments. 1994. *Sutter County Airport Comprehensive Land Use Plan*. Available: <https://www.sacog.org/post/sutter-county>. Accessed March 8, 2023.
- . 2003. *Sutter County Airport Sphere of Influence Map*. Available: <https://www.sacog.org/post/sutter-county>. Accessed March 8, 2023.
- . 2010a. *Yuba County Airport Land Use Compatibility Plan*. Available: <https://www.sacog.org/post/yuba-county>. Accessed March 9, 2023.
- . 2010b. *Beale Air Force Base Land Use Compatibility Plan*. Available: <https://www.sacog.org/post/yuba-county>. Accessed March 9, 2023.



State Water Resources Control Board. 2023. GeoTracker. Available: <https://geotracker.waterboards.ca.gov/>. Accessed March 3, 2023.

Sutter County Development Services Department. 2023. Sutter County Airport. Available: <https://www.suttercounty.org/government/county-departments/development-services/airport>. Accessed March 9, 2023.

U.S. Environmental Protection Agency. 2022. Search Superfund Where You Live. Available: <https://www.epa.gov/superfund/search-superfund-sites-where-you-live>. Accessed March 8, 2023.

## 4.9 HYDROLOGY AND WATER QUALITY

Cal/OES. See California Office of Emergency Services.

California Department of Water Resources. 2012. *Urban Levee Design Criteria*. Available: [https://cawaterlibrary.net/wp-content/uploads/2017/05/ULDC\\_May2012.pdf](https://cawaterlibrary.net/wp-content/uploads/2017/05/ULDC_May2012.pdf). Accessed February 21, 2023.

———. 2020. SGMA Basin Prioritization Dashboard. Available: <https://gis.water.ca.gov/app/bp-dashboard/final/>. Accessed February 27, 2023.

———. 2022a. *State Plan of Flood Control Descriptive Document*. Available: <http://cvfpub.ca.gov/cvfpp/>. Accessed February 22, 2023.

———. 2022b. *Central Valley Flood Protection Plan Update 2022*. Available: <http://cvfpub.ca.gov/cvfpp/>. Accessed February 21, 2023.

———. 2022c. SGMA Data Viewer—Groundwater Levels. Available: <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwstorage>. Accessed February 27, 2023.

———. 2023a. Best Available Map Viewer—Designated Floodways and Regulated Streams. Available: <https://gis.bam.water.ca.gov/bam/>. Accessed March 6, 2023.

———. 2023b. Levee Flood Protection Zones. Available: <https://gis.lfpz.water.ca.gov/lfpz/>. Accessed March 6, 2023.

———. 2023c. Oroville Spillways Incident Background. Available: <https://water.ca.gov/Programs/State-Water-Project/SWP-Facilities/Oroville/Oroville-Spillways/Background>. Accessed March 15, 2023.

———. 2023d. Oroville Spillways Recovery. Available: <https://water.ca.gov/Programs/State-Water-Project/SWP-Facilities/Oroville/Oroville-Spillways>. Accessed March 15, 2023.

California Office of Emergency Services. 2023. Dam Breach Inundation Map Web Publisher. Available: [https://fmds.water.ca.gov/webgis/?appid=dam\\_prototype\\_v2](https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2). Accessed March 15, 2023.

California Water Service Company (Cal Water). 2021. *2020 Urban Water Management Plan, Marysville District*. Available: <https://www.calwater.com/conservation/uwmp2020/>. Accessed October 3, 2023.

- Central Valley Regional Water Quality Control Board. 2019. *Water Quality Control Plan (Basin Plan) for the Sacramento River and San Joaquin River Basins*. Available: [https://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/). Accessed February 21, 2023.
- . 2023. *Waste Discharge Requirements (WDRs) Limited Threat Discharges to Surface Water* (Order No. R5-2022-0006-01, NPDES No. CAG995002). Available: [https://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/](https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/). Accessed October 3, 2023.
- City of Marysville. 1985. *City of Marysville General Plan*. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed February 20, 2023.
- . 2004. *City of Marysville Storm Water Management Program*. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/swmp/marysville\\_swmp.pdf](https://www.waterboards.ca.gov/water_issues/programs/stormwater/swmp/marysville_swmp.pdf). Accessed February 21, 2023.
- . 2022. *City of Marysville General Plan 2021 Safety Element Update*. Adopted January 2022. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed February 20, 2023.
- . Undated. City of Marysville Sanitary Sewer Service. Available: <https://www.waterutilitymanagementservices.com/ums/companies/marysville-sewer.html>. Accessed February 22, 2023.
- Federal Emergency Management Agency. 2011. FEMA Flood Map Service Center. Available: <https://msc.fema.gov/portal/home>. Accessed March 6, 2023.
- MBK Engineers. 2021. *Marysville Ring Levee, Project History and Status*. Available: <https://www.yubawater.org/DocumentCenter/View/5055/Marysville-Ring-Levee-Project-Background-and-Status---May-2021-PDF>. Accessed February 22, 2023.
- Olmsted, F.H. and G.H. Davis. 1961. *Geologic Features and Ground-Water Storage Capacity of the Sacramento Valley, California*. Geological Survey Water-Supply Paper 1497. U.S. Geological Survey. Washington, DC.
- Sacramento River Watershed Program. 2023. Feather River Subregion. Available: <https://sacriver.org/explore-watersheds/feather-river-subregion/>. Accessed February 22, 2023.
- State Water Resources Control Board. 2019. *National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s)*. Water Quality (WQ) Order 2013-0001-DWQ NPDES No. CAS000004, as Amended. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.html). Accessed February 21, 2023.
- . 2020. *Statewide General Permit for Storm Water Discharges Associated with Industrial Activities, Order 2014-0057-DWQ*. Adopted in 2015 and amended in 2018, effective July 1, 2020. Available:

- [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/industrial.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/industrial.html). Accessed February 21, 2023.
- . 2022a. *2020-2022 California Integrated Report*. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/water\\_quality\\_assessment/2020\\_2022\\_integrated\\_report.html](https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html). Accessed October 2, 2023.
- . 2022b. *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated With Construction and Land Disturbance Activities*, Order WQ 2022-0057-DWQ, NPDES NO. CAS000002. Available: [https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction/general\\_permit\\_reissuance.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction/general_permit_reissuance.html). Accessed February 21, 2023.
- U.S. Army Corps of Engineers, Sacramento District. 2021. *Marysville Ring Levee*. Available: <https://www.spk.usace.army.mil/Missions/Civil-Works/Marysville-Ring-Levee/>. Accessed February 22, 2023.
- WGR Southwest, Inc. 2015. *City of Marysville Post-Construction Standards Plan*. Available: <https://www.marysville.ca.us/storm-water-management>. Accessed February 21, 2023.
- Young, R. 2013. *Origins of Ellis Lake Explained*. The Appeal Democrat. Published January 1, 2008, updated November 1, 2013. Available: [https://www.appeal-democrat.com/origins-of-ellis-lake-explained/article\\_124c0436-a2a7-51d9-8eb8-9e9bf05dd13c.html](https://www.appeal-democrat.com/origins-of-ellis-lake-explained/article_124c0436-a2a7-51d9-8eb8-9e9bf05dd13c.html). Accessed February 27, 2023.
- Yuba County Department of Environmental Health. 2018. *On-Site Sewage Manual*. Marysville, CA.
- Yuba Water Agency. 2020. *Integrated Regional Water Management Plan—Executive Summary*. Available: <https://yubairwmp.org/plan-2019/>. Accessed February 23, 2023.
- . 2021. *Marysville Ring Levee*. Available: <https://www.yubawater.org/163/Marysville-Ring-Levee>. Accessed February 22, 2023.
- Yuba Water Agency, Cordua Irrigation District, and City of Marysville. 2019. *Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan*. Available: <https://www.yubawater.org/198/Groundwater-Management>. Accessed February 27, 2023.
- Yuba Water Agency and Mead & Hunt. 2018. *Inundation Map for Failure of New Bullards Bar Dam, Map Sheet D5*. Yuba County, CA.

## 4.10 LAND USE AND PLANNING

- City of Marysville. 1985. *City of Marysville General Plan*. Available: [https://www.marysville.ca.us/\\_files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/_files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf). Accessed June 4, 2024.
- SACOG. 2020. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. Available: <https://www.sacog.org/planning/blueprint/2020-mtp-scs>. Accessed June 4, 2024.

HCD. 2021. Marysville's 6th Cycle (2021-2029) Adopted Housing Element. Department of Housing and Community Development - Division of Housing Policy Development. Available: <https://www.hcd.ca.gov/community-development/housing-element/docs/yubmarysvilleadoptin111221.pdf>. Accessed June 4, 2024.

Yuba-Sutter Transit. 2023. NextGen Transit Plan. Adopted May 18, 2023. Available: [https://www.yubasuttertransit.com/files/a61487d15/NGTP+-+Exec+Summary\\_FINAL.pdf](https://www.yubasuttertransit.com/files/a61487d15/NGTP+-+Exec+Summary_FINAL.pdf). Accessed June 4, 2024.

## 4.11 NOISE AND VIBRATION

California Department of Transportation. 2013. *Technical Noise Supplement*. Sacramento, CA. Prepared by IFC Jones & Stokes, Sacramento, CA. Available: [https://www.gsweventcenter.com/Draft\\_SEIR\\_References/2013\\_09\\_Tech\\_Noise\\_Supp.pdf](https://www.gsweventcenter.com/Draft_SEIR_References/2013_09_Tech_Noise_Supp.pdf).

———. 2020 (April). *Transportation and Construction Vibration Guidance Manual*. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office, Sacramento, CA. Available: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.

California Department of Transportation Division of Aeronautics. 2011. *California Airport Land Use Planning Handbook*. Available: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf>. Accessed June 19, 2024.

Caltrans. *See* California Department of Transportation.

City of Marysville. 1985. City of Marysville General Plan. Available: [https://www.marysville.ca.us/\\_files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/_files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf).

City of Marysville. 2024. Title 9. Public Peace, Safety and Morals. Chapter 9.07. Noise Ordinance for Transportation and New Construction. City of Marysville, CA. Available: <https://www.codepublishing.com/CA/Marysville/#!/MarysvilleCA09/MarysvilleCA0907.html>

EPA. *See* U.S. Environmental Protection Agency.

Federal Highway Administration. 1978 (December). *Highway Traffic Noise Prediction Model*. FHWA-RD-77-108. Washington, DC: Office of Research, Office of Environmental Policy. Available: [https://rosap.ntl.bts.gov/view/dot/30259/dot\\_30259\\_DS1.pdf](https://rosap.ntl.bts.gov/view/dot/30259/dot_30259_DS1.pdf).

Federal Highway Administration. 2006 (January). *Roadway Construction Noise Model User's Guide*. FHWA-HEP-05-054. Washington, DC. Available: [https://www.fhwa.dot.gov/Environment/noise/construction\\_noise/rcnm/rcnm.pdf](https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/rcnm.pdf).

Federal Transit Administration. 2018 (September). *Transit Noise and Vibration Impact Assessment*. FTA Report No. 0123. Washington, DC: Office of Planning and Environment. Available:

[https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf).

FHWA. *See* Federal Highway Administration.

FTA. *See* Federal Transit Administration.

Governor's Office of Planning and Research. 2017. *State of California General Plan Guidelines*. Sacramento, CA. Available: [http://opr.ca.gov/docs/OPR\\_COMPLETE\\_7.31.17.pdf](http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf).

Housing and Urban Development. 2013. HUD Noise Guidebook, Title 24, Part 51 - ENVIRONMENTAL CRITERIA AND STANDARDS, Subpart B - Noise Abatement and Control, April 1, 2013. Available: <https://www.govinfo.gov/content/pkg/CFR-2013-title24-vol1/pdf/CFR-2013-title24-vol1-part51-subpartB.pdf>.

HUD. *See* California Housing and Urban Development.

NDS. 2023. National Data and Surveying Services. Vehicular Traffic Data.

OPR. *See* Governor's Office of Planning and Research.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments. 1994. *Sutter County Airport Comprehensive Land Use Plan*. Available: <https://www.sacog.org/home/showpublisheddocument/1762/638376333665930000> Accessed July 9, 2024.

———. 2003. *Sutter County Airport Sphere of Influence Map*. Available: <https://www.sacog.org/home/showpublisheddocument/1760/638376332797270000>. Accessed July 9, 2024.

———. 2010. *Beale Air Force Base Land Use Compatibility Plan*. Available: <https://www.sacog.org/home/showpublisheddocument/1780/638376345878930000>. Accessed July 9, 2024.

———. 2011. *Yuba County Airport Land Use Compatibility Plan*. Available: <https://www.sacog.org/home/showpublisheddocument/1788/638376372428300000>. Accessed July 9, 2024.

U.S. Environmental Protection Agency. 1971 (December 31<sup>st</sup>). Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Available: <https://nepis.epa.gov/Exe/ZyPDF.cgi/9101NN3I.PDF?Dockey=9101NN3I.PDF>.

U.S. Environmental Protection Agency. 1974 (March). Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. Washington, DC.

Yuba County. 2011. Yuba County 2030 General Plan. Environmental Impact Report. Noise and Vibration. Marysville, CA. Available: <https://cms7files.revize.com/yubaca/Yuba%20County/Community%20Development/Planning/General%20Plan/2030%20final%20Environmental%20Impact%20Report%20-%20Complete%20Document.pdf>

## 4.12 POPULATION AND HOUSING

California Department of Finance (DOF). 2024. *Table 2: E-8 City/County Population and Housing Estimates, 4/1/2010-4/1/2020*. Available: <https://dof.ca.gov/forecasting/demographics/estimates/>. Accessed: June 5, 2024.

California Department of Housing and Community Development (HCD). 2021 (November 11). Letter to Jim Schaad, City Manager of the City of Marysville with the subject line: “RE: Marysville’s 6th Cycle (2021-2029) Adopted Housing Element.”

California Employment Development Department [EDD]. 2024. *Major Employers in Yuba County*. Available: <https://labormarketinfo.edd.ca.gov/majorer/countymajorer.asp?CountyCode=000115>. Accessed: June 5, 2024.

City of Marysville. 1985. *City of Marysville General Plan*. [https://www.marysville.ca.us/\\_files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/_files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf). Accessed: June 5, 2024.

City of Marysville. 2021. *Marysville General Plan 2021–2029 Housing Element*. Available: [https://www.marysville.ca.us/\\_files/ugd/ac639c\\_0bb33a674d304d68b926ebfcbe87d4de.pdf?index=true](https://www.marysville.ca.us/_files/ugd/ac639c_0bb33a674d304d68b926ebfcbe87d4de.pdf?index=true). Accessed: June 5, 2024.

DOF. *See* California Department of Finance.

EDD. *See* California Employment Development Department.

Sacramento Area Council of Governments. 2019. Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Available: <https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update>. Accessed: June 5, 2024.

Sacramento Area Council of Governments. 2020 (September). SACOG Regional Housing Needs Plan Cycle 6 (2021-2029). Available: <https://www.sacog.org/regional-housing-needs-allocation-rhna>. Accessed: June 5, 2024.

Sacramento Area Council of Governments. 2024 (June). 2025 Blueprint (MTP/SCS) Adopted Land Use Assumptions.

U.S. Census Bureau. 2020. *Marysville City, California*. Available: [https://data.census.gov/profile/Marysville\\_city,\\_California?g=160XX00US0646170#employment](https://data.census.gov/profile/Marysville_city,_California?g=160XX00US0646170#employment). Accessed: June 5, 2024.

U.S. Census Bureau. 2020. *Yuba County, California*. Available: <https://data.census.gov/table/ACSDP1Y2022.DP03?g=050XX00US06115>. Accessed: June 5, 2024.

U.S. Census Bureau. 2020. *California*. Available: <https://data.census.gov/table/ACSDP1Y2022.DP03?q=California%20Employment>. Accessed: June 5, 2024.

U.S. Census Bureau. 2020. *Work Area Profile Analysis Marysville*. Center for Economic Studies, LEHD. Available: <https://onthemap.ces.census.gov/>. Accessed: June 17, 2024.

## 4.13 PUBLIC SERVICES AND RECREATION

California Department of Education. 2014–2023. District Profile: Marysville Joint Unified, Enrollment by Grade. Available: <https://www.cde.ca.gov/sdprofile/details.aspx?cds=58727360000000>. Accessed May 28, 2024.

California Department of Finance (DOF). 2024 (May). State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2024. Available: <https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2024/>. Accessed July 15, 2024.

City of Marysville. 1985. *City of Marysville General Plan*. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed May 28, 2024.

———. 2016. *Bicycle and Pedestrian Plan*. Available: <https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-April-web.pdf>. Accessed May 28, 2024.

———. 2019. *Parks and Open Space Master Plan*. Marysville, CA.

———. 2022. *City of Marysville General Plan 2021 Safety Element Update*. Adopted January 2022. Available: <https://www.marysville.ca.us/copy-of-planning-zoning-building>. Accessed May 28, 2024.

City of Marysville Fire Department. 2024. Fire Department. Available: <https://www.marysville.ca.us/fire-department>. Accessed May 23, 2024.

City of Marysville Police Department. 2024. Our Police Department. Available: <https://www.marysvillepd.org/about>. Accessed May 23, 2024.

Marysville Joint Unified School District. 2024. About MJUSD, Buildings and Grounds, Find My School. <https://www.mjusd.com/>. Accessed May 24, 2024.

PBK Architects, Inc. 2022. *Marysville Joint Unified School District Facilities Master Plan*. Sacramento, CA.

The Appeal Democrat. 2024. *Council Approves Contract for New Fire Department Building at Station*. Robert Summa. March 6, 2024. Available: [https://www.appeal-democrat.com/news/council-approves-contract-for-new-fire-department-building-at-station/article\\_12b9e71c-dc27-11ee-b9e7-a33db2eebc04.html](https://www.appeal-democrat.com/news/council-approves-contract-for-new-fire-department-building-at-station/article_12b9e71c-dc27-11ee-b9e7-a33db2eebc04.html). Accessed May 28, 2024.



## 4.14 TRANSPORTATION

- California Air Resources Board. 2018a. *Resolution 18-12: Proposed Update to Senate Bill 375 Greenhouse Gas Emissions Reduction Targets*. Available: [https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375\\_Final\\_Target\\_Staff\\_Report\\_%202018\\_Resolution\\_18-12.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Target_Staff_Report_%202018_Resolution_18-12.pdf). Accessed June 4, 2024.
- . 2018b. *SB 375 Regional Greenhouse Gas Emissions Reduction Targets*. Available: [https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375\\_Final\\_Targets\\_2018.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-06/SB375_Final_Targets_2018.pdf). Accessed June 4, 2024.
- . 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Available: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed June 4, 2024.
- California Department of Transportation. 2020a. *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance*. Available: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>. Accessed June 4, 2024.
- . 2020b. *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*. Available: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Accessed June 4, 2024.
- California State Transportation Agency. 2021 (February 2<sup>nd</sup>). *California Transportation Plan 2050*.
- City of Marysville. 1985. *General Plan*. Available: [https://www.marysville.ca.us/\\_files/ugd/fbf449\\_f3bb04d85ab04eed8a9e92896ae07612.pdf](https://www.marysville.ca.us/_files/ugd/fbf449_f3bb04d85ab04eed8a9e92896ae07612.pdf). Accessed June 4, 2024.
- . 2016. *City of Marysville Bicycle and Pedestrian Plan*. Available: <https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-April-web.pdf>. Accessed June 4, 2024.
- . 2022. *Local Roadway Safety Plan*. Available: (link). Accessed June 4, 2024.
- . 2024. *Construction Standard Details*. Available: [https://www.marysville.ca.us/\\_files/ugd/dbead1\\_97e2ca84f46847e59644c84d165ca795.pdf](https://www.marysville.ca.us/_files/ugd/dbead1_97e2ca84f46847e59644c84d165ca795.pdf). Accessed July 11, 2024.
- Governor's Office of Planning and Research. 2010. *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*. Available: [https://opr.ca.gov/docs/Update\\_GP\\_Guidelines\\_Complete\\_Streets.pdf](https://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf). Accessed June 4, 2024.
- . 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Available: [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf). Accessed June 4, 2024.



Sacramento Area Council of Governments. 2019a. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. Available: <https://www.sacog.org/planning/blueprint/2020-mtp-scs>. Accessed June 4, 2024.

\_\_\_\_\_. 2019b. *Draft Environmental Impact Report for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. Available: [https://files.ceqanet.opr.ca.gov/250690-3/attachment/JvzIyzQ7N2NtduCOPjMFkcrvOlcEBoSBgE44Gi9PAqQvI0v8\\_BqUi4ly5KAHUQHkAWH57zomlCB4R0rm0](https://files.ceqanet.opr.ca.gov/250690-3/attachment/JvzIyzQ7N2NtduCOPjMFkcrvOlcEBoSBgE44Gi9PAqQvI0v8_BqUi4ly5KAHUQHkAWH57zomlCB4R0rm0). Access June 4, 2024.

\_\_\_\_\_. 2023. SACOG SB 743 Technical Assistance Webpage. Available: <https://www.sacog.org/planning/data-resource-center/sb-743-technical-assistance>. Accessed June 4, 2024.

## 4.15 UTILITIES AND SERVICES SYSTEMS

Cal Water. See California Water Service Company.

California Department of Resources Recycling and Recovery. 2022. Jurisdictional Diversion/Disposal Rate Detail, Yuba/Sutter Regional Waste Management Authority. Available: <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DiversionDisposal>. Accessed June 4, 2024.

\_\_\_\_\_. 2024a. Solid Waste Information System. Facility/Site Summary Details: Recology Yuba-Sutter IW Recovery Facility (58-AA-0008). Available: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/730?siteID=4073>. Accessed June 4, 2024.

\_\_\_\_\_. 2024b. Solid Waste Information System. Facility/Site Summary Details: Recology Ostrom Road LF Inc. (58-AA-0011). Available: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/733?siteID=4075>. Accessed June 4, 2024.

California Water Service Company. 2021. *2020 Urban Water Management Plan, Marysville District*. Available: <https://www.calwater.com/conservation/uwmp2020/>. Accessed May 31, 2024.

Central Valley Regional Water Quality Control Board. 2022. *National Pollutant Discharge Elimination System (NPDES) Waste Discharge Requirements for Linda County Water District, Wastewater Treatment Plant, Yuba County and Sutter County (Permit CA0079651, Order R5-2022-0070)*. Available: [https://www.waterboards.ca.gov/rwqcb5/board\\_decisions/adopted\\_orders/sutter/r5-2022-0070\\_npdes.pdf](https://www.waterboards.ca.gov/rwqcb5/board_decisions/adopted_orders/sutter/r5-2022-0070_npdes.pdf). Accessed June 3, 2024.

City of Marysville. 1985. City of Marysville General Plan.

Linda County Water District. 2021. *CWD Receives \$1.4 Million Grant for Wastewater System Upgrade and Energy Efficiency Project*. Available: [https://www.lindawater.com/news-detail?item\\_id=21823](https://www.lindawater.com/news-detail?item_id=21823). Accessed June 3, 2024.

W.M. Lyles Company. 2023. Linda County Water District, Wastewater Treatment Plant Upgrade & Expansion. Linda, CA.

Recology. 2024a. Yuba-Sutter Transfer Station & MRF. Available: <https://www.recology.com/recology-yuba-sutter/yuba-sutter-transfer-station-and-mrf/>. Accessed June 3, 2024.

———. 2024b. Household Hazardous Waste. Available: <https://www.recology.com/recology-yuba-sutter/hazardous-waste/>. Accessed June 3, 2024.

Yuba Water Agency, Cordua Irrigation District, and City of Marysville. 2019. *Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan*. Available: <https://www.yubawater.org/198/Groundwater-Management>. Accessed June 3, 2024.

## 4.16 WILDFIRE

CAL FIRE. See California Department of Forestry and Fire Protection.

California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Frequently Asked Questions About: 2023 Fire Hazard Severity Zones*. Available: <https://34c031f8-c9fd-4018-8c5a-4159cdf6b0d-cdn-endpoint.azureedge.net/-/media/osfm-website/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-map/2023-fhsz-faqs-march-11-2024.pdf>. Accessed: June 2024.

———. 2023. *Yuba County State Responsibility Area , Fire Hazard Severity Zones*. Available: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022>. Accessed: June 2024.

City of Marysville. 1985. City of Marysville General Plan.

City of Marysville. 2022. General Plan Safety Element. Available: [https://www.marysville.ca.us/\\_files/ugd/dbead1\\_18f33c8d616b4bd3babe85af8ef6a29f.pdf](https://www.marysville.ca.us/_files/ugd/dbead1_18f33c8d616b4bd3babe85af8ef6a29f.pdf). Accessed September 25, 2024.

## 5 SOI ANALYSIS

California Department of Conservation. 2018. Important Farmland Mapping—Yuba County. Available: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 25, 2024.

California Department of Forestry and Fire Protection. 2024. Fire Hazard Severity Zone Mapper. Available: <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>. Accessed September 25, 2024.

California Department of Resources Recycling and Recovery. 2024. Solid Waste Information System. Facility/Site Summary Details: Recology Ostrom Road LF Inc. (58-AA-0011). Available: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/733?siteID=4075>. Accessed June 4, 2024.

California Department of Water Resources. 2024. Best Available Maps. Available: <https://gis.bam.water.ca.gov/bam/>. Accessed September 24, 2024.

DOC. *See* California Department of Conservation.

O’Neal, M.D. and F.W. Gius. 2018. *Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region*. Special Report 245. California Geological Survey. Sacramento, CA.

State Water Resources Control Board. 2024. GeoTracker. Available: <https://geotracker.waterboards.ca.gov/>. Accessed September 24, 2024.

Yuba County Division of Environmental Health. 2018. *On-Site Sewage Manual*. Marysville, CA.

## 6 OTHER CEQA CONSIDERATIONS

AECOM. 2011. *Yuba County 2030 General Plan*. Available: [https://www.yuba.org/departments/community\\_development/planning\\_department/general\\_plan.php](https://www.yuba.org/departments/community_development/planning_department/general_plan.php). Accessed June 23, 2024.

Cal Water. *See* California Water Service Company.

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement. Sacramento, CA. Prepared by IFC Jones & Stokes, Sacramento, CA. Available: [https://www.gsweventcenter.com/Draft\\_SEIR\\_References/2013\\_09\\_Tech\\_Noise\\_Supp.pdf](https://www.gsweventcenter.com/Draft_SEIR_References/2013_09_Tech_Noise_Supp.pdf).

\_\_\_\_\_. 2020. SR 70 Binney Junction Roadway Rehabilitation and Complete Streets Project Final Environmental Impact Report/Environmental Assessment.

California Water Service Company. 2021. *2020 Urban Water Management Plan, Marysville District*. Available: <https://www.calwater.com/conservation/uwmp2020/>. Accessed May 31, 2024.

Dyett & Bhatia. 2004. *Yuba City General Plan*. Available: [https://www.yubacity.net/city\\_hall/departments/development\\_services/planning/plans/general\\_plan](https://www.yubacity.net/city_hall/departments/development_services/planning/plans/general_plan). Accessed June 25, 2024.

SACOG. *See* Sacramento Area Council of Governments.

Sacramento Area Council of Governments (SACOG). 2019. *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*. Available: <https://www.sacog.org/planning/blueprint/2020-mtp-scs>. Accessed June 4, 2024.

\_\_\_\_\_. 2023 (March 21<sup>st</sup>). Personal communication from Darren Conly, Senior Analyst, SACOG to Mary Nooristani, AECOM with the subject line, “2040 Vehicles Miles Traveled Per Capita (and per job).”

\_\_\_\_\_. 2024. 2025 Blueprint (MTP/SCS) Adopted Land Use Assumptions, *June 2024*.

## 7 ALTERNATIVES

None.

This page intentionally left blank

## 9 LIST OF PREPARERS

### 9.1 CITY OF MARYSVILLE

Jim Schaad..... City Manager  
Dan Flores ..... Community Development Director  
Vincenzo Corazza..... Public Works Director  
Kathy Pease, AICP ..... Planning Consultant

### 9.2 AECOM

Matthew Gerken ..... Project Manager  
Wendy Copeland ..... Senior Environmental Scientist  
Emily Biro ..... Environmental Planner  
Mary Nooristani ..... Environmental Planner  
Chandra Miller ..... Senior Architectural Historian  
Heather Miller ..... Architectural Historian  
Diana Ewing ..... Archaeologist  
Nagaraju Kashayi ..... Senior Transportation Planner  
Christian Hunter ..... Transportation Planner  
Issa Mahmodi ..... Senior Noise and Vibration Specialist  
Suzanne McFerran ..... Senior Air Quality/Greenhouse Gas Emissions Specialist  
Stephanie Carcieri ..... Senior Air Quality/Greenhouse Gas Emissions Specialist  
Alexandra Haisley ..... Air Quality and Greenhouse Gas Emissions Specialist  
Renee Richardson ..... Senior Biologist  
Shannon Henke ..... Senior Biologist  
Petra Unger ..... Principal Biologist  
Deborah Jew ..... Senior Document Specialist  
Fan Wenzheng ..... Urban Designer  
Lisa Clement ..... Senior GIS Specialist  
Rachel Leete ..... GIS Specialist  
Ann Campbell ..... Senior Graphic Designer

This page intentionally left blank