

CITY OF CHICO
NOTICE OF EXEMPTION
TOWNE PLACE SUITES

To: County Clerk
County of Butte
25 County Center Drive
Oroville, CA 95965

From: City of Chico
Community Development Department
Planning Division
411 Main Street
Chico, CA 95928

Project Address: Northeast corner of Deer Creek Highway (SR 32) and Bruce Road (UP 19-25 & AR 19-22)

City: Chico

County: Butte

On September 6, 2022, the City Council of the City of Chico approved a use permit for the Towne Place Suites Hotel project and determined that said project is categorically exempt from the California Environmental Quality Act (CEQA). While approving the hotel use and affirming use of a CEQA exemption, the Council directed that the project be sent to the Architectural Review and Historic Preservation Board (ARHPB) for approval of the project's design through Architectural Review. Following the Council's approval of the project, minor updates were made to the proposed project drawings to reflect slight changes in the project's design. This Notice of Exemption (NOE) is now being resubmitted with additional language to reflect these design updates. This additional language is identified in this NOE by underlined text.

The minor updates to the proposed project since the applicant's last submission involve:

- Eliminating sloping roof lines, with the exception of the main entry signage parapet, to reduce the overall height of the building. See **Figures 8 and 9**.
- Presenting the building as clad with a 3-coat 7/8" stucco system around the entire façade. To add more visual interest and texture, stone veneer replaces the nichiha panel located around the entire public front first floor as well as the rear surrounding the pool and patio and up through the central part of the building's façade. See **Figure 8**.
- Enhancing the landscaping with additional shrubs and trees. Redwoods have been chosen because they grow tall which will complement the overall building size. See **Figure 10**.

The revised project drawings have been reviewed and it was determined the minor changes do not change the environmental analysis or significance conclusions made in the previous NOE. Notably, none of the design changes alter the project's consistency with applicable development standards. The previous NOE is therefore considered to fully address the potential environmental impacts associated with implementing the proposed project, which includes all minor design changes described above.

PROJECT DESCRIPTION

Project Location

The proposed Towne Place Suites project (UP 19-25 & AR 19-22) includes the construction of a 4-story, 112-room hotel, with a 16,655 square foot footprint, on a 4.09-acre site located south of Sierra Sunrise Terrace and northeast of the intersection of Deer Creek Highway (State Route 32 (SR 32)) and Bruce Road. See **Figure 1**. California Park Lake is north of the proposed project site, while land to the south and west is currently vacant, and an office building and residential neighborhood is to the east. Access to the project site would be taken from Sierra Sunrise Terrace, a two-lane collector road. See **Figure 2**.

Surrounding Land Use Designations and Zoning

The proposed project site is designated for Commercial Mixed Use (CMU) on the City of Chico General Plan Land Use Diagram and surrounding land use designations are Primary Open Space (POS) to the north, and CMU to the east, south, and west. Immediately beyond the CMU land uses to the east of the project site is land designated Medium Density Residential (MDR). The development of a hotel is consistent with the CMU Land Use Designation.

The project site is zoned Community Commercial (CC), while the land to the north is zoned Primary Open Space (OS1), and land to the south, west, and east is zoned CC. Immediately beyond the area zoned OS1 to the east of the project site is land zoned Medium Density Residential (R2). The proposed land use (hotel) is a conditionally permitted use within the CC zone. The purpose of conditional use permits is to allow for activities and uses that are unique and whose effect on the surrounding environment cannot be determined prior to being proposed for a particular location. In addition, conditions of approval may be placed on a project to ensure that the proposed use is compatible with existing and designated uses in the general vicinity (City of Chico Municipal Code Section 19.44).

Project Site

The approximate 4.09-acre project site is in the northeast corner of the intersection of Bruce Road and Deer Creek Highway (SR 32) and may be identified by Assessor's Parcel Number (APN) 018-230-001. The site has been graded and a previous stockpile of soil and construction rubble and debris removed in 2020 for which a mitigated negative declaration (MND) was prepared in 2018 (**Attachment A**). The site topography features a gentle southeasterly slope with an elevation of approximately 250 feet above sea level. A contributory drainage channel of the Dead Horse Slough forms the western and southern property boundaries and serves as an overflow to the human-made California Park Lake, located to the north of the property. See **Figure 3**.

The Geotechnical Report prepared for the project refers to aerial photographs that indicate the site was not previously developed or occupied by any structures and that the parcel shape was formed by the construction of California Park Lake between 1984 and 1988 (**Attachment B**).

Proposed Project

The proposed Project includes the construction of a four-story, 112-room hotel with a 16,655 square foot (SF) footprint. Other components of the Project include 59,265 SF of paved parking areas composed of 117 off-street parking spaces, 20 bicycle parking spaces, drive aisles, and 102,241 SF of landscaping. See **Figure 4 and 10 (Attachments C, O, and P)**. Development associated with the proposed project will

be setback a minimum of 18 feet from the northern property line, 30 feet from the western property line, and 26 feet from the southern property line avoiding any potential impacts to the existing drainage features along the southern and western boundaries of the proposed project site (i.e., Dead Horse Slough). The project has been designed to comply with the City's Creekside Development Standards (CMC Sec. 19.60.303) by providing a minimum 25-foot setback from the top of bank adjoining the creek.

Utilities to the Project site will be provided by existing facilities within Sierra Sunrise Terrace. Utility providers are as follows: wastewater – City of Chico, water – California Water Company, Electricity and Natural Gas – Pacific Gas and Electric, telephone – AT&T, and Cable TV – Comcast. Stormwater from the site will be screened by the proposed landscaping to the south and a proposed bioswale to the west before being directed to an existing concrete storm drain system along Highway 32.

Vehicular access to the Project site is via Sierra Sunrise Terrace, a two-lane collector road which currently runs west to terminate at Bruce Road, a four-lane arterial roadway with accompanying Class II Bicycle/Pedestrian facilities. Approximately 500 feet south of the intersection of Bruce Road and Sierra Sunrise Terrace, Bruce Road intersects with Deer Creek Highway (State Highway 32).

As discussed above, although there was a mitigated negative declaration (MND) prepared in 2018 for the grading and removal of a debris stockpile from the site in 2020, this proposed Project involves a new site plan for the development of a hotel that was not included in the MND. This proposed Project, based upon the analysis below, is eligible for and will be reviewed under Section 15332, In-fill Development Projects, of the California Environmental Quality Act (CEQA) Guidelines.

Name of Public Agency Approving Project: City of Chico

Name of Person or Agency Carrying Out Project: Continuum Hospitality

Exemption Status: (check one)

- ☐ Ministerial [PRC, Sec. 21080(b)(1); CCR, Sec. 15268]
- ☐ Declared Emergency [PRC, Sec. 21080(b)(3); CCR, Sec. 15269(a)]
- ☐ Emergency Project [PRC, Sec. 21080(b)(4); CCR, Sec. 15269(b)(c)]
- ☒ Categorical Exemptions [CCR Title 14, Sec. 15332]
- ☐ Statutory Exemptions [State Code Section Number]
- ☐ Common Sense Exemption [CCR, Sec. 15061(b)(3)]

Exemption Title: In-fill Development Projects

Reasons Why Project is Exempt: Article 19 of the CEQA (CEQA Guidelines Section 15300 to 15333) includes a list of classes of projects that have been determined to not have a significant impact on the environment, and as a result, are exempt from review under CEQA. The analysis described below, supported by the attached technical studies, provides substantial evidence that the proposed Project is Categorically Exempt from the provisions of CEQA pursuant to the CEQA Guidelines Section 15332 as an in-fill development project, and implementation of the proposed Project would not result in any significant impact to the environment.

The proposed Project's consistency with the in-fill development criteria, as defined by CEQA Guidelines Section 15332, is discussed below following each criterion, (a) - (e):

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

The proposed project site is designated for Commercial Mixed Use (CMU) on the City of Chico General Plan Land Use Diagram. The CMU designation encourages the integration of retail and service commercial uses with office and/or residential uses. The designation also allows for other public/quasi-public uses allowing for the proposed project to be consistent with the CMU land use designation. The Project meets policies that support the goals of the General Plan. The Project aligns with City policies for development compatible with the existing urban form while supporting conservation of natural resources, such as the creek and by avoiding outward growth. Additionally, the Project fulfills City goals for providing a mix of uses, access to jobs, and community services. The Project is also consistent with the General Plan because it would not displace residents or conflict with the Land Use Diagram's intended uses in the City (Land Use and Community Design, City of Chico General Plan, 2011).

The proposed project site is zoned Community Commercial (CC) on the City of Chico Municipal Code. The construction of a hotel is listed as a conditionally permitted use in the CC zone of the Chico Municipal Code. In accordance with the City's municipal code regarding conditional use permits (Section 19.24), the City has conducted a review of the proposed project's configuration, design, location, and potential impact of the proposed use (hotel) by comparing it to established development standards. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. See **Table 1** for development standards for the CC zoning district and demonstration of the project's compliance therewith

Table 1. Commercial and Office Zone General Development Standards, Section 19.44.030

Development Feature	Requirement by Zoning District	
	19.44.030 Commercial and office zone general development standards.	
	Community Commercial (CC)	Proposed
Minimum Lot Size Minimum area	6,000 sq. ft., interior lots 7,000 sq. ft., corner lots	4.09 acres (178,160 sq. ft.)
Landscaping	Minimum 10% of Site Area Required to be Landscaped	57 %
Building Setbacks Required (1) Front	None required, except where the block is partly within an R zoning district, the same front setback shall be required as in the R district.	89 feet
Sides	10 ft. where the side of the parcel abuts an R district; lesser setbacks may be approved through the Design Review process when abutting an alley. No setback required elsewhere.	344 feet
Street side		157 feet
Rear	10 ft. where the rear of the parcel abuts an R district; none elsewhere.	80 feet
Site Coverage, Maximum	95% (2)	10%
Height Limits	57 ft. Lesser height may be required through the Design Review process where the parcel abuts an R district.	4 stories

Source: City of Chico Municipal Code, 2021.

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

The proposed project site is within the City of Chico city limits and encompasses approximately 4.09 acres. The project is located at the northeast corner of a commercially designated intersection. Current land uses surrounding the site include a human-made lake to the north, an existing office building and residential community to the east, residential subdivision to the northwest, undeveloped land to the west that is designated and zoned for mixed use or commercial development, and currently

undeveloped land to the south that will be the site for an approved 24-hour fueling station, convenience store, and drive-through car wash. The project site is adjacent to major roadways, including State Highway 32 to the south, Bruce Road to the west, and Sierra Sunrise Terrace to the north and east.

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

The proposed Project site has no value as a habitat for endangered, rare, or threatened species. Nor are there protected trees at the site. The site consists of non-native plants growing amongst waste (refuse) on ground previously disturbed by grading and leveling activities. There is no presence of aquatic resources in the graded areas. Additionally, active nests have not been observed at the proposed project site. Construction and operation of the proposed hotel would not result in significant impacts to any habitat for endangered, rare, or threatened species (ECORP Consulting 2021, see **Attachment D**).

Though critical habitat for vegetation is located south of SR 32, none exists at the Project site. See **Figure 5**. Based on the types of activities involved, the Project will have no effect on federally protected (listed or proposed) threatened or endangered Species (plants, animals, fish, or invertebrates), and will not adversely impact their critical habitats (United States Fish & Wildlife Service. Critical Habitat Portal, 2021).

Much of the land surrounding the project site is developed. The project site is immediately adjacent to the major roadways State Highway 32 to the south, Bruce Road to the west, and Sierra Sunrise Terrace to the north and east; intense residential development, RS-20 Suburban Residential 20,000 sq ft minimum, is located immediately to the northwest, and offices to the east. Parcels to the northeast and west are zoned Community Commercial. Therefore, the area has existing, as well as planned urban uses and will not constitute a threat to endangered habitat. Further, the project has been designed to comply with the City's Creekside Development Standards by providing a minimum 25-foot setback from the top of bank adjoining the creek thereby avoiding any potential impacts to creek habitat. In conformance with the City's Creekside Development Standards, no grading or filling, planting of non-native or non-riparian plant species, or removal of native vegetation will occur within the 25-foot creekside setback (Section 19.60.030 of the City of Chico Municipal Code).

The Project is consistent with City policies and goals to protect native habitats. As discussed, the site has no value as a habitat for endangered, rare, or threatened species. Aligning with City policies, the Project will be located in an area that does not impact access to open space. Additionally, the Project is an example of development directed to an urban setting - the site has been previously graded and zoned for commercial development. Furthermore, as the Project-related studies have shown, there will be impacts to habitat and aquatic resources that are considered less than significant (Open Space and Environment, City of Chico General Plan, 2011).

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

Traffic. A project-specific traffic analysis was prepared to determine if implementation of the proposed project would result in any significant effects to traffic. As analyzed, the project would have a less-than significant impact to traffic.

On September 27, 2013, Senate Bill (SB) 743 was into law and changed transportation impact analyses completed in support of CEQA documentation. SB 743 eliminated level of service (LOS) as a basis for

determining significant transportation impacts under CEQA and provided a new performance metric, vehicle miles travelled (VMT). A VMT-based analysis is provided below. In addition, a traffic warrant analysis is provided for the Bruce Road and Sierra Sunrise Terrace intersection.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is defined as the average number of miles traveled by a motor vehicle for commute trips. For VMT thresholds, the City of Chico utilizes the Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, published by the Governor’s Office of Planning and Research (OPR). The City of Chico’s Circulation Element Policy CIRC-1.5 requires a VMT analysis that is consistent with the California Office of Planning and Research CEQA Guidelines. The VMT analysis also considered the 500 daily trips the project would generate (Headway Transportation, 2020, see **Attachment E**).

The project is below thresholds recommended by the OPR due to the destinations of hotel visitors, the level of employment that will be generated by the project, as well as the traffic generated by comparable retail service types. Further, the project conforms to OPR’s recommendations for reducing VMT by reducing average trip lengths, for example, trips to and from this project type are lower than average because the project is located near transit (served by the B-Line Route 7). Location near transit is a strategy recommended by OPR to reduce VMT (Headway Transportation 2020, see **Attachment E**).

Table 2 below shows that “Constant Hotel Demand” Existing plus Project, based upon Project generated VMT as projected by the Butte County Association of Governments (BCAG) Travel Demand Model (TDM). The BCAG TDM projects that hotel visitors will travel to destinations on the east side of the City, which are short distances. Hotel visitors commonly choose a hotel based on proximity to their activities to reduce travel time. Adding service uses in a developed community distributes the service use, thereby improving service destination proximity, shortening trips, and reducing VMT. The use added to the existing distribution accounts for less VMT in the “Constant Hotel Demand” Existing plus Project scenario, as shown in **Table 2**. Though, a hotel use does not generate VMT as much as other, more intense commercial uses and is therefore, not a significant impact to traffic. Overall, hotel visitors will visit locations on the east side of the city, which will result in fewer VMT.

Table 2. Project Effect on Visitor VMT

Scenario	Total Model Boundary VMT
Existing	5,431,969
“Constant Hotel Demand” Existing plus Project	5,431,754
Difference	-215
Note: “Constant Hotel Demand” Existing plus Project TDM scenario assuming hotel demand in the City remained constant before and after Project completion. Constant hotel demand was calculated by reducing demand for the three existing hotels closest to the proposed Project.	

Source: Headway Transportation, 2020.

As shown in **Table 3** below, the Project is below the VMT threshold. The analysis used the OPR Technical Advisory's recommendation using 15 percent below the existing regional average VMT per employee as a threshold of significance for employment-based projects. As recommended by OPR, VMT per employee was utilized as the overall threshold for all VMT generated by both visitors and employees because the project is a commercial use, a use where VMT is primarily generated by employees of the project (Headway Transportation, 2020, see **Attachment E**).

Table 3. VMT Threshold Comparison

Metric	Value
Project Home-Based Work VMT	710
Decrease in Visitor VMT due to the Project	-215
Net Change in Model Boundary VMT due to the Project	495
Estimated Project Employees	67
Existing Model Boundary Average VMT per Employee	11.3
85% of Existing Model Boundary Average VMT per Employee (VMT Threshold)	9.6
Total Net Project VMT per Employee	7.4
Percent Difference	-22.9%
VMT Threshold Exceeded?	No
Note: VMT per Employee is the sum of all home-based work VMT generated by a project then divided by the total number of employees employed by that project or within that area. Existing model boundary average VMT per employee was calculated using the Existing conditions Butte County Association of Governments (BCAG) travel demand model (TDM) scenario.	

Source: Headway Transportation, 2020.

VMT is defined as the total number of miles a person travels to reach a destination. As discussed above, it is likely that destinations will be short for visitors of the project and the nature of the use would also keep VMT lower. **Table 4** below illustrates average trip lengths of the project. Again, the threshold is 85% below the average trip length for the model boundary. The average trip lengths generated by the project, based upon the analysis, would not exceed the threshold recommended by OPR.

Table 4. Average Trip Lengths

Metric	Model Boundary Average	85% of Model Boundary Average (Threshold)	Project
HBW Average Trip Length (without IXXI Trips), miles	5.8	4.9	5.5
HBW Average Trip Length (with IXXI Trips), miles	6.6	5.6	6.2
Total Average Trip Length, miles	6.7	5.7	5.7
Note: IXXI = internal-to-external and external-to-internal			

Source: Headway Transportation, 2020.

The Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, was used to estimate daily trips. Implementation of the Project (hotel) would generate approximately 40 total trips during the highest one-hour period of the day and approximately 500 total trips per day. For comparison purposes, trips generated by a hotel were compared with other allowable uses for the project site such as a medical office and a restaurant/retail mixed use. See **Table 5** below.

Table 5. Trip Generation Comparison to Permitted Land Uses

Land Use	ITE Code	Quantity	Daily	AM			PM		
				Total	In	Out	Total	In	Out
Hotel	All-Suites Hotel (311)	112 Rooms	500	38	20	18	40	19	21
Medical Office	Medical- Dental Office (720)	60,000 sq ft	2,088	167	130	37	208	58	150
Restaurant/ Retail Mix	Fast Food w/ Drive-thru (934) and Shopping Center (820)	5,000 sq ft Restaurant and 15,000 sq ft Retail	2,921	215	111	104	220	112	108
Note: Trip rates obtained from the ITE Trip Generation Manual, 10th Edition.									

Source: Headway Transportation, 2020.

As described earlier, the project site is zoned for Community Commercial (CC) uses. However, hotel use generates significantly less intense VMT as compared to other commercial uses, such as retail, office, restaurants, which are permitted by right on the project site.

The traffic study concludes that the project would create a less-than-significant impact to VMT, based upon the findings summarized above, and would not warrant a traffic signal. Overall, potential traffic impacts from the project would be considered less than significant.

Traffic Signal Warrant

The traffic analysis (**Attachment F**) used the California Department of Transportation (Caltrans) Manual on Uniform Traffic Control Devices (MUTCD) to assess the need for a traffic control signal at the Bruce Road and Sierra Sunrise Terrace intersection using Four-Hour Vehicular Volume and the Peak Hour volume warrants.

The study found the following:

- Existing conditions would not require a signal.
- Existing Plus Project condition warrant is met marginally, and a traffic signal may be considered at the intersection.
- 2040 Baseline Conditions finds a traffic signal may be warranted under the Four-Hour Vehicular Volume and PM peak hour warrants.
- The 2040 Baseline Plus Project finds that two analysis hours may meet the Four-Hour Vehicular Volume warrants; the PM peak hour volume meets the Peak Hour volume warrant.

The analysis cites that CA MUTCD states Peak Hour warrant should only be applied in “unusual cases.” Unusual cases would include manufacturing plants, industrial complexes, or high-occupancy vehicle facilities attracting or discharging large numbers of vehicles over a short time. The analysis does not find any unusual cases at the intersection and concludes a signal is not justified because of the project. The analysis only suggests there may be the need for a traffic signal in the future if application is made for development on the west side of Bruce Road, which would not be a part of this project. As community population and development growth causes traffic increases over time, the traffic analysis still recommends a signal at the intersection for traffic moving onto Bruce Road from Sierra Sunrise Terrace (Headway Transportation 2020, see **Attachment F**; Proposed Traffic Signal Plans, see **Attachment G**).

Regarding Citywide Circulation Improvements – it is required that the City of Chico collects from the developer of a project their fair share cost of circulation improvements necessary to address cumulative transportation impacts, including those to state highways, local roadways, transit, pedestrian, and bicycle facilities, through the City’s Development Impact Fee Program. Therefore, it is a requirement that developers provide funding for improvements as needed. Maintenance of the transportation network would be built-in to the scope of the project (Circulation Element of the City of Chico General Plan, Policy CIRC-1.3).

Since the warrant analyses were completed, there were few collisions at the intersection of Bruce Road and Sierra Sunrise Terrace. After reviewing the traffic signal warrant analyses, recent collision data, and the Development Impact fee Program, staff recommends installing a traffic signal at this intersection to improve intersection safety. The developer is supportive of the safety improvement and willing to install a traffic signal as part of the Project. It is estimated that the traffic signal will cost about \$375,000. The

Development Impact Fee Program budgeted only \$280,000 for the traffic signal at the time of program adoption. The construction costs have increased significantly since the adoption of the Development Impact Fee Program. The City will reimburse up to \$280,000 for the traffic signal, and the developer will be responsible for the remaining cost to install a traffic signal.

Noise. A project specific noise assessment was prepared to determine if the implementation of the proposed project would result in any significant impacts from noise (**Attachment H**). Noise-sensitive uses, residential parcels, are located to the northeast of the Project parcel. The assessment concluded that the primary noise source on the project site is transportation noise emanating from Bruce Road and State Highway 32, and that future transportation noise levels at interior areas of the project site are not predicted to exceed the City of Chico's interior noise level standard of 45 dBA L_{dn} , which is the average noise level over a 24-hour period.

The noise assessment predicted that construction noise generated by construction activities from the proposed project would comply with the requirements of the City of Chico Noise ordinance because construction activities are exempted during certain hours and days (10:00 a.m. to 6:00 p.m. on Sundays and holidays, 7:00 a.m. to 9:00 p.m. Monday through Saturday) (Section 9.38.060(b) of the City of Chico Municipal Code). However, if construction activities occur outside of exempt hours, the assessment predicted maximum noise levels will range from 72 to 84 dBA at 100 feet. Construction activity is required to remain below 86 dBA at any point outside of a property line. Based on the typical setback distance of 300 feet, construction noise levels are predicted to be in the range of 60-74 dBA L_{max} , the highest sound level measured during a single noise event, which meets the 86 dBA criteria. Construction activities associated with parking lot pavement will occur at closer distances to nearby residences ranging between approximately 50 to 100 feet distance. At this distance, parking lot paving will generate noise levels of approximately 71 to 77 dBA L_{max} which also meets the 86 dBA criteria.

The proposed Project is designed to ensure that noise-sensitive land uses, such as residential uses, are not exposed to noise that exceeds dBA levels as required by City policies and zoning. The proposed project will not result in any significant noise effects because noise generated by construction activities (considered to be the project's loudest noise source) will comply with the City's Noise Ordinance.

Air Quality. A project-specific assessment was prepared to determine the project's impact to air quality and greenhouse gas emissions (GHG) (**Attachment I**). The assessment used methods and assumptions recommended from Butte County Air Quality Management District (BCAQMD), the California Air Control Officers Association (CAPCOA), and the California Air Resources Board (CARB). Using significant levels, as recommended by BCAQMD and CAPCOA, the assessment estimated the criteria air pollutants (particulate matter, ozone, carbon monoxide, sulphur oxides, nitrogen oxides, and lead) and GHG emissions generated by the project that could potentially impact the environment. The existing ambient (outdoor) air quality in the Project area is used and federal, state, and local regulations related to criteria air pollutants were identified (ECORP Consulting 2021b, see **Attachment I**).

Construction emissions originate primarily from operation of vehicles, dust from grading, and asphalt and last only during construction activities. Emissions from construction activities were calculated using the CalEEMod computer program. Results found that air emissions generated by construction of the Project will not exceed the BCAQMD's thresholds of significance for any criteria air pollutants (ECORP Consulting 2021b, see **Attachment I**). See **Table 6**.

Table 6. Construction-Related Project Emissions

Construction Year	ROG		NO _x		CO		PM ₁₀		PM _{2.5}	
	Daily (lbs)	Annual (tons)	Daily (lbs)	Annual (tons)	Daily (lbs)	Annual (tons)	Daily (lbs)	Annual (tons)	Daily (lbs)	Annual (tons)
Year 2022	3.247	0.280	33.123	2.434	21.028	2.496	21.370	0.269	11.613	0.167
Year 2023	127.01	1.1561	16.063	0.116	19.100	0.162	1.402	0.009	0.858	0.006
BCAQMD Threshold	137	4.5	137	4.5	None	None	80	None	None	None
Exceeded	No	No	No	No	NA	NA	No	NA	NA	NA
<p>ROG = reactive organic gases; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter up to 10 microns; PM_{2.5} = particulate matter up to 2.5 microns.</p> <p>Note: Emissions were calculated using the CalEEMod version 2020.4.0 computer program. Thresholds were used as recommended by BCAQMD for levels of significance for any criteria air pollutants.</p>										

Source: Air Quality and Greenhouse Gas Assessment Towne Place Suites Project, ECORP Consulting, August 2021.

The CalEEMod calculation of air emissions also determined that daily operations of the hotel would not exceed any BCAQMD thresholds of significance (ECORP Consulting 2021b, see **Attachment I**). See **Table 7**. As for cumulative impacts, the Project will not result in substantial net increase of criteria pollutants for areas in the region that do not meet federal or state ambient air quality standards.

Table 7. Operation-Related Project Emissions

Operational Emissions	ROG Daily (lbs)		NO _x Daily (lbs)		CO Daily (lbs)		PM ₁₀ Daily (lbs)		PM _{2.5} Daily (lbs)	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Area	4.12	4.12	0.00	0.00	0.02	0.02	0.00	0.00	0.00	0.00
Energy	0.12	0.12	1.09	1.09	0.92	0.92	0.08	0.08	0.08	0.08
Mobile	2.14	1.51	1.92	2.20	11.66	11.86	1.59	1.59	0.44	0.44
Stationary	0.57	0.57	1.61	1.61	1.46	1.46	0.08	0.08	0.08	0.08
Total	6.96	6.33	4.61	4.90	14.07	14.27	1.76	1.76	0.61	0.61
<i>BCAQMD Threshold</i>	25	25	25	25	None	None	80	80	None	None
Exceeded	No	No	No	No	NA	NA	No	No	NA	NA

ROG = reactive organic gases; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = particulate matter up to 10 microns; PM_{2.5} = particulate matter up to 2.5 microns.

Note: Emissions were calculated using the CalEEMod version 2020.4.0 computer program. Thresholds were used as recommended by BCAQMD for levels of significance for any criteria air pollutants.

Source: Air Quality and Greenhouse Gas Assessment Towne Place Suites Project, ECORP Consulting, August 2021.

The air quality assessment also discusses the Northern Sacramento Valley Air Basin 2018 Air Quality Attainment Plan that focuses on a project's impacts to air quality for the long term. The 2018 Air Quality Attainment Plan uses growth data from the general plans of cities and counties to plan for emissions reduction. Because the project is consistent with the City of Chico General Plan and its projections for growth, it is consistent with the 2018 Air Quality Attainment Plan. The assessment determined the Project is consistent with the plan because it will not inhibit the region in meeting state and federal air quality standards. The assessment also determined the Project will not create a carbon monoxide hot spot (ECORP Consulting 2021b, see **Attachment I**).

In addition, the Project will not affect or prohibit the Regional Transportation Plan/Sustainable Communities Strategy (the product of Senate Bill 375 that directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions) targets for emission reduction (ECORP Consulting 2021b, see **Attachment I**).

At preparation of the air quality assessment for the Project, the City of Chico was preparing a qualified greenhouse gas reduction plan (City of Chico 2020 Climate Action Plan), though it had not yet been adopted. Currently, neither the City of Chico nor the BCAQMD have established GHG emission thresholds. A review of the draft Climate Action Plan identified no proposed CEQA-related significance thresholds for GHG emissions generated by land use development or any specific performance

standards. Instead, Project GHG emissions are quantified and compared to the thresholds issued by the California Air Pollution Control Officers Association (CAPCOA), under this assessment. CAPCOA is an association of air pollution control officers from all 35 local air quality agencies throughout California, including the BCAQMD. Due to the project's size, CAPCOA recommends a significance threshold of 900 metric tons annually which is based upon a capture rate of 90 percent of land use development projects and, therefore, a 90 percent capture rate of all GHG emissions. The 900 metric ton threshold is the lowest promulgated in any region in the state. CAPCOA considers the 900 metric ton threshold low enough to capture a large portion of future projects that would accommodate statewide population and economic growth, while at the same time, setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute a relatively small fraction of the cumulative statewide GHG emissions.

Using the threshold described above, construction emissions related to the project are projected to be 672 metric tons annually, as shown in **Table 8** below. The Project will produce greenhouse gas emissions with the ability to cause global warming at levels below the CAPCOA significance threshold of 900 metric tons annually at 672 metric tons annually.

Table 8. Construction Related Greenhouse Gas Emissions

Description	CO ₂ e Emissions (Metric Tons/Year)
Construction in 2022	438
Construction in 2023	234
Project Construction Total	672
<i>CAPCOA Threshold</i>	<i>900</i>
Exceed Threshold?	No
Note: Emissions were calculated using the CalEEMod version 2020.4.0 computer program.	

Source: Air Quality and Greenhouse Gas Assessment Towne Place Suites Project, ECORP Consulting, August 2021.

The assessment also concludes that operational activities related to the Project will produce greenhouse gas emissions with the ability to cause global warming at 696 metric tons annually, which is below the CAPCOA significance threshold of 900 metric tons annually. See **Table 9** below.

Table 9. Operational-Related Greenhouse Gas Emissions

Description	CO₂e Emissions (Metric Tons/Year)
Area Source Emissions	0
Energy Emissions	334
Mobile Source Emissions	293
Stationary Source Emissions	27
Waste Emissions	37
Water Emissions	6
Project Operations Total	696
CAPCOA Threshold	900
Exceed Threshold?	No
Notes: Emission projections are predominantly based on CalEEMod model defaults for Butte County. Onroad Source emissions data used in CalEEMod is based on average daily trip data from Headway Transportation (2020).	

Source: Air Quality and Greenhouse Gas Assessment Towne Place Suites Project, ECORP Consulting, August 2021.

Under Title 24, Part 6, of the California Code of Regulations (Title 24), it is required that the project is built to the Energy Efficiency Standards for Residential and Nonresidential Buildings. The 2019 Energy Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. According to the City's updated Climate Action Plan, Title 24 Energy Standards compliance would anticipate progressive savings in carbon emissions over time, totaling 4,705 metric tons of CO₂ emissions by 2045. The update to Title 24 supports the City of Chico Climate Action Plan's goals of reducing GHG emissions to net zero by 2045, consistent with State targets. The project will be required to comply with California Green Building Standards Code—Part 11, Title 24, California Code of Regulations— also referred to as CALGreen and is a mandatory green building standards code. CALGreen was developed to meet the goals of California's AB 32, establishing a program of cost-effective reductions of GHG to 1990 levels by 2020. CALGreen enhancements include higher energy efficiency, better air quality, and improved daylighting. The first CALGreen Code was adopted in 2009 and is updated every three years with stricter policies; the most recent update was in 2019.

In alignment with the City of Chico Climate Action Plan, the project provides active transportation infrastructure to support the City in achieving greater than 6% bicycle mode share by 2030 and 12% bicycle mode share by 2045. The project includes three locations for 20 bicycle parking spaces (two locations on the north side of the building and one on the west side). In addition, the project provides a

total of 18 parking spaces that are designated for electric vehicles. Lastly, the main entrance to the hotel faces Sierra Sunrise Terrace which provides convenient access to transit, bicycle, and pedestrian facilities. Fixed route transit service and a bus stop is located on Bruce Road, immediately south of Sierra Sunrise Terrace, at the project site (City of Chico, Climate Action Plan Update, 2021).

The assessment also concludes the Project will not expose sensitive receptors or populations susceptible to health effects (e.g., medical patients residing in health care facilities, children, users of athletic facilities, daycare facilities, schools) to substantial air contaminants because none of these facilities are located near the project site. The Project also would not increase population figures over those that have been planned for the area and would not result in a long-term impact on the region's ability to meet State and Federal air quality standards (ECORP Consulting 2021b, see **Attachment I**).

Furthermore, the Project's features support all applicable City policies designed to improve air quality. For example, the project contributes to a reduction in VMT by adding a new service use. The project also implements parking for bicycles and electric vehicles and is conveniently adjacent to public transit (Open Space and Environment, City of Chico General Plan, 2011). Impacts to air quality have been carefully evaluated and impacts are considered less than significant.

Water Quality. A site-specific biological resources assessment analyzed the potential for the Project to affect water quality. The assessment took into consideration the fact that Project received authorization for a Nationwide Permit (NWP) 18, Minor Discharges Regulatory Division by the United States Army Corp of Engineers (USACE) Sacramento District, which certifies the Project will result in only minor discharges of material into waters and will not exceed minor thresholds that would negatively impact water quality. Though California Park Lake is approximately 240 feet north of the Project, the NWP ensures the Project activity would not substantially disrupt aquatic species at the lake; the Project will avoid impacts to breeding areas for migratory birds; and the Project will not use toxic materials for construction or operation that could be detrimental to waters, such as the lake (ECORP Consulting 2021a, see **Attachment J**).

The Project also received a Clean Water Act, Section 401 Certification from the Central Valley Regional Water Quality Control Board (RWQCB) (**Attachment K**), which certifies that activities as related to the Project can comply with water quality standards, effluent limitations, new source performance standards, as well as toxic pollutants restrictions (ECORP Consulting 2021a, see **Attachment J**).

A geotechnical study of the site prepared for the proposed project did not discover groundwater. However, if groundwater is encountered during construction activities, the project would be required to avoid any adverse impacts caused by groundwater encountered in excavations. Therefore, the project would have a less-than-significant impact to groundwater (CGI Technical Services 2015, see **Attachment B**).

The Project complies with the City's goals and policies for water conservation. In support of such policies, the Project has complied with the California Regional Water Quality Control Board's regulations and standards to maintain, protect, and improve water quality. Also, to control runoff from the new development, the project will include landscaping that will cover 57 percent of the site, as well as a bioswale for stormwater to flow to the storm drain system along Highway 32. Lastly, as mentioned, a 25-foot setback will be provided to protect the creek (Open Space and Environment, City of Chico General Plan, 2011).

In summary, the Project will not violate standards for wastewater discharge, neither to surface water nor groundwater. Further, the project will comply with NPDES and RWQCB requirements, and will not have the capacity to conflict with or be harmful to a water quality control plan or groundwater management plan for the region.

The project's hydrology and water quality effects would not result in significant water quality impacts because it must comply with stormwater permit requirements including implementing a Stormwater Control Plan for the project (ECORP Consulting 2021a, see **Attachment J**).

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

Utilities and public services to the project site are existing and will not require improvements outside of the project site and area adjacent to the project site. A summary of service providers and any potential impacts to water supply, wastewater service, solid waste service, and energy and natural gas service are analyzed below.

Water Supply

Water service to the project site is provided by the Chico District of the California Water Service Company (CalWater). The 2020 Urban Water Management Plan (UWMP) prepared by the California Water Service Company for the Chico-Hamilton City District, estimated that the water use for the service area is 185 gallons per capita daily (gpcd).

The proposed project includes 112 hotel rooms which, at full occupancy and two occupants per room and ten staff members on site, would result in an overall daily water consumption of 43,290 gallons (0.13-acre feet (af)). The 2020 UWMP states that the overall deliveries by CalWater to the district were approximately 62 af of water daily. The proposed project would result in a 0.21 percent increase in water demand within Chico-Hamilton City Water service area. This anticipated increased demand for water is not considered substantial and the UWMP has sufficient capacity to meet the needs of the proposed project.

Wastewater Service

Wastewater treatment for the project site is provided by the City of Chico Water Pollution Control Plant (WCPC) located approximately 4.0 miles southwest of the city in the western portion of Butte County. WCPC currently has a 12 million gallon per day (mgd) capacity with plans to expand to 15 mgd in the future.

The projected amount of water consumption of the proposed project has been used to predict the quantity of wastewater that will be generated by the proposed project. Estimating that the proposed project would generate 43,290 gallons of wastewater per day would result in a 0.36 percent increase in daily treatment capacity at the WCPC. This anticipated increased demand for wastewater service is not considered substantial and the WCPC has sufficient capacity to meet the needs of the proposed project.

Solid Waste Service

Solid waste removal service for the proposed project will be provided by Recology and solid waste generated by the proposed project will be disposed of at the Neal Road Recycling and Waste (NRRWF).

The NRRWF has a permitted capacity of approximately 25.3 million cubic yards and a remaining capacity of 20.8 million cubic yards. Currently, the maximum amount of the solid waste accepted by NRRWF is 1,500 tons with daily amounts rarely exceeding 1,200 tons. (California Integrated Waste Management / Board Neal Road Recycling and Waste Facility)

Cal Recycle estimates that hotel generates two pounds of solid waste per room per day (2006 Waste Disposal and Diversion Findings for Selected Industry Groups). The proposed project includes the development of a 112-room hotel which would generate a maximum estimated 224 pounds of solid waste daily. This anticipated increased demand for solid waste service is not considered substantial and the NRRWF has sufficient capacity to meet the needs of the proposed project.

Energy and Natural Gas Service

Pacific Gas and Electric (PG&E) provides electricity and natural gas to the project site. An Energy Consumption Assessment completed for the proposed project (**Attachment L**) analyzed the potential direct and indirect environmental impacts associated with any energy consumption, including the depletion of nonrenewable resources of the proposed project during its construction and operational phases. The assessment quantified the estimated amount of energy and natural gas that will be necessary for the proposed project to conduct operations and then compared that estimate to the energy and natural gas consumed by all non-residential land uses in Butte County. Energy consumption associated to be used by the proposed project was 1,236,620-kilowatt hours annually, which would represent a 0.170 percent increase to total energy consumption in Butte County. The assessment further found that the proposed project would consume 40,617 therms of natural gas annually which would represent an increase of 0.245 percent to the total natural gas consumption in Butte County. This anticipated increased demand for energy and natural gas is not considered substantial and PG&E has sufficient capacity to meet the needs of the proposed project.

The proposed project can be adequately served by all required utilities and public services. The site is located within an urbanized area with adjacent utilities available and with sufficient capacity to serve the proposed project.

Exceptions

The applicability of all Categorical Exemptions is qualified by the exceptions listed in CEQA Guidelines Section 15300.2. In the discussion below each subsection (*italicized*) is followed by an explanation of why these exceptions do not apply to the proposed project.

- (a) *Location. Classes 3,4,5,6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

Categorical Exemptions under Section 15332 (In-Fill Development Projects) are Class 32 activities. As such, this exception is not applicable. In addition, the Project would not result in significant effects on the environment due to the project location, or the project design. The project location is not a sensitive environmental site, as it is a disturbed site based on previous grading activities and surrounded by existing roadways and urbanized uses.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Project will contribute to cumulative impacts that could occur under the full buildout assumed by the City's General Plan, but the Project will not result in any new or more significant cumulative impacts than those already assumed in the City's General Plan, which assumed increased density of development at the intersection of State Highway 32 and Bruce Road and other areas of the city. The Project is consistent with the assumptions and impacts identified in the City's General Plan and accompanying Environmental Impact Report (EIR).

(c) Significant Effect. A categorical exception shall not be used for any activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

Implementation of the Project, with the applicable City's Standard Conditions of Approval, would not result in any significant environmental effects. As described below, there are no unusual circumstances associated with the proposed project that will result in any significant effects on the environment.

As previously mentioned, California Park Lake is located approximately 240 feet north of the Project. However, the lake is surrounded by existing development consisting of low-density residential, high-density residential for seniors, and areas of commercial development immediately adjacent to the lake. The lake is also used for motor boating and other recreational purposes, such as canoeing. Though the lake is near the Project, the NWP ensures activities from the Project would not substantially disrupt aquatic species at the lake. The Project will also not use toxic materials that could be detrimental to waters, such as the lake (ECORP Consulting 2021a, see **Attachment J**).

Additionally, the site is currently vacant, and development of the Project will change the overall setting at the site. However, as mentioned, the Project site is previously graded and zoned for development of commercial uses to implement City goals and policies. For example, the location of the project aligns with the City's goals for compact development that does not spread toward the foothills or agricultural areas (Land Use and Community Design, City of Chico General Plan, 2011).

(d) Scenic Highways. A categorical exception shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The Project will not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. According to the California State Scenic Highway System Map, the project site is not located

near, or adjacent to, a highway officially designated as a state scenic highway, and the project site itself does not contain any scenic resource.

Effects on Scenic Resources

The Project will not damage a scenic resource. The site is not located near a scenic resource, designated or otherwise. Rather, the site is adjacent to existing commercial and residential development and major roads. The Project site is graded and zoned and designated for commercial development. The Project complies with the General Plan and Zoning Ordinance, both of which are designed to preserve the scenic views of the neighboring topographies: foothills to the east, agriculture to the west, ravines, and the City's many creeks. The hotel Project would be subject to review by the Planning Commission, Architectural Review and Historic Preservation Board, and the Planning staff for consistency with the City's design guidelines and development standards. The implementation of the General Plan's policy provisions and the Municipal Code ensures that no adverse impact to a scenic resource would occur. Therefore, the project's impact to scenic resources is less than significant. Additionally, the Municipal Code and city's Design Guidelines Manual instructs new development to be compact, infill near existing development to prevent encroachment on the neighboring landscapes, while also harmonizing with the City's natural setting, thereby avoiding impacts to scenic views (4.13 Visual Resources and Aesthetics, General Plan Update, Draft Environmental Impact Report, 2010 and Chapter 19.18 of the City of Chico Municipal Code).

Post-construction views would be similar in character to current views with implementation of City policies and guidelines designed to integrate new development with existing structural and natural settings. As shown in **Figures 6a – 6d**, visual simulations were obtained that show five viewpoints, allowing an assessment of impacts to viewsheds. As shown, no scenic resources would be obstructed.

- View 1- looking southwest from Sierra Sunrise Terrace toward the hotel's northeast elevation, nighttime views of the hotel and lighting are minimal and without glare. See **Figure 6b**.
- View 2- looking south from Sierra Sunrise Terrace toward the hotel's north elevation, views of the hotel and lighting are minimal and without glare; the hotel is minimally visible in daytime. See **Figure 6b**.
- View 3- looking southeast from the intersection of Bruce Road and Sierra Sunrise Terrace toward the northwest corner of the parcel, which is covered by a mass of trees; the hotel is not visible in nighttime or the daytime. See **Figure 6c**.
- View 4- looking northeast from the southeast corner of Bruce Road and SR 32 toward the southwest corner of the parcel, the hotel is not visible in nighttime or daytime. See **Figure 6c**.
- View 5- looking northwest from SR 32 toward the hotel's southeast elevation, the hotel is not visible in nighttime or the daytime view. See **Figure 6d**.

Overall, the foothills are far in the distance and, as such, are almost indiscernible and minimally obstructed by existing development near the site.

Building setbacks exceed what is required by development standards for the CC zoning district (minimum 10 feet side and rear): 157 feet from Bruce Road, 89 feet from Sierra Sunrise Terrace, 80 feet from SR 32, and 344 feet from its eastern property line. Standards also require a minimum of 10% of the site area to be landscaped - the Project will landscape 57% of the site. The building's setbacks, combined

with a landscape buffer, will reduce visual impacts of the Project to levels that are considered less than significant.

Building colors will be neutral, which will not draw attention. All building elevations are articulated, and the architecture is modern. Large, shaded seating areas are provided for the use of visitors and employees at the hotel's main entrance. Trees and colorful landscaping are adjacent to the building. The site is surrounded by trees and landscaping, providing a strong buffer between the site's building and parking and adjacent roads and properties. Overall, renderings of the Project's design would complement structures that presently exist in the project vicinity, including the proposed building materials, massing, and scale; see **Figures 7a – 7h, 8, and 9 (Attachment Q)**.

Further, City policies to protect creeks applies to the Project because of the creek adjacent to the west side of the parcel. The General Plan's Parks, Public Facilities, and Services Element requires that development adjacent to creeks address setbacks, building orientation, security measures, and lighting to promote and protect the creeks (Action PPFS-2.1.2). The Project will provide a 30-foot setback from the top of the bank adjoining the creek to comply with the City's Creekside Development Standards, which requires a minimum setback of 25 feet from the top of bank in all zoning districts. "Top of bank" refers to the upper elevation of land, having a slope not exceeding 10 percent, which confines the channel waters flowing in a watercourse in their normal winter flow (4.13 Visual Resources and Aesthetics, General Plan Update, Draft Environmental Impact Report, 2010 and 19.60.030, E. of the City of Chico Municipal Code).

Construction activities and associated equipment will be exposed to surrounding uses, motorists, pedestrians, and bicyclists. However, construction will be temporary in nature and cease upon completion of construction. Impacts from construction will be lessened as proscribed by conditions of project approval. For example, conditions may include the installation of temporary visual barriers, such as chain link fencing with privacy slats, windscreen material, etc., around work areas to obstruct undesirable views of construction activities and minimizing project-related light and glare to the maximum extent feasible.

Damage to Scenic Resources

There are no state scenic highways in the Planning Area, therefore, the project would have no impact on scenic resources in this regard. The Planning area is defined by the City of Chico as all land within the City limits, land within the City's designated Sphere of Influence (SOI), and other land in unincorporated Butte County outside of these boundaries which, in the City's judgment relates to the City's planning efforts (4.13 Visual Resources and Aesthetics, General Plan Update, Draft Environmental Impact Report, 2010).

Further, the area of work for the Project is flat, vacant land that has been previously graded and would not require the removal of tree resources. There are no historic buildings, nor history of historic buildings on the site and no historic buildings in the vicinity that would be affected by the Project. Therefore, there would be no impacts to scenic resources (Section 19.68.050 of the City of Chico Municipal Code).

Conflict with Regulations Governing Scenic Quality

The Project is in an urbanized area, east of SR 99 where much commercial and higher density residential has been developed. The Project site is designated and zoned for uses high in intensity. The building

height, massing, and scale will be similar to existing commercial and multi-family residential uses near the site.

As can be seen in **Figures 6b – 6d**, the Project will be visually buffered by trees and landscaping. The Project exceeds City requirements for landscaping. A total of 102,241 SF of the site will be landscaped and consist of trees, shrubs, and ground cover. Landscaping will occur around the site's perimeter, along roads, as well as within parking islands and medians in the parking area. The final landscape plan will be subject to approval. To avoid impacts to the creek, no grading or filling, planting of non-native or non-riparian plant species, or removal of native vegetation is allowed to occur within the 25-foot creekside setback (Section 19.60.030 of the City of Chico Municipal Code).

The Project's impacts to the area's visual character will be less than significant due to existing intense development nearby. Additionally, the Project will not conflict with City zoning or policies. The Project complies with the City's zoning ordinance, which is designed to protect scenic character, while at the same time meeting policy goals of the General Plan for new compact commercial development.

Project construction activities will change existing views of the project site. However, the Project will be conditioned to reduce to such impacts to levels that would be less than significant during construction. Further, such activities will be short-term and would cease when construction is complete.

Light and Glare

The Project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The hotel would be considered a stationary source of lighting. Stationary sources of nighttime light include structure illumination, landscape lighting, lighted signs, and streetlights (4.13 Visual Resources and Aesthetics, General Plan Update, Draft Environmental Impact Report, 2010).

It will be required by the City that Project lighting be compatible with the existing surroundings. Lighting and glare are required to be architecturally oriented and directed to the area inside the Project's property lines to limit the spill over of light and glare onto adjacent properties. For example, exterior lighting must be shielded, recessed, and directed away from adjacent properties. Lighting plans that exhibit a footcandle map with the intensity of all lighting at the Project are also subject to review (Section 19.60.050 of the City of Chico Municipal Code).

Trees and landscaping will surround the Project site, and the building material is predominantly stucco rather than glass, all of which will reduce potential glare. Minimally sized windows, trees, and window treatments will also help reduce potential light and glare to level that is considered less than significant. See **Figures 6a – 6d and 7a – 7h, 8, and 9 (Attachments P and Q)**.

Because the Project site is in an urban area, light and glare emanates from existing uses near the proposed Project, including the office commercial uses to the north and east, as well as from the high- and low-density residential developments to the north and east. Major roads run adjacent to the Project, Sierra Sunrise Terrace to the north, Bruce Road to the west, and SR 32 to the south, creating light and glare from existing streetlighting, stop lights at the intersection of Bruce Road and SR 32, and the traffic on the adjacent roads. However, as a result of building materials, landscaping, and low amount of Project traffic, glare from the Project would be less than that of existing uses nearby.

Lighting impacts from construction are also considered to be less than significant because construction would not occur at nighttime and construction activities are exempted during certain hours and days (10:00 a.m. to 6:00 p.m. on Sundays and holidays, 7:00 a.m. to 9:00 p.m. Monday through Saturday) (Section 9.38.060(b) of the City of Chico Municipal Code).

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

A Phase 1 Environmental Site Assessment (ESA) determined that the Project site does not have the potential to contain hazardous substances and does not exhibit any Recognized Environmental Conditions (RECs) where hazardous substances or petroleum-based products may have been released into the environment or where there is potential for future releases of hazardous substances. Additionally, there are no past recorded releases of hazardous substances or use restrictions for the site (Historical Recognized Environmental Conditions (HRECs)). There are also no risks currently identified for material environmental or environmentally driven impacts on the business associated with the planned use of the Project site (Business Environmental Risks (BERs)), for example, no hazardous waste has been left onsite that would require disposal, no underground storage tank that would require removal due to potential hazards, and no lead-based paint containing lead, a highly toxic metal that may cause a range of health problems, especially in young children, has been discovered at the site (Sierra Delta Consultants 2019, see **Attachment M**).

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project will not cause a substantial adverse change in the significance of a historical resource. There are no structures existing at Project site. The project site is on an undeveloped parcel. The site is within the Community Commercial zoning district and is designated by the General Plan as a Commercial Mixed Use land use and would anticipate commercial development, and there would be no impacts to a historical resource within or adjacent to the Project site. Further, the site and surrounding structures are not currently listed on the National Register of Historic Places (NRHP) and are not located within an historic district.

There will also be no significant impact on other cultural resources. The City of Chico General Plan lists the project site as an area of high archeological sensitivity. However, the Initial Study for the Gonzales Grading Plan references an Archaeological Inventory study conducted in 2016 that did not reveal any historical, archaeological, or paleontological resources at the Project site. The study included a records search at the Northeastern Information Center, an intensive level pedestrian survey, consultation with the Native American Heritage Commission (NAHC), and consultation with local Native American tribes to identify cultural resources, or the potential for resources in the project area (see **Attachment N**).

Pursuant to State Health and Safety Code Section 7050.5, upon the discovery of human remains during development and construction of the Project, the County Coroner must be notified immediately. No further disturbance shall occur in the area of discovery or in areas suspected of overlying remains until the coroner has decided the origin and disposition of the remains. Pursuant to Public Resources Code Section 5097.98, which states that "no person shall obtain or possess any Native American artifacts or human remains which are taken from a Native American grave or cairn," it is required that the coroner notify the Native American Heritage Commission (NAHC) within 24 hours of determining the remains are

not subject to his authority and could, therefore, be Native American. The NAHC will determine and notify a Most Likely Descendant (MLD). With the landowner's permission, the MLD may inspect the site of the discovery, and may make recommendations to the NAHC on the disposition of the remains; additionally, if the remains cannot be identified, the landowner shall inter the Native American human remains on the property in a location not subject to further and future subsurface disturbance.

FIGURES

1. Regional Map
2. Project Location Map
3. Project Area Map
4. Project Site Plan
5. Critical Habitat Map
6.
 - a. Aerial View of Site
 - b. View 1 and View 2
 - c. View 3 and View 4
 - d. View 5
7.
 - a. Front Building Entrance View (Facing Sierra Sunrise Terrace)
 - b. Angled View of Building Entrance (Facing Sierra Sunrise Terrace)
 - c. Side Building View (Facing Bruce Road)
 - d. Side Building (Facing East)
 - e. Rear Building View of Pool Area Perspective (Facing Highway 32)
 - f. Front Building View (Facing Sierra Sunrise Terrace)
 - g. Rear Building View (Facing Highway 32)
 - h. Side and Rear Building View (Facing East and Highway 32)
8. Elevation Drawings (views toward north and west)
9. Elevation Drawings (views toward south and east)
10. Planting Plan

ATTACHMENTS

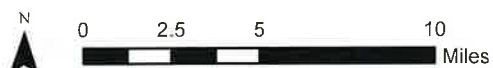
- A. Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, Gonzales Grading Plan ER 18-01
- B. Geotechnical Report, CGI Technical Services, August 31, 2015
- C. Towne Place Suites Site Plan, Northstar, October 27, 2021
- D. Towne Place Suites Biological Assessment Update, ECORP Consulting, July 12, 2021
- E. VMT Analysis for Towne Place Suites, Headway Transportation, November 11, 2020
- F. Traffic Analysis and Signal Warrant Evaluation for Towne Place Suites, Headway Transportation, January 28, 2020
- G. Bruce Road at Sierra Sunrise Terrace Proposed Traffic Signal Plans, Headway Transportation, August 7, 2021
- H. Environmental Noise Assessment Chico Towne Place Suites, Saxelby Acoustics, September 7, 2021
- I. Air Quality and Greenhouse Gas Assessment Towne Place Suites Project, ECORP Consulting, August 2021
- J. Environmental Permit Due Diligence for Cal Park Hotel Site Project, ECORP Consulting, July 12, 2021
- K. Section 401 Water Quality Certification, California Water Board, August 29, 2018
- L. Energy Consumption Assessment Towne Place Suites Project, ECORP Consulting, August 2021
- M. Phase 1 Environmental Site Assessment, Sierra Delta Consultants, May 23, 2019
- N. City of Chico Draft Initial Study, Gonzales Grading Plan
- O. Towne Place Suites Civil Plan Set, Northstar, July 1, 2021
- P. Towne Place Suites Landscape Plans, Thomas Phelps, June 10, 2021
- Q. Towne Place Suites Architectural Drawings, June 10, 2021



 Project Location

TOWNE PLACE SUITES PROJECT

Michael Baker
INTERNATIONAL



Source: Esri, ArcGIS Online, National Geographic World Map: Chico, California

Regional Map

Figure 1

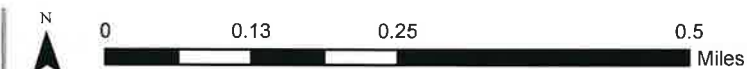


 Project Location

TOWNE PLACE SUITES PROJECT

Project Location Map

Michael Baker
INTERNATIONAL



Source: Esri, ArcGIS Online, USGS 7.5-Minute topographic quadrangle maps: Chico, California

Figure 2



 Project Area



Source: United States Fish & Wildlife Service. Critical Habitat Portal, 2021

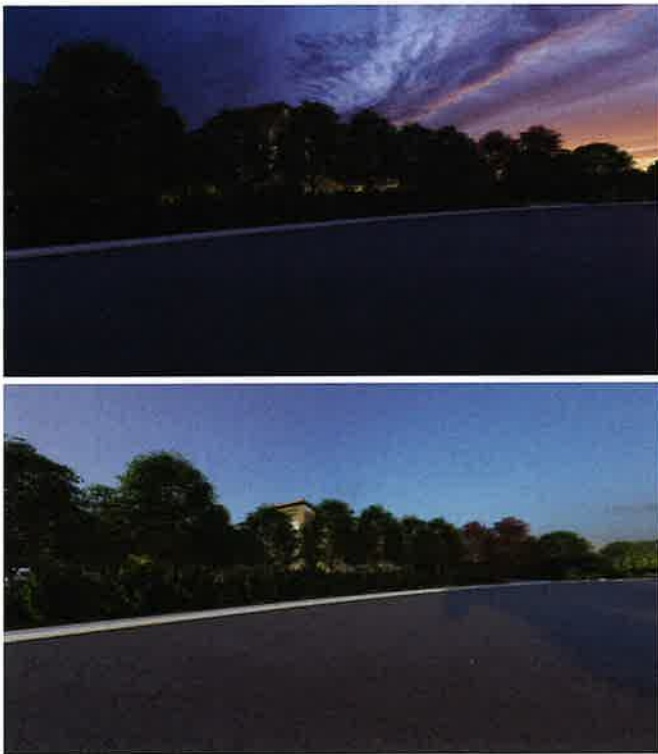
Figure 5

TOWNPLACE SUITES
BUILDING & CAMERAS LOCATIONS



Figure 6a

VIEW 1



VIEW 2

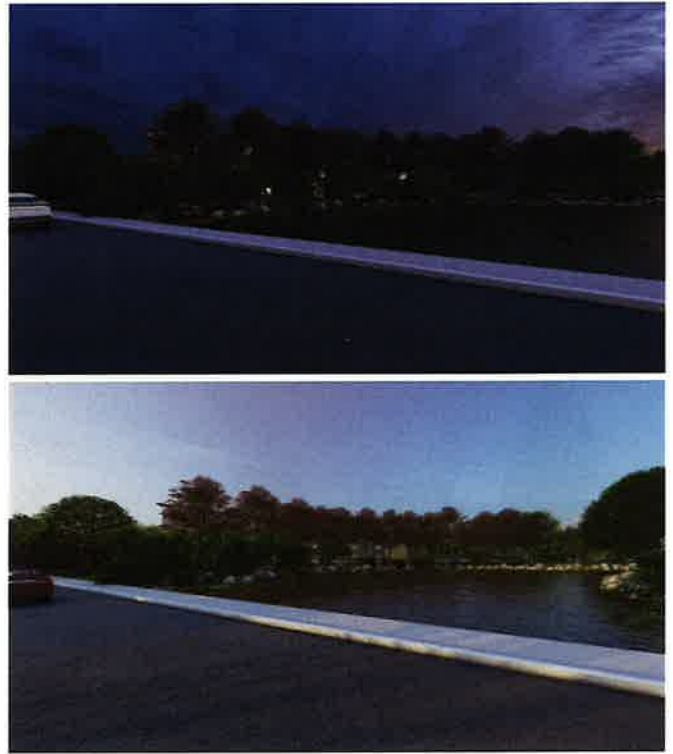
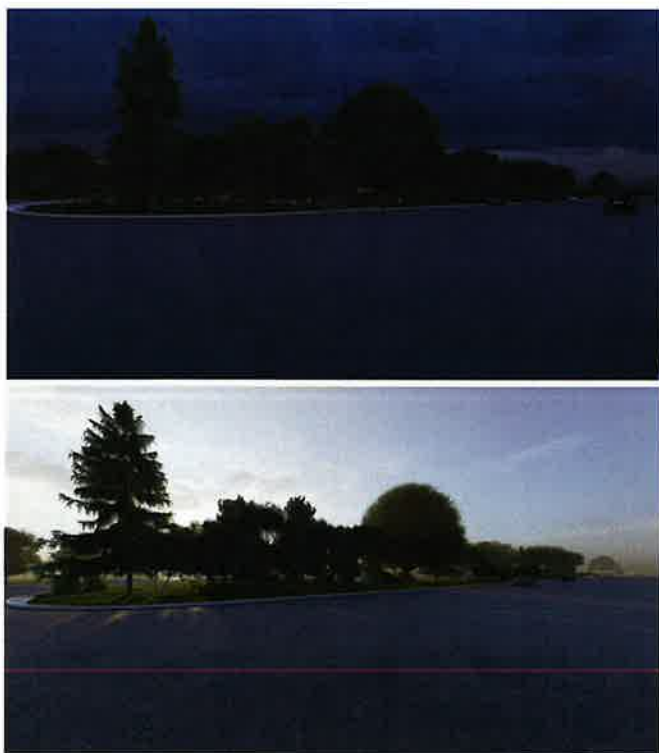


Figure 6b

VIEW 3



VIEW 4

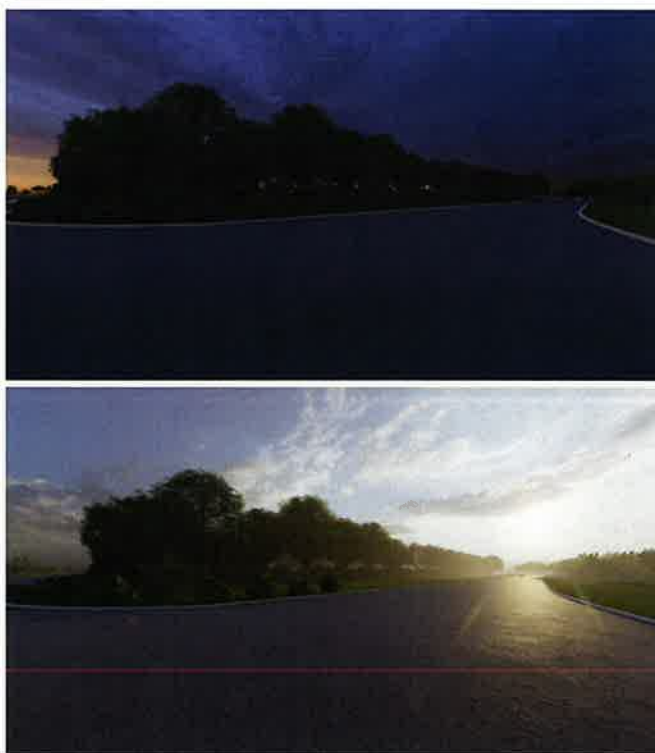


Figure 6c

VIEW 5



Figure 6d



Figure 7a



Figure 7b



Figure 7c



Figure 7d



Figure 7e



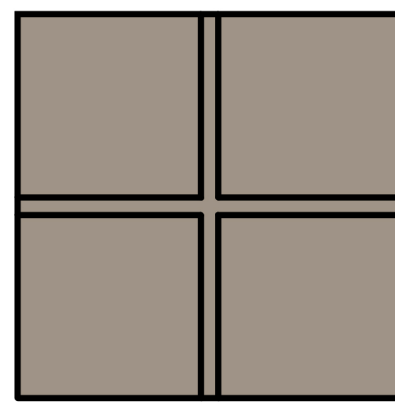
Figure 7f



Figure 7g

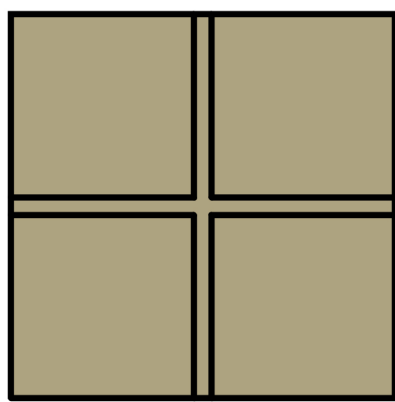


Figure 7h



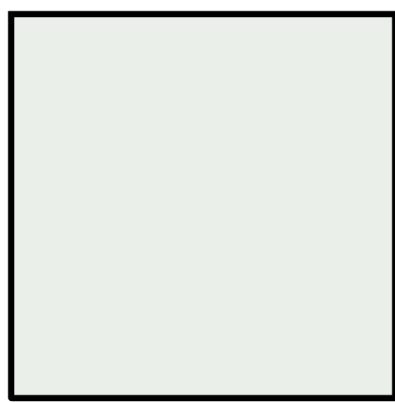
SP 1

STUCCO - FINE FINISH,
BENJAMIN MOORE
"WEIMARANER"



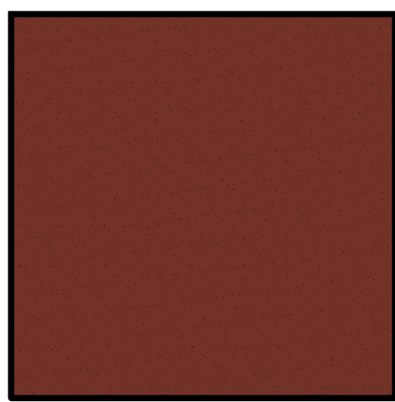
SP 2

STUCCO - FINE FINISH,
BENJAMIN MOORE
"SHAKESPEARE TAN"



SP 3

STUCCO - SMOOTH FINISH,
BENJAMIN MOORE
"CHINA WHITE : PM-20"



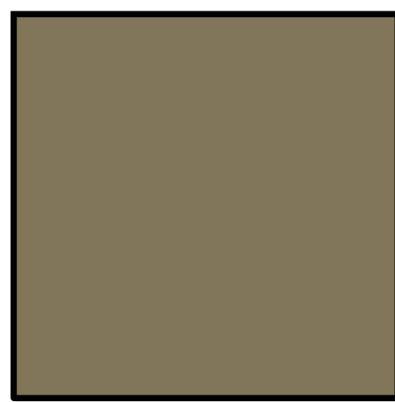
SP 4

STUCCO - LIGHT SANDPEBBLE FINISH
BENJAMIN MOORE
"CARRIAGE RED : CW-250"



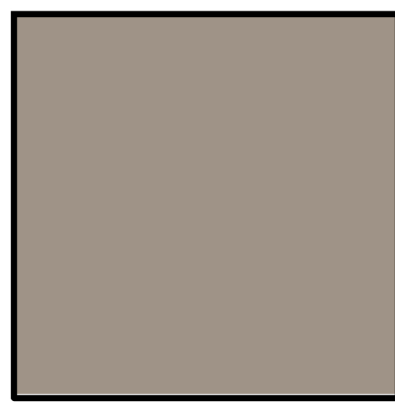
ST 1

CORONADO STONE VENEER:
ELEMENT LEDGESTONE -
NORTHLAND



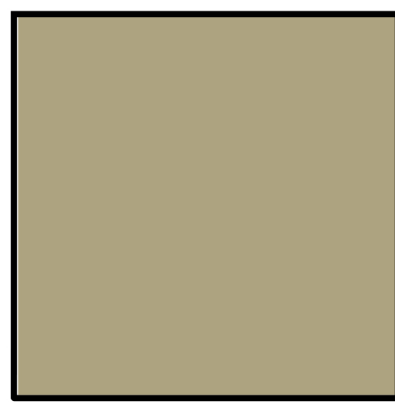
A 1

ALUMINUM FASICA - AAMA
2605 MATCH BENJAMIN MOORE
"BUCKHORN"



A 2

ALUMINUM FASIA OR COPING -
AAMA 2605 MATCH ADJACENT
WALL

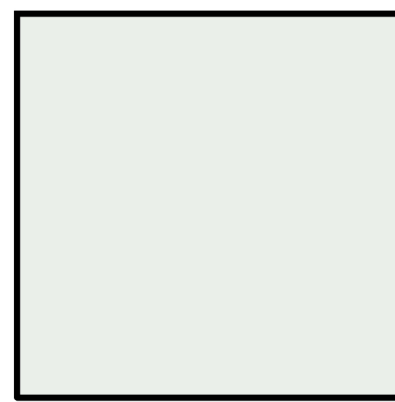


BR 1

CORONADO STONE VENEER:
3"SPLIT LIMESTONE-WHITE

BR 2

PRECAST STONE CAP



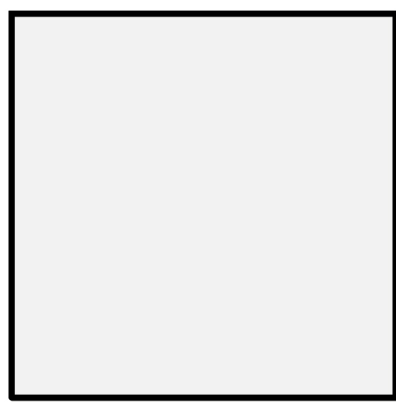
A 3

ALUMINUM FASICA - AAMA
2605 MATCH NICHHA "WHITE
DIAMOND"



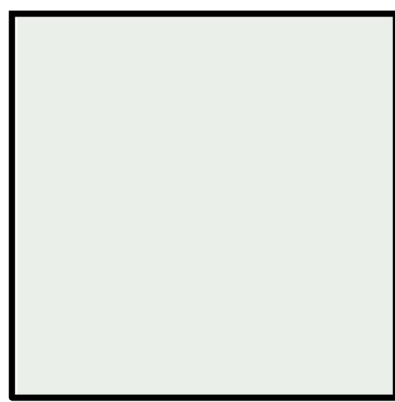
R 1

MEMBRANE ROOFING
-SLOPED-WHITE
(CARLISLE SYNTEC SYSTEM)



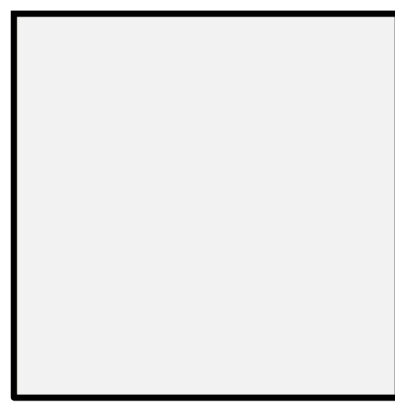
R 2

MEMBRANE ROOFING - WHITE
(CARLISLE SYNTEC SYSTEM)



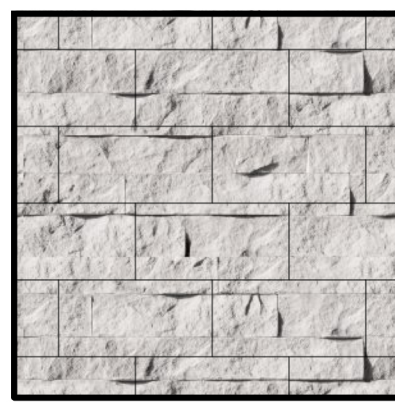
PT 1

WOOD - PAINTED TO MATCH
BENJAMIN MOORE
CHINA WHITE : PM-20



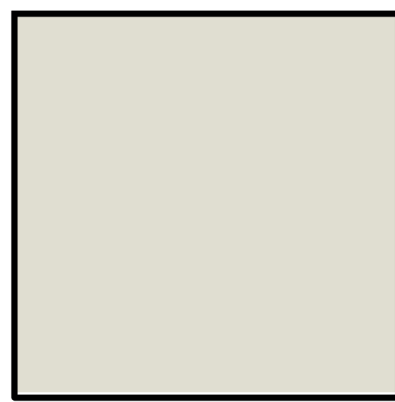
PT 2

PAINTED SURFACE



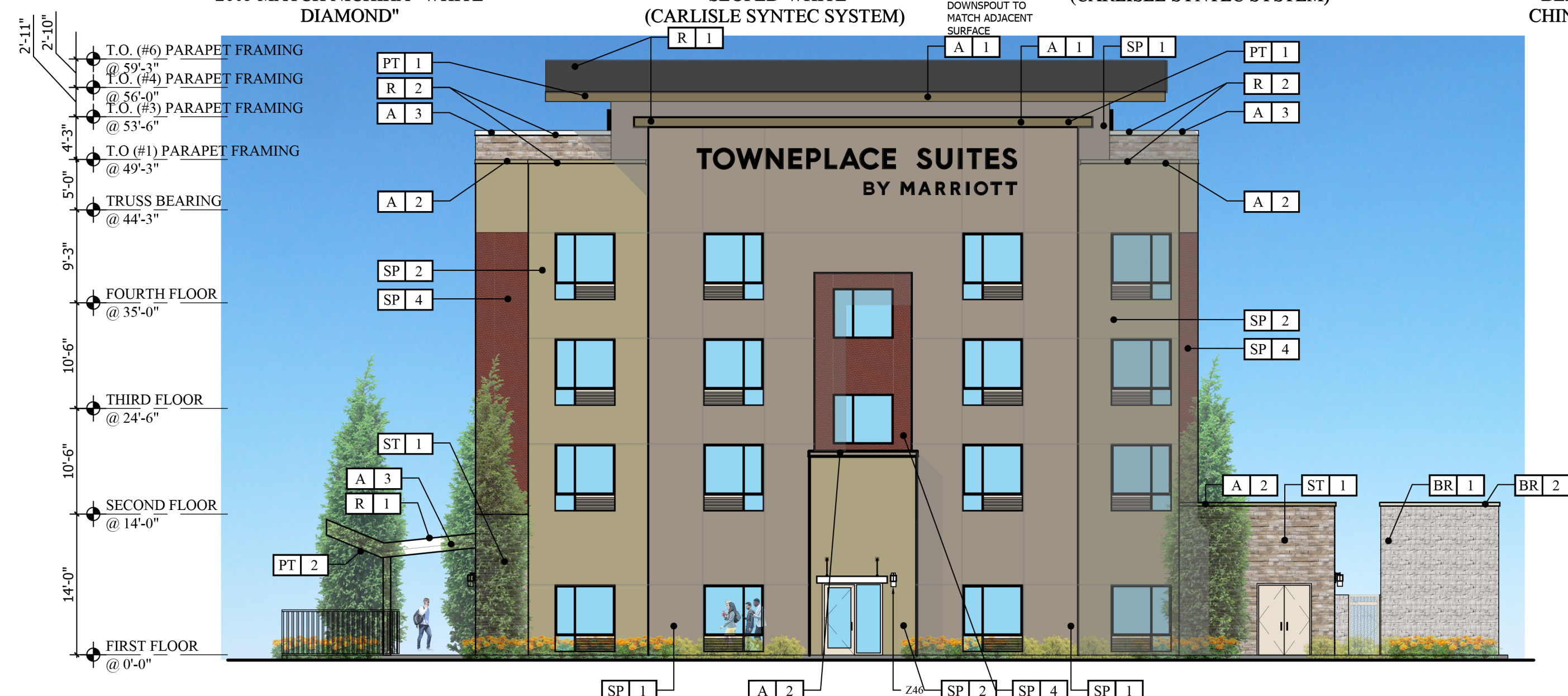
BR 1

CORONADO STONE VENEER:
3"SPLIT LIMESTONE-WHITE



BR 2

PRECAST STONE CAP



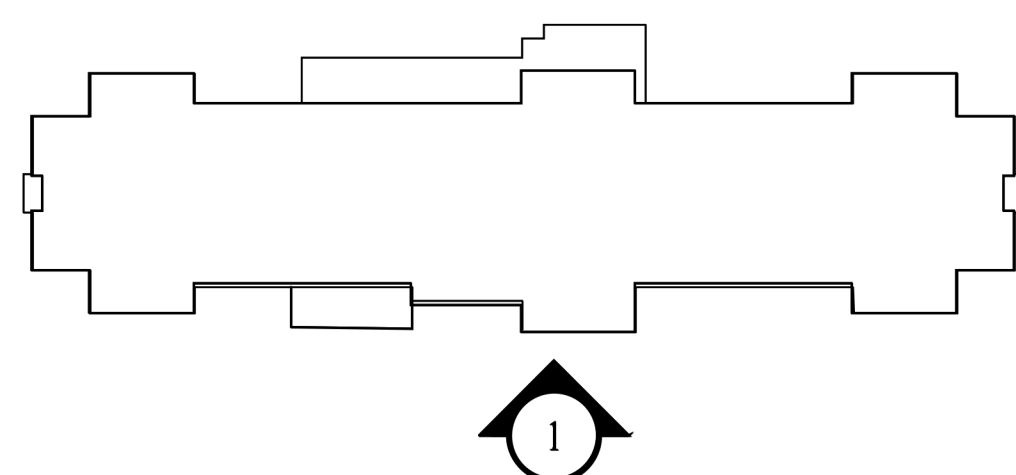
EXTERIOR ELEVATION

3/32" = 1'-0"



EXTERIOR ELEVATION

3/32" = 1'-0"



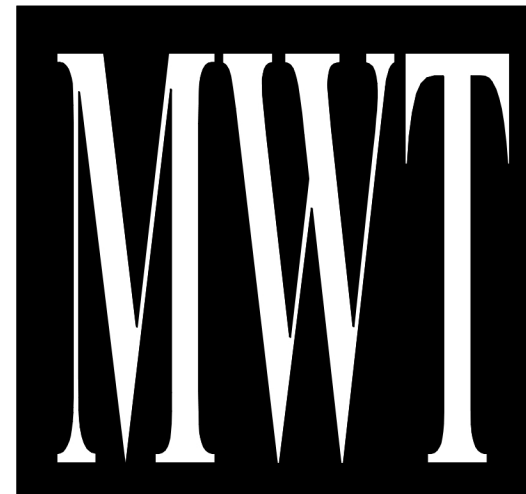
2

IMPORTANT NOTICE TO ALL CONTRACTORS AND OR SUBCONTRACTORS: (COMPLETE BUILDING SYSTEMS AND OR INSTALLATIONS)

- IF AWARDED A CONTRACT FOR ANY PORTION OF WORK NEEDED TO COMPLETE THIS PROJECT YOU ARE AGREEING TO THE FOLLOWING TERMS:
- YOU ARE A QUALIFIED CONTRACTOR AND OR SUBCONTRACTOR SPECIFICALLY IN PROVIDING A COMPLETE TURNKEY SERVICE IN YOUR TRADE OR PROFESSION FOR THE TYPE OF WORK AND SCOPE FOR THIS PROJECT.
- YOU AGREE TO PROVIDE A COMPLETE DESIGN BUILD SOLUTION BASED ON THE ARCHITECTS INTENDED DESIGN FOR THIS PROJECT.
- YOUR BID INCLUDED ALL THE STEPS, PROCESSES, MATERIALS, PRODUCTS, LABOR, GOVERNING PERMITS AND APPROVALS NECESSARY TO PROVIDE A COMPLETED AND WARRANTED SYSTEM OR INSTALLATION THAT DOES NOT REQUIRED ANOTHER CONTRACTOR OR PRODUCT TO COMPLETE YOUR SCOPE OF WORK.
- YOUR BID MUST HAVE INCLUDED ANY DESIGN INFORMATION REFERENCED WITHIN ANY CIVIL, ARCHITECTURAL, STRUCTURAL, MECHANICAL, ELECTRICAL AND OR PLUMBING DRAWINGS, ALSO NOTE THESE DRAWINGS ARE SCHEMATIC AND ARE INTENDED TO SHOW ONLY BASIC CONCEPTS AND GENERAL INFORMATION. THE COMPLETION OF YOUR WORK MAY INCLUDE OTHER STEPS, PROCESSES, MATERIALS, PRODUCTS, LABOR, GOVERNING PERMITS AND OR APPROVALS NECESSARY TO PROVIDE A COMPLETE SYSTEM INSTALLATION WHETHER SUGGESTED ON THE DRAWINGS OR NOT.
- AS AN EXAMPLE: ITEMS AND OR TASKS LIKE: FIRE CAULK, DRAFT STOPS, FASTENERS, ANCHORS, EMBEDMENTS, DUMPSTERS, DEBRIS CLEAN UP, ETC. ARE YOUR RESPONSIBILITY. ANY WORK NOT COMPLETED IN A TIMELY MANNER, OR INCOMPLETE WORK WILL BE BILLED BACK TO THE CONTRACTOR AND OR SUBCONTRACTOR, AT THE OWNERS' DISCRETION.

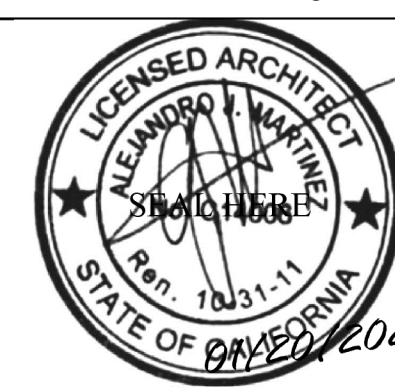
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CA@MWTUSA.COM
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CICHO, CA
PROTOTYPE VERSION: GEN. 5

REVISIONS

NO.	DESCRIPTION	DATE	BY

ISSUED FOR:

PERMIT

PROJECT NO.: 19-005

DATE: 01-20-2020

DRAWN BY: AL/DP

CHKD. BY: MWT

MATERIAL BOARD

SHEET

A202

19-005_A202.dwg

PLANT SCHEDULE

<u>SHRUBS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	2022-2023 14.8 2017
①	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN'	HOWARD MCMINN MANZANTA	5 GAL	15
①	BERBERIS THUNBERGII 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	5 GAL	11
●	CISTUS X PURPUREUS	ORCHID SPOT ROCKROSE	5 GAL	31
①	LOROPETALUM CHINENSE RUBRUM 'RAZZLEBERRY'	RAZZLEBERRY FRINGE FLOWER	5 GAL	15
②	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	5 GAL	11
☼	NANDINA DOMESTICA 'GULF STREAM' TM	GULF STREAM HEAVENLY BAMBOO	5 GAL	65
☼	OLEA EUROPAEA 'LITTLE OLIVE' TM	LITTLE OLIVE	5 GAL	6
★	PRUNUS CAROLINANA 'BRIGHT 'N TIGHT' TM	BRIGHT 'N TIGHT CAROLINA LAUREL	5 GAL	9
•	RHAPHIOLEPIS INDICA 'BALLERINA'	BALLERINA INDIAN HAWTHORN	5 GAL	192
★	ROSA X 'FLOWER CARPET RED'	ROSE	2 GAL	149

<u>GRASSES</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>QTY</u>
②	FESTUCA (DAKENSIS 'SISKIYOU BLUE'	SISKIYOU BLUE FESCUE	1 GAL	25
②	MUHLENBERGIA RIGIDA	PURPLE MUHLY	1 GAL	14
②	PENNISETUM ORIENTALE	ORIENTAL FOUNTAIN GRASS	1 GAL	3


<u>PERENNIALS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>QTY</u>
	ACHILLEA MILLEFOLIUM 'MOONSHINE'	YARROW	1 GAL	13
	AGAPANTHUS AFRICANUS 'PETER PAN'	DWARF BLUE LILY OF THE NILE	1 GAL	38
	DIETES VEGETA	AFRICAN IRIS	1 GAL	22
	ERIGERON KARVINSKIANUS	FLEABANE	1 GAL	106
	HEMEROCALLUS X 'STELLA DE ORO'	STELLA DE ORO DAYLILY	1 GAL	44
	SALVIA GREGGII	AUTUMN SAGE	1 GAL	31
	TULBAGHIA VIOLACEA	SOCIETY GARLIC	1 GAL	91
	ZAUSCHNERIA CALIFORNICA	CALIFORNIA FUCHSIA	5 GAL	13

<u>STORM WATER MANAGEMENT PLANTINGS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>QTY</u>
⑤	CAREX BARBERAE	SANTA BARBARA SEDGE	1 GAL	61
⑥	JUNCUS PATENS 'CARMAN'S GREY'	SPREADING RUSH	5 GAL	61







<u>VINES</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>QTY</u>
	PARTHENOCLISSUS TRICUSPIDATA "VEITCHII"	BOSTON IVY	5 GAL	6


PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	2021-2-09 14:58 QTY
	ARBUTUS X 'MARINA' EVERGREEN	ARBUTUS STANDARD	15 GAL		2
	GINKGO BILOBA 'AUTUMN GOLD' TM	MAIDENHAIR TREE	15 GAL		9
	LAGERSTROEMIA X 'NATCHEZ'	GRAPE MYRTLE	15 GAL	STANDARD	4
	PISTACIA CHINENSIS 'KEITH DAVEY'	KEITH DAVEY CHINESE PISTACHE	15 GAL		26
	QUERCUS ILEX	HOLLY OAK	15 GAL		9
	SEQUOIA SEMPERVIRENS 'AFTOS BLUE' LARGER TREE FOR AN IMMEDIATE	COAST REDWOOD	24" BOX		17
	ULMUS PARVIFOLIA 'TRUE GREEN'	TRUE GREEN ELM	15 GAL		2
	ZELKOVA SERRATA 'VILLAGE GREEN'	SAWLEAF ZELKOVA	15 GAL		20

<u>SHRUB AREAS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>CONTAINER</u>	<u>SPACING</u>	<u>QTY</u>
	SHRUB & GROUND COVER CITY BOLL AND CABBAGE TREE	PLANTING AREA	---			1,660 SF

PLANT SCHEDULE

<u>GROUND COVERS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>SPACING</u>	<u>2022-12-08 15:01</u> <u>GTL</u>
	ANNUALS MIXED SEASONAL	FLOWERS	4"	12" O.C.	21@ SF
	ARCTOSTAPHYLOS UVA-URSI 'EMERALD CARPET'	EMERALD CARPET MANZANTA	1 GAL.	36" O.C.	11,652 SF
	BACCHARIS PILULARIS 'TWIN PEAKS #2'	TWIN PEAKS COYOTE BRUSH	1 GAL.	36" O.C.	7,088 SF
	MAHONIA REPENS	CREeping MAHONIA	1 GAL.	36" O.C.	1,371 SF
	ROSMARINUS OFFICINALIS 'PROSTRATUS'	DWARF ROSEMARY	1 GAL.	36" O.C.	1,865 SF
	TRACHELOSPERMUM ASIATICUM	ASIAN JASMINE	1 GAL.	36" O.C.	1,041 SF

<u>MATERIALS</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>SPACING</u>	<u>QTY</u>
	3/4 CRUSHED ROCK SONOMA GOLD OR EQUAL	2" DEPTH OVER LANDSCAPE FABRIC	---		333 SF

SHADE CALCULATIONS

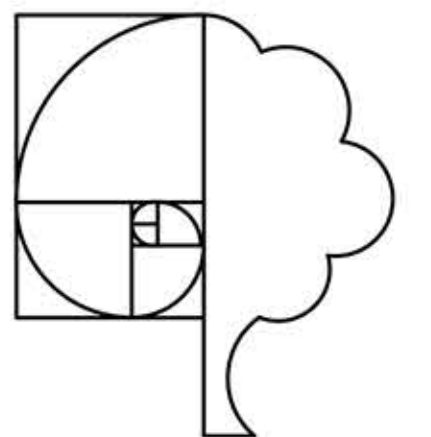
Shade Calculations for The Bruce Road Hotel Project								
Botanical Name	Common Name	Quantity	Shade allowed	at 25%	at 50%	at 75%	at 100%	Total
Pistacia chinensis 'Keith Davey'	Chinese Pistache	25	1,256	1	20	4	0	16,642.00
Quercus ilex	Holly Oak	10	1,256	0	8	1	1	6,280.00
Ulmus parvifolia	Evergreen Chinese Elm	2	1,256	0	0	1	1	2,198.00
Zeikova serrata 'Village Green'	Japanese Zeikova	21	1,256	1	12	4	4	16,642.00
Total Shade Allowed		58		2	40	10	6	41,762.00
parking lot area to be shaded (excludes areas as indicated (per CMC 19.070.060 E2))								53,457.00
50% shade required								26,728.50
% Shade Provided								78.12%
15% shade from evergreen tree species required								
8,478 sf provided = 15.8% (* indicates evergreen tree species)								



PLAN NOTES:

- A. SCREEN THE TRASH ENCLOSURE WITH EVERGREEN SHRUBS AND VINES
- B. FLOWERING TREES AND PLANTINGS TO ACCENTUATE THE PROJECT ENTRANCE
- C. NEW TREES, TYPICAL. REFER TO THE PLANT LIST
- D. SHADED AREA WITH DASHED LINE PERIMETER DESIGNATES THE PARKING FIELD AREA REQUIRING 50% SHADE. REFER TO THE SHADE CALCULATIONS ON SHEET L2.
- E. SCREEN THE PARKING FIELD WITH 3' HIGH EVERGREEN FLOWERING SHRUBS
- F. PERIMETER PLANTINGS FOR EROSION CONTROL AND TO TRANSITION TO THE SITE LANDSCAPING
- G. PREDOMINANTLY EVERGREEN FLOWERING SHRUBS AND GROUND COVER AROUND THE FOUNDATION OF THE BUILDING TO BUFFER GUESTROOMS FROM THE PARKING AREA
- H. SCREEN ALL UTILITIES WITH EVERGREEN PLANTINGS WHERE REQUIRED
- I. OUTDOOR POOL AND PATIO AREA
- J. HOTEL ENTRANCE WITH FLOWERING SHRUBS AND PERENNIALS
- K. 6'-8' TALL EVERGREEN REDWOOD TREES (AT MATURITY) TO PROVIDE A VISUAL SCREEN FROM OFF SITE VIEWS INTO THE PROJECT. THE TREES WILL PROVIDE ADDITIONAL LANDSCAPE CONTEXT TO THE SURROUNDING NEIGHBORHOOD. THESE TREES ARE FAST GROWING AND A LARGER INITIAL SIZE WILL BE USED TO PROVIDE FOR AN IMMEDIATE IMPACT.

PLANTING PLAN



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California Landscape Architect #4122
ID #LA-16771 * HI #LA-16112
AZ #76633

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Sheet Title
PLANTING PLAN

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No.	Date	Revision
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Project Mgr.: THP
 Drawn By: THP
 Scale: 1" = 20'
 Date: 12.08.2022
 File Name: _____ of _____ sheets

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Figure 10