



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

Date: May 25, 2022
To: Chairwoman and Members of the Planning Commission
From: Development Services Department
Presentation by: Ben Moody, Public Works and Development Services Director

Subject: Yuba City Capital Improvement Project Budget 2022-2027

Recommendation: Find that the projects listed in the Fiscal Year 2022-2027 Yuba City Capital Improvement Project Budget is consistent with the Yuba City General Plan and forward findings to the City Council.

Purpose:

Annual consideration and review of the proposed Capital Improvement Project (CIP) Budget to find that the projects are consistent with the General Plan in accordance with State law and the City's General Plan.

Background:

The City's General Plan and State law call for the Planning Commission's annual consideration and review of the proposed CIP Budget to find that the projects are consistent with the General Plan.

The CIP Budget includes a list of public works projects that the City intends to design and construct in coming years. Under California law, the Planning Commission has the responsibility of reviewing the CIP to determine whether it conforms to the General Plan. Specifically, the Government Code requires Planning Commission review the following actions for conformity with the General Plan:

- Acquisition of land for public purposes;
- Disposition of land;
- Street vacations; and
- Authorization or construction of public buildings or structures.

Section 65401 of the California Government Code requires each agency that proposes public improvement projects to annually submit a list of projects to the community's planning agency for review as to conformity with the adopted General Plan. Further, Section 65402 prohibits the purchase of properties or the commencement of work on public projects until the Planning Commission has reviewed the projects for consistency with the General Plan.

The budget outlines the capital projects that are planned to take place over the next five years. The CIP is updated annually; it is most accurate for the upcoming year and is staff's best estimate for the following four years. The Planning Commission reviews the CIP prior to its adoption by the City Council each fiscal year.

Analysis:

After reviewing the proposed document, project list, and comparing it with the adopted General Plan, it is staff's determination the proposed CIP Budget is consistent with the General Plan.

Many of the projects proposed for funding in the CIP Budget are in line with the ultimate goals of the General Plan to improve the livability and quality of life in the City. Projects include the property abatement program, upgrades to City buildings and facilities, road rehabilitation projects, and water and wastewater system work. Also included in the CIP Budget are projects that are not necessarily visible to the public but are still important, including proposed upgrades to the Storm Water Management Program, the City's traffic model update, and funding for the preparation of the next General Plan.

There are numerous proposed projects that will improve the City's backbone transportation network that are described in the General Plan Transportation Element. This includes the continuation of the Bridge Street Widening project and improvements to Tully Parkway/Queens Avenue extension, accessibility improvements, bike lanes, and park improvements.

Environmental Determination:

The projects will be individually assessed under California Environmental Quality Act (CEQA) prior to implementation.

Recommended Action:

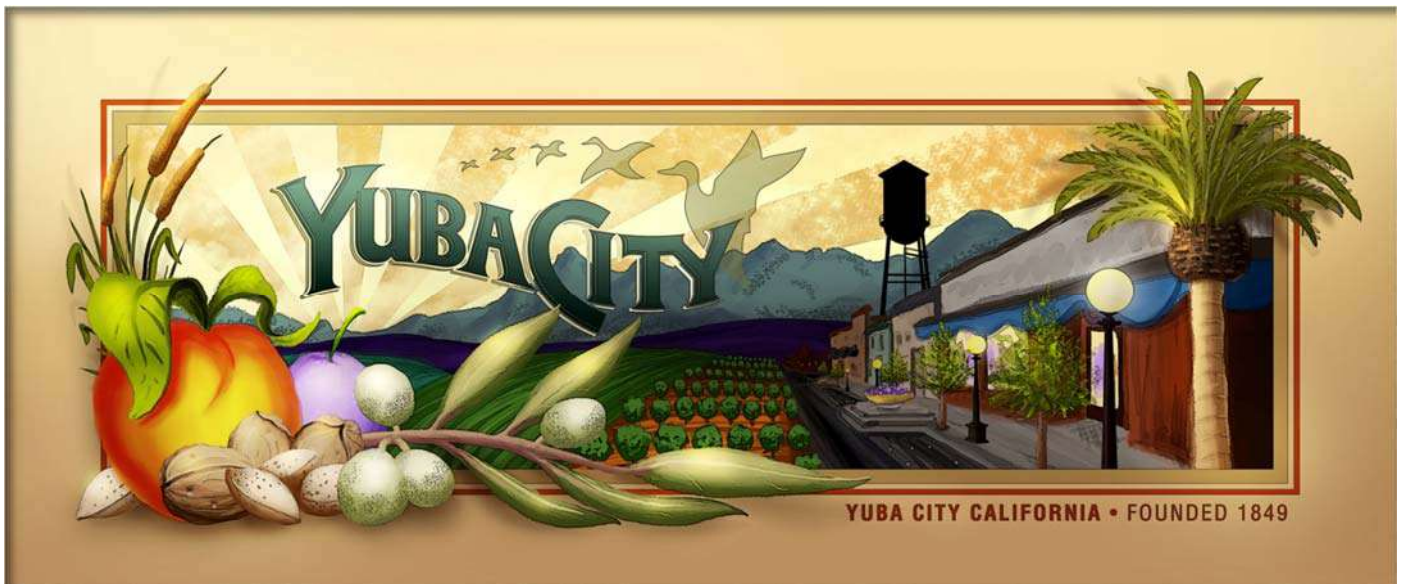
Find that the projects listed in the Fiscal Year 2022-2027 Yuba City Capital Improvement Project Budget is consistent with the Yuba City General Plan and forward findings to the City Council.

Attachments:

1. City of Yuba City Capital Improvement Project Budget, FY 2022-2027
2. Yuba City General Plan, adopted April 2004
https://www.yubacity.net/city_hall/departments/development_services/planning/plans/general_plan

ATTACHMENT 1

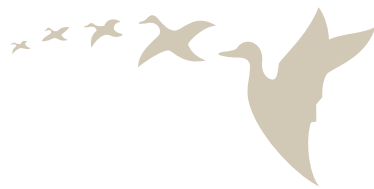
City of Yuba City Capital Improvement Project Budget FY 2022-2027



Proposed

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City of Yuba City
 Summary of Capital Improvement Program Projects
 Current General Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1072	Property Abatement	60,000	100,000	100,000	100,000	100,000		460,000
1080	General Plan Implementation and Future Update	985,000	165,000	200,000	200,000	200,000		1,750,000
1221	Feather River Mill Site Development	25,000						25,000
1283	Citywide Accela/Technology Funding	50,000	210,000	50,000	50,000			360,000
1292	ERP/HR/Payroll/Utility Billing Upgrade		1,500,000					1,500,000
		\$1,120,000	\$1,975,000	\$350,000	\$350,000	\$300,000		\$4,095,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	
General	510,000	150,000	350,000	350,000	300,000		1,660,000	
Transportation Development Act								
Streets and Roads								
DIF								
Federal Grant		1,660,000					1,660,000	
SRF								
CDBG								
Water								
Wastewater								
Other	610,000	165,000					775,000	
		\$1,120,000	\$1,975,000	\$350,000	\$350,000	\$300,000		\$4,095,000

General

Project Name Property Abatement

Project Number 1072

Estimated Start Date October 2008

Lead Department Development Services

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for city-wide abatement efforts.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	230,000	60,000	100,000	100,000	100,000	100,000		460,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$230,000	\$60,000	\$100,000	\$100,000	\$100,000	\$100,000		\$460,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	230,000	60,000	100,000	100,000	100,000	100,000		460,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$230,000	\$60,000	\$100,000	\$100,000	\$100,000	\$100,000		\$460,000	

Annual Impact on Operating Budget

Personnel	6,500	
Supplies	-	
Services	-	
Capital	-	
Other	-	Increase funding to maintain refuse service at various locations across the City with the ending of the CalRecycle grant.
Total Impact	6,500	

Project Complete
 Project Deleted
 Future Project

General

Project Name General Plan Implementation and Future Update

Project Number 1080

Estimated Start Date Ongoing

Lead Department Development Services

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to implement Yuba City's General Plan, Housing Element, SOI expansion, Annexation processes, supporting studies, and a community visioning process.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	727,500	985,000	165,000	200,000	200,000	200,000		1,750,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$727,500	\$985,000	\$165,000	\$200,000	\$200,000	\$200,000		\$1,750,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	727,500	375,000		200,000	200,000	200,000		975,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other		610,000	165,000					775,000	
Annual Funding Total	\$727,500	\$985,000	\$165,000	\$200,000	\$200,000	\$200,000		\$1,750,000	

Annual Impact on Operating Budget

Personnel	-		
Supplies	-		
Services	-		
Capital	-		The Department was awarded \$165,000 REAP funds from HCD to help facilitate a zoning code audit, and housing.
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

General

Project Name Feather River Mill Site Development

Project Number 1221

Estimated Start Date December 2015

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope To prepare a Remedial Action Plan for remediation of soil and groundwater contamination at 400 Bridge Street, commonly referred to as the Feather River Mill site.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	186,600	25,000						25,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	13,700								
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$200,300	\$25,000						\$25,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	200,300	25,000						25,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$200,300	\$25,000						\$25,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

General

Project Name Citywide Accela/Technology Funding

Project Number 1283

Estimated Start Date July 2021

Lead Department Development Services

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Install, upgrade, and maintain various software including; Accela, yc311, CivicPlus, Pentamation etc. for City-specific needs.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	10,000	50,000	210,000	50,000	50,000			360,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$10,000	\$50,000	\$210,000	\$50,000	\$50,000			\$360,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	10,000	50,000	50,000	50,000	50,000			200,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant			160,000					160,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$10,000	\$50,000	\$210,000	\$50,000	\$50,000			\$360,000	

Annual Impact on Operating Budget

Personnel	-							
Supplies	-							
Services	-							
Capital	-							
Other	-							
Total Impact	-							

Increase budget to include \$160,000 from ARPA funding for open counter/permit software for initial install and 2-year contract.

Project Complete
 Project Deleted
 Future Project

General

Project Name ERP/HR/Payroll/Utility Billing Upgrade

Project Number 1292

Estimated Start Date July 2022

Lead Department Information Technology

Estimated Completion Date June 2025

Project Manager Brian Hansen

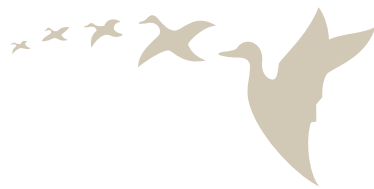
Scope Replace existing Finance, HR, Payroll and Utility Billing software with modern software emphasizing on ease of use, customizable, enhanced capabilities, and modern interface that is more approachable for the next generation of City employees Funded by ARPA.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			1,500,000					1,500,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$1,500,000					\$1,500,000	

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant			1,500,000					1,500,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$1,500,000					\$1,500,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project



City of Yuba City
 Summary of Capital Improvement Program Projects
 Current Facilities Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1023	City Hall Improvements	300,000	161,000	50,000	50,000	50,000	50,000	661,000
1028	Improvements to Buildings and Grounds	57,000	305,000	200,000	200,000	200,000	200,000	1,162,000
1209	Union Pacific Railroad Property Acquisition	15,000						15,000
		\$372,000	\$466,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,838,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	
General	106,000	401,000	250,000	250,000	250,000	250,000	1,507,000	
Transportation Development Act								
Streets and Roads	11,000						11,000	
DIF	8,000						8,000	
Federal Grant	238,000						238,000	
SRF								
CDBG								
Water	3,000						3,000	
Wastewater	6,000	65,000					71,000	
Other								
		\$372,000	\$466,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,838,000

Facilities

Project Name City Hall Improvements **Project Number** 1023
Estimated Start Date Ongoing **Lead Department** Public Works
Estimated Completion Date Ongoing **Project Manager** Ben Moody
Scope Provides funds for upgrades, modifications and improvements of the City Hall facility and equipment.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	683,657	300,000	161,000	50,000	50,000	50,000	50,000	661,000	50,000
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$683,657	\$300,000	\$161,000	\$50,000	\$50,000	\$50,000	\$50,000	\$661,000	\$50,000

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	593,657	62,000	161,000	50,000	50,000	50,000	50,000	423,000	50,000
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		238,000						238,000	
(95) SRF									
(96) CDBG	90,000								
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$683,657	\$300,000	\$161,000	\$50,000	\$50,000	\$50,000	\$50,000	\$661,000	\$50,000

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	(1,000)	
Capital	-	Minimized Maintenance
Other	-	
Total Impact	(1,000)	

Projects

Various City Hall and Council Chamber Improvements
 Painting exterior of buildings
 Coating roof/replacing beam caps in courtyard,
 Council Chambers security improvements.
 Finance Depart. Workstation Modification & Reorganization

Project Complete
 Project Deleted
 Future Project

Facilities

Project Name Improvements to Buildings and Grounds

Project Number 1028

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to maintain and improve various City Facilities.

Project Cost		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	818,000	57,000	305,000	200,000	200,000	200,000	200,000	1,162,000	200,000
65502	Design/ Engineering	9,000								
65503	Const/Admin Cost	135,000								
65504	Contingency									
65514	Professional Expense	25,000								
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing	329,000								
Annual Project Total		\$1,316,000	\$57,000	\$305,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,162,000	\$200,000

Sources		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General	964,000	29,000	240,000	200,000	200,000	200,000	200,000	1,069,000	200,000
(91)	Trans. Devel. Act									
(92)	Streets and Roads	61,000	11,000						11,000	
(93)	DIF	92,000	8,000						8,000	
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water	102,000	3,000						3,000	
(98)	Wastewater	97,000	6,000	65,000					71,000	
	Other									
Annual Funding Total		\$1,316,000	\$57,000	\$305,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,162,000	\$200,000

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	5,000	
Capital	-	\$5,000 for maintenance and repair needs.
Other	-	
Total Impact	5,000	

Projects

- Replace wall gutters at Corp Yard (current funding)
- FY22/23 funding for Madden House stair railing and decking repairs (current funding)
- FY22/23 funding for Fire Station roll-up doors (Station # 1, 2, and 3)
- FY22/23 funding for Police Station roof coating and water heater replacement

Project Complete
 Project Deleted
 Future Project

Facilities

Project Name Union Pacific Railroad Property Acquisition

Project Number 1209

Estimated Start Date July 2015

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Provides funds for environmental testing and reporting required to facilitate potential acquisition of Union Pacific Railroad properties throughout the City.

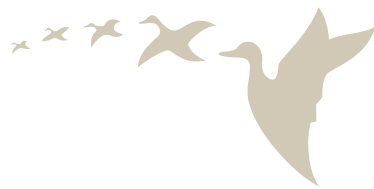
Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	25,000	15,000						15,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$25,000	\$15,000						\$15,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	25,000	15,000						15,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$25,000	\$15,000						\$15,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project



City of Yuba City
Summary of Capital Improvement Program Projects
Current Community Services Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1127	Capital Repl. Prog - Gauche Aquatic Park	251,000	35,000	35,000	35,000	35,000	35,000	426,000
1207	Harter Parkway Park and Bike Connection	3,358,000						3,358,000
1222	Annual Playground Replacement	104,000	130,000	130,000	160,000	160,000	160,000	844,000
1259	Well Installations	100,000	100,000	100,000	100,000	100,000	100,000	600,000
1264	CalFire Urban Forest Management Grant	129,000						129,000
1265	Sam Brannan Restroom Replacement	320,000						320,000
1284	Zero-Depth Entry Water Feature Project	178,000	128,000					306,000
1285	Blackburn Talley Scoreboard Replacement	19,000						19,000
1286	Feather River Parkway Parking Lot Improvements	75,000						75,000
1287	Senior Center Building Repairs	225,000	100,000					325,000
1298	Town Center Fountain		100,000	537,000				637,000
1299	Dog Park at Moore Park		190,000	192,000				382,000
1300	Sam Brannan Improvements		110,000					110,000
1305	Bocce Ball Courts Sam Brannan Park		300,000					300,000
1307	Colins Corner (Maple Park)		56,000					56,000
		\$4,759,000	\$1,249,000	\$994,000	\$295,000	\$295,000	\$295,000	\$7,887,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	
General	1,025,000	949,000	994,000	295,000	295,000	295,000	3,853,000	
Transportation Development Act	179,000						179,000	
Streets and Roads								
DIF	909,000						909,000	
Federal Grant	2,299,000						2,299,000	
SRF								
CDBG	104,000						104,000	
Water								
Wastewater								
Other	243,000	300,000					543,000	
		\$4,759,000	\$1,249,000	\$994,000	\$295,000	\$295,000	\$295,000	\$7,887,000

Community Services

Project Name Capital Repl. Prog - Gauche Aquatic Park

Project Number 1127

Estimated Start Date July 2010

Lead Department Community Services

Estimated Completion Date Ongoing

Project Manager Brad McIntire

Scope Funding is needed to replace the 13 year old spray ground that is corroding and replace it with an AP300 model for the approximately 30,000 participants that attend Gauche Aquatic Park in the summer. This also provides funds to create a reserve fund for capital item repair and replacement at the Gauche Aquatic Park that is difficult to anticipate. Concrete deck, Pool resurfacing, Shade sail replacement and water play features.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	206,674	251,000	35,000	35,000	35,000	35,000	35,000	426,000	
Annual Project Total	\$206,674	\$251,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$426,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	206,674	251,000	35,000	35,000	35,000	35,000	35,000	426,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$206,674	\$251,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$426,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	(2,000)	
Capital	-	Minimized Maintenance
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Harter Parkway Park and Bike Connection

Project Number 1207

Estimated Start Date October 2016

Lead Department Community Services

Estimated Completion Date December 2022

Project Manager Brad McIntire

Scope Provides funds to begin installation of a new park in the Harter Parkway area with a parking lot, playgrounds, continuous walking path, restrooms and a bicycle pump track.

Project Cost	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction		2,836,000						2,836,000	
65502 Design/ Engineering	81,000								
65503 Const/Admin Cost		223,000						223,000	
65504 Contingency	916,000	299,000						299,000	
65514 Professional Expense	1,000								
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$998,000	\$3,358,000						\$3,358,000	

Sources	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	2,000	100,000						100,000	
(91) Trans. Devel. Act		179,000						179,000	
(92) Streets and Roads									
(93) DIF	80,000	909,000						909,000	
(94) Federal Grant		2,170,000						2,170,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	916,000								
Annual Funding Total	\$998,000	\$3,358,000						\$3,358,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	42,000	
Capital	-	Other funds include \$800,000 in Land & Water Conservation Fund - Local Agency Competitive Grant funding for construction.
Other	-	
Total Impact	<u>42,000</u>	

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Annual Playground Replacement

Project Number 1222

Estimated Start Date November 2016

Lead Department Community Services

Estimated Completion Date Ongoing

Project Manager Rob Condrey

Scope Replacement of 22 year old playground equipment, and surfacing, at Shanghai Garden Park. The scope of work includes the purchase and installation of two playground structures (Ages 2-5 playground and ages 5-12 playground). Anticipated cost is \$260,000. Current funding of \$104,000 is in progress for the replacement of Maple Park.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction			30,000	30,000	41,000	41,000	41,000	183,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	245,509	104,000	100,000	100,000	119,000	119,000	119,000	661,000	
Annual Project Total	\$245,509	\$104,000	\$130,000	\$130,000	\$160,000	\$160,000	\$160,000	\$844,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General	245,509		130,000	130,000	160,000	160,000	160,000	740,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG		104,000						104,000	
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$245,509	\$104,000	\$130,000	\$130,000	\$160,000	\$160,000	\$160,000	\$844,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	(2,000)
Capital	-
Other	-
Total Impact	(2,000)

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Well Installations

Project Number 1259

Estimated Start Date July 2022

Lead Department Community Services

Estimated Completion Date July 2027

Project Manager Rob Condrey

Scope Provides funds to install wells at City parks to reduce domestic water usage and cost. Currently the Parks Department is spending \$128,000 per year to irrigate parks.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		35,000	35,000	35,000	35,000	35,000	35,000	210,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing		65,000	65,000	65,000	65,000	65,000	65,000	390,000	
Annual Project Total		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		100,000	100,000	100,000	100,000	100,000	100,000	600,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	16,500	
Services	-	
Capital	-	Will reduce water by approximately (\$20,000) per well per year.
Other	(20,000)	
Total Impact	(3,500)	

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name CalFire Urban Forest Management Grant

Project Number 1264

Estimated Start Date May 2019

Lead Department Community Services

Estimated Completion Date October 2023

Project Manager Rob Condrey

Scope Provides funding from a CalFire grant for Urban Forest Management Plan which includes tree inventory, ordinance updates, tree planting, community outreach and creates green house gas reduction in Yuba City. The project is grant funded with the City contributing \$127,614 in the form of City staff time and volunteer hours.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	226,234	129,000						129,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$226,234	\$129,000						\$129,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		129,000						129,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	226,234								
Annual Funding Total	\$226,234	\$129,000						\$129,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	1,000	
Capital	-	Maintenance Cost
Other	-	
Total Impact	1,000	

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Sam Brannan Restroom Replacement

Project Number 1265

Estimated Start Date July 2022

Lead Department Community Services

Estimated Completion Date May 2023

Project Manager Rob Condrey

Scope Provides funds for the replacement of a 35 year old restroom structure at Sam Brannan Park.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		200,000						200,000	
65502 Design/ Engineering									
65503 Const/Admin Cost		10,000						10,000	
65504 Contingency		10,000						10,000	
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing		100,000						100,000	
Annual Project Total		\$320,000						\$320,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		320,000						320,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$320,000						\$320,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Zero-Depth Entry Water Feature Project

Project Number 1284

Estimated Start Date July 2022

Lead Department Community Services

Estimated Completion Date May 2023

Project Manager Robert Condrey

Scope Purchase spray ground and life floor from White Water West. This spray ground will replace existing unit which is 11 years old and is corroded beyond repair. The life floor tiles will be a new addition and will help prevent slips and falls, as well as skinned toes. The additional \$128,000 will cover the increase in the cost of goods and the installation of the life tiles.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing		178,000	128,000					306,000	
Annual Project Total		\$178,000	\$128,000					\$306,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General			128,000					128,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other		178,000						178,000	
Annual Funding Total		\$178,000	\$128,000					\$306,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Blackburn Talley Scoreboard Replacement

Project Number 1285

Estimated Start Date July 2020

Lead Department Community Services

Estimated Completion Date November 2023

Project Manager David Palmer

Scope Provides funding to replace scoreboards on all three fields at Blackburn-Tally Complex. The current scoreboards are 38 years old, and having electrical issues, and it is becoming difficult to replace/retrofit parts to repair the scoreboards.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing		19,000						19,000	
Annual Project Total		\$19,000						\$19,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		19,000						19,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$19,000						\$19,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Feather River Parkway Parking Lot Improvements

Project Number 1286

Estimated Start Date July 2020

Lead Department Community Services

Estimated Completion Date December 2022

Project Manager Brad McIntire

Scope Provides funding to pave the parking lot in Feather River Parkway.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		75,000						75,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$75,000						\$75,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		75,000						75,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$75,000						\$75,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Senior Center Building Repairs

Project Number 1287

Estimated Start Date July 2022

Lead Department Community Services

Estimated Completion Date November 2023

Project Manager Brad McIntire

Scope Funding to repair dry rot and water intrusion issues in the facility. The work will include structural repairs of dry rot damage and stucco work to address large cracks in the stucco and the lack of a weep screed along the bottom of the walls, resulting in water intrusion. The entire facility will also be re-modernized inside.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		225,000	25,000					250,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense			15,000					15,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing			60,000					60,000	
Annual Project Total		\$225,000	\$100,000					\$325,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		160,000	100,000					260,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other		65,000						65,000	
Annual Funding Total		\$225,000	\$100,000					\$325,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Town Center Fountain

Project Number 1298

Estimated Start Date July 2022

Lead Department Community Services

Estimated Completion Date June 2023

Project Manager Brad McIntire

Scope The Town Square Fountain was constructed around 1996. The concrete structure and mechanical parts need to be replaced and repaired.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction			100,000	537,000				637,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$100,000	\$537,000				\$637,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General			100,000	537,000				637,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$100,000	\$537,000				\$637,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 0.00%
Supplies	- New Customers 0.00%
Services	- Bonds/Grants 0.00%
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Dog Park at Moore Park

Project Number 1299

Estimated Start Date March 2023

Lead Department Community Services

Estimated Completion Date TBD

Project Manager Robert Condrey

Scope Construct an enclosed Dog Park. Park currently has an irrigated turf area with no play equipment. There are no dog parks currently maintained or funded by the City.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			88,000	192,000				280,000	
65502 Design/ Engineering			70,000					70,000	
65503 Const/Admin Cost			3,000					3,000	
65504 Contingency			29,000					29,000	
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$190,000	\$192,000				\$382,000	

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General			190,000	192,000				382,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$190,000	\$192,000				\$382,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		



MORLEY BARK PARK
CONCEPTUAL PLAN



Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Sam Brannan Improvements

Project Number 1300

Estimated Start Date September 2022

Lead Department Community Services

Estimated Completion Date May 2023

Project Manager Robert Condrey

Scope Replace largest existing shade structure.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing			110,000					110,000	
Annual Project Total			\$110,000					\$110,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General			110,000					110,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$110,000					\$110,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Bocce Ball Courts Sam Brannan Park

Project Number 1305

Estimated Start Date March 2023

Lead Department Community Services

Estimated Completion Date TBD

Project Manager Robert Condrey

Scope Grant funded: In partnership with Yuba Sutter Special Olympics. Yuba Sutter Special Olympics received a grant of \$300,000 and the City will take the lead. Construction of four bocce ball courts, shade structures, grading work, and re-route existing irrigation. The addition of these courts will welcome park visitors and tournaments, as well as recreational use. Increase park rentals and revenue.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			100,000					100,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing			200,000					200,000	
Annual Project Total			\$300,000					\$300,000	

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other			300,000					300,000	
Annual Funding Total			\$300,000					\$300,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	(1,000)	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	<u><u>(1,000)</u></u>		

Project Complete
 Project Deleted
 Future Project

Community Services

Project Name Colins Corner (Maple Park)

Project Number 1307

Estimated Start Date October 2022

Lead Department Community Services

Estimated Completion Date November 2022

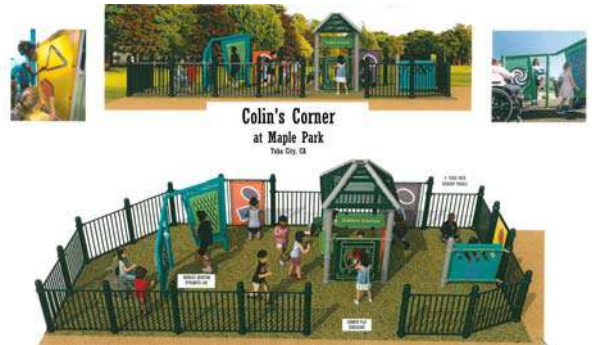
Project Manager Robert Condrey

Scope Addition of sensory play equipment for disabled children, pour in place surfacing, and security fence that will be added to a new play feature funded through CDBG at Maple Park.

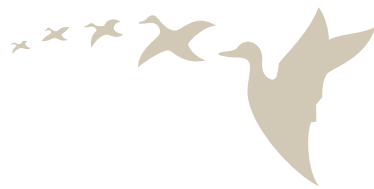
Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction			13,000					13,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing			43,000					43,000	
Annual Project Total			\$56,000					\$56,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General			56,000					56,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$56,000					\$56,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		



Project Complete
 Project Deleted
 Future Project



City of Yuba City
 Summary of Capital Improvement Program Projects
 Current Public Safety Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1236	Fire Station No.2 Remodel	889,000	207,000					1,096,000
1237	Fire Station Repair and Renovation	168,000	210,000	120,000	120,000	100,000	100,000	818,000
1278	Police Dept Evidence Storage Building	109,000	218,000					327,000
1280	Fire Station No.4 Training Grounds	16,000	190,000	50,000				256,000
1288	Firefighter Cancer Prevention Initiative - Proper St	32,000	32,000					64,000
		\$1,214,000	\$857,000	\$170,000	\$120,000	\$100,000	\$100,000	\$2,561,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	
General	1,073,000	639,000	170,000	120,000	100,000	100,000	2,202,000	
Transportation Development Act								
Streets and Roads								
DIF								
Federal Grant	109,000	218,000					327,000	
SRF								
CDBG								
Water								
Wastewater								
Other	32,000						32,000	
		\$1,214,000	\$857,000	\$170,000	\$120,000	\$100,000	\$100,000	\$2,561,000

Public Safety

Project Name Fire Station No.2 Remodel

Project Number 1236

Estimated Start Date July 2021

Lead Department Fire Department

Estimated Completion Date June 2023

Project Manager Jesse Alexander

Scope Funding for the addition of a dorm area and remodel Fire Station No.2. This phase will complete the final phase of the renovation. Increase request will help defray new engineering costs as plans are being modified in an attempt to meet budget and rising construction costs. Current funding is anticipated to fall short of necessary funds needed to complete the project due to rising costs of construction. Modification desires include kitchen, bathroom and dorm upgrades.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	195,000	889,000	175,000					1,064,000	
65502 Design/ Engineering			32,000					32,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$195,000	\$889,000	\$207,000					\$1,096,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	195,000	889,000	207,000					1,096,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$195,000	\$889,000	\$207,000					\$1,096,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Public Safety

Project Name Fire Station Repair and Renovation

Project Number 1237

Estimated Start Date July 2020

Lead Department Fire Department

Estimated Completion Date Ongoing

Project Manager Jesse Alexander

Scope Provide funding for various repair & renovation projects at the City's Fire Stations and Administration Building. Continue with MRSA-resistant flooring throughout department. Energy efficiency upgrades.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		168,000	210,000	120,000	120,000	100,000	100,000	818,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$168,000	\$210,000	\$120,000	\$120,000	\$100,000	\$100,000	\$818,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General		168,000	210,000	120,000	120,000	100,000	100,000	818,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$168,000	\$210,000	\$120,000	\$120,000	\$100,000	\$100,000	\$818,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Projects

- Station 1/Admin Stucco Repair, Sealing & Paint
- Station 1 Bathroom & Signage Updates
- Station 4 Lighting Update
- Station 7 PPE Storage Outbuilding

Project Complete
 Project Deleted
 Future Project

Public Safety

Project Name Police Dept Evidence Storage Building

Project Number 1278

Estimated Start Date July 2023

Lead Department Public Works

Estimated Completion Date June 2024

Project Manager Brian Baker

Scope Provides funding for the construction of a building to handle unmet evidence and bulk storage needs at the Police Department. Funding is provided by H.R. 1319 ARPA monies.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		109,000	218,000					327,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$109,000	\$218,000					\$327,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		109,000	218,000					327,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$109,000	\$218,000					\$327,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	600
Capital	-
Other	-
Total Impact	600



Project Complete
 Project Deleted
 Future Project

Public Safety

Project Name Fire Station No.4 Training Grounds

Project Number 1280

Estimated Start Date July 2021

Lead Department Fire Department

Estimated Completion Date June 2024

Project Manager Jesse Alexander

Scope Plan, develop and build a realistic and versatile training facility adjacent to Fire Station 4. The fenced in training grounds will host two required ISO components (enhanced burn building and training tower) and offer realistic and versatile training that will benefit both YCFD/YCPD personnel. The toughness, versatility and easy customization of Connex Boxes, coupled with a high strength steel drill tower, will provide a cost effective mechanism for basic and advanced level training that match a growing training program.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	84,000	16,000	190,000	50,000				256,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$84,000	\$16,000	\$190,000	\$50,000				\$256,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	84,000	16,000	190,000	50,000				256,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$84,000	\$16,000	\$190,000	\$50,000				\$256,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	1,000	
Services	-	
Capital	-	Maintenance
Other	-	
Total Impact	1,000	

Projects

Create Public Safety Training Grounds

Project Complete
 Project Deleted
 Future Project

Public Safety

Project Name Firefighter Cancer Prevention Initiative - Proper Storage of PPE

Project Number 1288

Estimated Start Date July 2021

Lead Department Fire Department

Estimated Completion Date June 2023

Project Manager Ali Williams

Scope To purchase a TUFF-SHED type building for each station for exterior storage of PPE. Project includes laying concrete, wiring for plumbing/electricity, ventilation installation, and shelving for each shed. Prior year funding provided by the CDBG-CV grant.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	38,000	32,000	32,000					64,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$38,000	\$32,000	\$32,000					\$64,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General			32,000					32,000	
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	38,000	32,000						32,000	
Annual Funding Total	\$38,000	\$32,000	\$32,000					\$64,000	

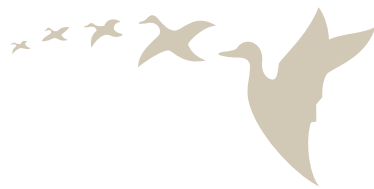
Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Projects

Purchase of Storage Sheds for Proper PPE Storage

Project Complete
 Project Deleted
 Future Project



City of Yuba City
Summary of Capital Improvement Program Projects
Current Streets Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1024	Striping and Marking	310,000		125,000	125,000	125,000	125,000	810,000
1025	Drainage Improvements	114,000	100,000	100,000	100,000	100,000	100,000	614,000
1027	Traffic Signals	197,000	50,000	50,000	50,000	50,000	50,000	447,000
1051	Road Rehabilitation	804,000						804,000
1069	Tuly Parkway - Queens Ave Extension	1,175,000	731,000					1,906,000
1169	Bicycle Master Plan Implementation	89,000						89,000
1180	Consolidated Streetlight District-Acquisition and C	823,000						823,000
1187	Bridge Street Widening	10,225,000						10,225,000
1188	Stormwater Management Program	51,000	100,000	100,000	100,000	100,000	100,000	551,000
1190	Pavement Management System	5,000						5,000
1213	Residential Road Rehabilitation		500,000	500,000	500,000	500,000	500,000	2,500,000
1220	ADA Public Facilities Sidewalk Improvements	504,000	210,000	300,000	300,000	300,000	300,000	1,914,000
1241	Center Bore Street Light Pole Replacement Projec	100,000						100,000
1243	Bridge Street Utility Undergrounding	163,000						163,000
1253	2018 Safe Routes to School Plan	169,000						169,000
1254	State Route 20 Corridor Improvements	185,000						185,000
1255	Road Maintenance and Rehab. Account (RMRA)	1,520,000	700,000	1,150,000	1,150,000	1,150,000	1,150,000	6,820,000
1266	Sutter Bike Path Gap Closure	2,095,000						2,095,000
1276	Bridge Street Reconstruction Development Phase	271,000						271,000
1282	UPRR Feasibility Study	140,000						140,000
1301	Butte House Road Community Design Improveme		590,000					590,000
1302	Walton Avenue Improvements		4,950,000					4,950,000
		\$18,940,000	\$7,931,000	\$2,325,000	\$2,325,000	\$2,325,000	\$2,325,000	\$36,171,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	
General	76,000	30,000	30,000	30,000	30,000	30,000	226,000	
Transportation Development Act	3,560,000	670,000	295,000	295,000	295,000	295,000	5,410,000	
Streets and Roads	4,796,000	2,931,000	1,750,000	1,750,000	1,750,000	1,750,000	14,727,000	
DIF	3,467,000						3,467,000	
Federal Grant								
SRF								
CDBG	208,000	210,000	210,000	210,000	210,000	210,000	1,258,000	
Water	680,000	20,000	20,000	20,000	20,000	20,000	780,000	
Wastewater	101,000	20,000	20,000	20,000	20,000	20,000	201,000	
Other	6,052,000	4,050,000					10,102,000	
		\$18,940,000	\$7,931,000	\$2,325,000	\$2,325,000	\$2,325,000	\$2,325,000	\$36,171,000

Streets

Project Name Striping and Marking

Project Number 1024

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds for the striping and marking of various City streets throughout the community.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	1,584,600	310,000		125,000	125,000	125,000	125,000	810,000	125,000
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency	5,000								
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,589,600	\$310,000		\$125,000	\$125,000	\$125,000	\$125,000	\$810,000	\$125,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	499,222	310,000		125,000	125,000	125,000	125,000	810,000	125,000
(92) Streets and Roads	1,090,378								
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$1,589,600	\$310,000		\$125,000	\$125,000	\$125,000	\$125,000	\$810,000	\$125,000

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	-	
Capital	-	2022 Striping Project to be completed in Fall 2022
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Drainage Improvements

Project Number 1025

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding to continue upgrading drainage throughout the City.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	1,794,000	96,000	80,000	80,000	80,000	80,000	80,000	496,000	80,000
65502 Design/ Engineering	38,000	4,000	6,000	6,000	6,000	6,000	6,000	34,000	6,000
65503 Const/Admin Cost	38,000	4,000	6,000	6,000	6,000	6,000	6,000	34,000	6,000
65504 Contingency	39,000	10,000	8,000	8,000	8,000	8,000	8,000	50,000	8,000
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,909,000	\$114,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$614,000	\$100,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	131,000	95,000						95,000	
(92) Streets and Roads	1,778,000	19,000	100,000	100,000	100,000	100,000	100,000	519,000	100,000
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$1,909,000	\$114,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$614,000	\$100,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Traffic Signals

Project Number 1027

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds for the construction of, and upgrades to, traffic signals at various City intersections.

Project Cost		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	2,042,000	197,000	50,000	50,000	50,000	50,000	50,000	447,000	50,000
65502	Design/ Engineering	32,000								
65503	Const/Admin Cost	81,000								
65504	Contingency	29,000								
65514	Professional Expense	36,000								
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing									
Annual Project Total		\$2,220,000	\$197,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$447,000	\$50,000

Sources		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General									
(91)	Trans. Devel. Act	184,000	197,000	50,000	50,000	50,000	50,000	50,000	447,000	50,000
(92)	Streets and Roads	598,000								
(93)	DIF	1,438,000								
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water									
(98)	Wastewater									
	Other									
Annual Funding Total		\$2,220,000	\$197,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$447,000	\$50,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	2,000
Capital	-
Other	-
Total Impact	2,000

Projects

Traffic Signal Controller Cabinet
 Traffic Signal Upgrades-Variou Intersections
 Video detection at signalized intersections

Project Complete Project Deleted Future Project

Streets

Project Name Road Rehabilitation

Project Number 1051

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for the ongoing maintenance and rehabilitation of streets throughout the city. Other funding sources include the Solid Waste Road Maintenance Fee.

Project Cost		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	12,072,000	695,000						695,000	
65502	Design/ Engineering	154,000	20,000						20,000	
65503	Const/Admin Cost	13,000	20,000						20,000	
65504	Contingency		69,000						69,000	
65514	Professional Expense									
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing									
Annual Project Total		\$12,239,000	\$804,000						\$804,000	

Sources		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General									
(91)	Trans. Devel. Act	1,297,000								
(92)	Streets and Roads	8,710,000	804,000						804,000	
(93)	DIF									
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water									
(98)	Wastewater									
	Other	2,232,000								
Annual Funding Total		\$12,239,000	\$804,000						\$804,000	

Annual Impact on Operating Budget

Personnel	2,000
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	<u><u>2,000</u></u>

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Tuly Parkway - Queens Ave Extension

Project Number 1069

Estimated Start Date April 2017

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funds to extend Tuly Parkway and Queens Avenue north of Butte House Road and west of Blevin Road.

Project Cost		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	686,000	1,104,000	406,000					1,510,000	
65502	Design/ Engineering	112,000	71,000						71,000	
65503	Const/Admin Cost			100,000					100,000	
65504	Contingency			225,000					225,000	
65514	Professional Expense									
65517	Prop./ ROW Acquisition	295,000								
65518	Equipment/ Furnishing									
Annual Project Total		\$1,093,000	\$1,175,000	\$731,000					\$1,906,000	

Sources		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General									
(91)	Trans. Devel. Act	404,000	499,000						499,000	
(92)	Streets and Roads			731,000					731,000	
(93)	DIF	689,000	676,000						676,000	
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water									
(98)	Wastewater									
	Other									
Annual Funding Total		\$1,093,000	\$1,175,000	\$731,000					\$1,906,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	2,000	
Capital	-	Maintenance
Other	-	
Total Impact	2,000	

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Bicycle Master Plan Implementation

Project Number 1169

Estimated Start Date July 2013

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to implement facilities identified in the Bicycle Master Plan.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	110,000	89,000						89,000	
65502 Design/ Engineering									
65503 Const/Admin Cost	2,000								
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$112,000	\$89,000						\$89,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	92,000								
(92) Streets and Roads	20,000	89,000						89,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$112,000	\$89,000						\$89,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Projects

- Destination Signage
- Bicycle Detection at major intersections
- Bike parking facilities
- Additional bike path, trails, and bike lanes
- Increased sweeping of bike paths and bike lanes
- Improvements to Sutter Bike Path (shade trees, parking areas, etc.)

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Consolidated Streetlight District-Acquisition and Conversion

Project Number 1180

Estimated Start Date July 2013

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Utilizes Consolidated Streetlight District funds collected by Sutter County to purchase streetlights within the district from PG&E.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	4,000	823,000						823,000	
Annual Project Total	\$4,000	\$823,000						\$823,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	4,000	823,000						823,000	
Annual Funding Total	\$4,000	\$823,000						\$823,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Bridge Street Widening

Project Number 1187

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Provides funds to widen and improve Bridge Street from Gray Avenue to Cooper Avenue. Other funding is from a local partnership program grant from the California Transportation Commission. Streets and Roads portion is from SB1 funding.

Project Cost		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	120,000	8,054,000						8,054,000	
65502	Design/ Engineering	311,000								
65503	Const/Admin Cost		963,000						963,000	
65504	Contingency		1,208,000						1,208,000	
65514	Professional Expense	527,000								
65517	Prop./ ROW Acquisition	2,447,000								
65518	Equipment/ Furnishing									
Annual Project Total		\$3,405,000	\$10,225,000						\$10,225,000	

Sources		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General									
(91)	Trans. Devel. Act	191,000	1,733,000						1,733,000	
(92)	Streets and Roads		2,277,000						2,277,000	
(93)	DIF	3,214,000	2,630,000						2,630,000	
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water		677,000						677,000	
(98)	Wastewater		98,000						98,000	
	Other		2,810,000						2,810,000	
Annual Funding Total		\$3,405,000	\$10,225,000						\$10,225,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	5,000	
Capital	-	Maintenance Cost
Other	-	
Total Impact	5,000	

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Stormwater Management Program

Project Number 1188

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to implement NPDES MS4 Phase II permit requirements.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering	456,000	16,000	40,000	90,000	90,000	90,000	90,000	416,000	90,000
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	393,000	35,000	60,000	10,000	10,000	10,000	10,000	135,000	10,000
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$849,000	\$51,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$551,000	\$100,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General	273,000	23,000	30,000	30,000	30,000	30,000	30,000	173,000	30,000
(91) Trans. Devel. Act	224,000	22,000	30,000	30,000	30,000	30,000	30,000	172,000	30,000
(92) Streets and Roads	32,000								
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	160,000	3,000	20,000	20,000	20,000	20,000	20,000	103,000	20,000
(98) Wastewater	160,000	3,000	20,000	20,000	20,000	20,000	20,000	103,000	20,000
Other									
Annual Funding Total	\$849,000	\$51,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$551,000	\$100,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Pavement Management System

Project Number 1190

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to collect data and update the City's pavement management system.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	69,000	5,000						5,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	81,000								
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$150,000	\$5,000						\$5,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act	16,000								
(92) Streets and Roads	134,000	5,000						5,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$150,000	\$5,000						\$5,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Residential Road Rehabilitation

Project Number 1213

Estimated Start Date July 2015

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds from Solid Waste Yuba-Sutter, franchise fees for maintenance of local streets.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	1,150,000		500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,150,000		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	\$500,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads	1,150,000		500,000	500,000	500,000	500,000	500,000	2,500,000	500,000
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$1,150,000		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	\$500,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name ADA Public Facilities Sidewalk Improvements

Project Number 1220

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding to construct ADA Improvements in accordance with the City's Transition Plan for the Public right-of-way.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	1,023,000	420,000	170,000	240,000	240,000	240,000	240,000	1,550,000	240,000
65502 Design/ Engineering	81,000	20,000	10,000	15,000	15,000	15,000	15,000	90,000	15,000
65503 Const/Admin Cost	36,000	20,000	10,000	15,000	15,000	15,000	15,000	90,000	15,000
65504 Contingency	46,000	44,000	20,000	30,000	30,000	30,000	30,000	184,000	30,000
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,186,000	\$504,000	\$210,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,914,000	\$300,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	7,000	232,000		90,000	90,000	90,000	90,000	592,000	90,000
(92) Streets and Roads	113,000	64,000						64,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG	1,066,000	208,000	210,000	210,000	210,000	210,000	210,000	1,258,000	210,000
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$1,186,000	\$504,000	\$210,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,914,000	\$300,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Center Bore Street Light Pole Replacement Project

Project Number 1241

Estimated Start Date September 2017

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funds to replace aging center bore wooden street light poles with metal poles prior to the end of their life expectancy.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		85,000						85,000	
65502 Design/ Engineering		15,000						15,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$100,000						\$100,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act		100,000						100,000	
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total		\$100,000						\$100,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Bridge Street Utility Undergrounding

Project Number 1243

Estimated Start Date July 2017

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funds to establish a Utility Underground District along Bridge Street from Gray Avenue to 2nd Street. Work will involve coordinating with PG&E to initiate the Rule 20A process.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	32,000	2,000						2,000	
65502 Design/ Engineering		161,000						161,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$32,000	\$163,000						\$163,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads	32,000	2,000						2,000	
(93) DIF		161,000						161,000	
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$32,000	\$163,000						\$163,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name 2018 Safe Routes to School Plan

Project Number 1253

Estimated Start Date July 2018

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Project will develop a Safe Routes to School implementation plan that will evaluate local schools, to define their safety needs and priorities. The plan will be utilized to leverage future grant opportunities to implement the determined improvement projects.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	26,000	25,000						25,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	250,000	144,000						144,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$276,000	\$169,000						\$169,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act	54,675	153,000						153,000	
(92) Streets and Roads		16,000						16,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	221,325								
Annual Funding Total	\$276,000	\$169,000						\$169,000	

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name State Route 20 Corridor Improvements

Project Number 1254

Estimated Start Date July 2013

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds to landscape and improve the existing medians and parkstrips on State Route 20 from State Route 99 to the Feather River.

Project Cost		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	164,000	185,000						185,000	
65502	Design/ Engineering	285,000								
65503	Const/Admin Cost									
65504	Contingency									
65514	Professional Expense	240,000								
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing									
Annual Project Total		\$689,000	\$185,000						\$185,000	

Sources		Previous	Current	Proposed				Projected		
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General	76,000	53,000						53,000	
(91)	Trans. Devel. Act	386,000	32,000						32,000	
(92)	Streets and Roads	48,000								
(93)	DIF									
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water									
(98)	Wastewater									
	Other	179,000	100,000						100,000	
Annual Funding Total		\$689,000	\$185,000						\$185,000	

Annual Impact on Operating Budget

Personnel	-	
Supplies	-	
Services	4,000	
Capital	-	\$4000 Maintenance Costs. Other funds provided by Sacramento Area Council of Governments (SACOG) Community Design Program.
Other	-	
Total Impact	4,000	

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Road Maintenance and Rehab. Account (RMRA)

Project Number 1255

Estimated Start Date January 2018

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Allocates SB1 fuel tax and registration revenues for various road maintenance and rehabilitation projects. Up to \$1,200,000 required in FY22/23 as match for potential grant funding received from SACOG for the Walton Avenue Complete Street Improvements.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	2,754,091	1,520,000	700,000	1,150,000	1,150,000	1,150,000	1,150,000	6,820,000	1,150,000
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$2,754,091	\$1,520,000	\$700,000	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$6,820,000	\$1,150,000

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads	2,754,091	1,520,000	700,000	1,150,000	1,150,000	1,150,000	1,150,000	6,820,000	1,150,000
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$2,754,091	\$1,520,000	\$700,000	\$1,150,000	\$1,150,000	\$1,150,000	\$1,150,000	\$6,820,000	\$1,150,000

Annual Impact on Operating Budget

Personnel	-
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Sutter Bike Path Gap Closure

Project Number 1266

Estimated Start Date January 2016

Lead Department Public Works

Estimated Completion Date December 2022

Project Manager Ben Moody

Scope To construct a Class I bike path extension from Hooper Avenue to Harter Parkway, and a Class I shared use path on Harter Parkway from Butte House Road to State Route 20.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering	169,000	1,826,000						1,826,000	
65503 Const/Admin Cost		100,000						100,000	
65504 Contingency									
65514 Professional Expense	197,000	169,000						169,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$366,000	\$2,095,000						\$2,095,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	213,000	111,000						111,000	
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	153,000	1,984,000						1,984,000	
Annual Funding Total	\$366,000	\$2,095,000						\$2,095,000	

Annual Impact on Operating Budget

Personnel	1,000	
Supplies	-	
Services	-	
Capital	-	Other funding includes \$153,000 in ATP funds for design.
Other	-	
Total Impact	1,000	

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Bridge Street Reconstruction Development Phase

Project Number 1276

Estimated Start Date July 2020

Lead Department Public Works

Estimated Completion Date 12/31/2023

Project Manager Ben Moody

Scope Provides funds to complete the environmental and design phases for roadway improvements that will support biking, walking, and increased traffic volumes on Bridge Street between State Route 99 and Gray Avenue and between Cooper Avenue and Second Street. Other funds are RSTP funds from SACOG's 2020 funding round.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering	4,000	21,000						21,000	
65503 Const/Admin Cost									
65504 Contingency		250,000						250,000	
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$4,000	\$271,000						\$271,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act	4,000	21,000						21,000	
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other		250,000						250,000	
Annual Funding Total	\$4,000	\$271,000						\$271,000	

Annual Impact on Operating Budget

Personnel	3,000
Supplies	-
Services	2,000
Capital	-
Other	-
Total Impact	5,000

Project Complete
 Project Deleted
 Future Project

Streets

Project Name UPRR Feasibility Study

Project Number 1282

Estimated Start Date January 2022

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Joshua Wolfe

Scope Evaluate the feasibility of converting the abandoned UPRR corridor to a bicycle/pedestrian path between Harter Parkway and the Feather River, including crossings of State Routes 20 and 99. Other funds consist of a Caltrans Planning grant.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	115,000	140,000						140,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$115,000	\$140,000						\$140,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act		55,000						55,000	
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	115,000	85,000						85,000	
Annual Funding Total	\$115,000	\$140,000						\$140,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	2,000	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	2,000		

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Butte House Road Community Design Improvements

Project Number 1301

Estimated Start Date July 2022

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Kevin Bradford

Scope Construct bicycle and pedestrian improvements on the north side of Butte House Road between Tharp Road and Blevin Road.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			590,000					590,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$590,000					\$590,000	

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act			590,000					590,000	
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total			\$590,000					\$590,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	500	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	<u><u>500</u></u>		

Project Complete
 Project Deleted
 Future Project

Streets

Project Name Walton Avenue Improvements

Project Number 1302

Estimated Start Date September 2022

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Kevin Bradford

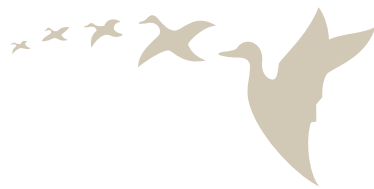
Scope Rehabilitate and modernize Walton Avenue between Hazel Avenue and Sam's Club, including new bicycle and pedestrian improvements on the west side of the street and upgrades to traffic signals throughout the corridor. Other funding consists of SACOG Regional Maintenance and Modernization grant.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			4,950,000					4,950,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$4,950,000					\$4,950,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads			900,000					900,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other			4,050,000					4,050,000	
Annual Funding Total			\$4,950,000					\$4,950,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	5,000	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	5,000		

Project Complete
 Project Deleted
 Future Project



City of Yuba City
Summary of Capital Improvement Program Projects
Current Water Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1042	Water Meter Installation	108,000						108,000
1092	Water Line Ext Proj & Distribution Piping Enhance	720,000	250,000	200,000	200,000	200,000	200,000	1,770,000
1093	Replacement and Major Maintenance of Water Lin	886,000	350,000	350,000	350,000	350,000	350,000	2,636,000
1094	Replace Water Service or Water Meter	1,560,000						1,560,000
1095	Fire Hydrant Relocation and Repair	123,000	25,000	25,000	25,000	25,000	25,000	248,000
1096	Recoating Water Storage Reservoirs	581,000	250,000	250,000	250,000	250,000	250,000	1,831,000
1145	Groundwater Well Abandonments	534,000						534,000
1191	Second Groundwater Well	4,138,000	200,000	6,500,000				10,838,000
1224	WTP Electrical and Instrumentation Improvement	2,680,000	1,716,000					4,396,000
1226	Carbon Feed System Replacement	500,000						500,000
1227	Recurring WTP & Water Storage Improvements	497,000	200,000	200,000	200,000	200,000	200,000	1,497,000
1246	Pressure Surge Relief Facility	3,021,000						3,021,000
1248	Storm Damage Repairs to Low Lift Facility & Acce	2,000,000						2,000,000
1257	SCADA Master Plan	275,000						275,000
1258	Barry School Water Transmission Line	3,173,000	1,000,000					4,173,000
1268	Plumas Water Tower Maintenance		2,236,000					2,236,000
1289	Membrane Replacement	48,000	200,000					248,000
1293	Groundwater Well Rehabilitation		250,000	2,500,000				2,750,000
		\$20,844,000	\$6,677,000	\$10,025,000	\$1,025,000	\$1,025,000	\$1,025,000	\$40,621,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
General							
Transportation Development Act							
Streets and Roads	45,000						45,000
DIF							
Federal Grant	750,000						750,000
SRF	4,243,000	1,000,000					5,243,000
CDBG							
Water	15,696,000	3,441,000	3,525,000	1,025,000	1,025,000	1,025,000	25,737,000
Wastewater	110,000						110,000
Other		2,236,000	6,500,000				8,736,000
		\$20,844,000	\$6,677,000	\$10,025,000	\$1,025,000	\$1,025,000	\$40,621,000

Water

Project Name Water Meter Installation

Project Number 1042

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for water meter installation and related services.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost	2,000	10,000						10,000	
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	2,770,977	98,000						98,000	
Annual Project Total	\$2,772,977	\$108,000						\$108,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant	2,212,038								
(95) SRF									
(96) CDBG									
(97) Water	560,939	108,000						108,000	
(98) Wastewater									
Other									
Annual Funding Total	\$2,772,977	\$108,000						\$108,000	

Annual Impact on Operating Budget	Funding
Personnel (40,000)	Existing Customers 0.00%
Supplies -	New Customers 100.00%
Services -	Bonds/Grants 0.00%
Capital -	Labor Savings
Other -	
Total Impact <u><u>(40,000)</u></u>	

Project Complete
 Project Deleted
 Future Project

Water

Project Name Water Line Ext Proj & Distribution Piping Enhancement

Project Number 1092

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for extension of water mains for new customers financed through development connection fee revenue. In addition, provides funding for improvement of existing water mains as needed.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	2,316,498	720,000	250,000	200,000	200,000	200,000	200,000	1,770,000	
65502 Design/ Engineering	136,000								
65503 Const/Admin Cost	114,000								
65504 Contingency	243,000								
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$2,809,498	\$720,000	\$250,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,770,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant	1,775,718								
(95) SRF	394,187								
(96) CDBG									
(97) Water	639,593	720,000	250,000	200,000	200,000	200,000	200,000	1,770,000	
(98) Wastewater									
Other									
Annual Funding Total	\$2,809,498	\$720,000	\$250,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,770,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 25.00%
Supplies	-	New Customers 75.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	

Projects

Spiva Avenue
Richland Road

Project Complete
 Project Deleted
 Future Project

Water

Project Name Replacement and Major Maintenance of Water Lines

Project Number 1093

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for ongoing replacement of old water distribution lines. Funds are normally used for upgrading mains and services in improvement district areas prior to street reconstruction. This account is also used to replace undersized lines.

Project Cost		Previous	Current	Proposed					Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
65501	Construction	1,230,497	886,000	350,000	350,000	350,000	350,000	350,000	2,636,000	
65502	Design/ Engineering									
65503	Const/Admin Cost	15,000								
65504	Contingency	38,000								
65514	Professional Expense									
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing									
Annual Project Total		\$1,283,497	\$886,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,636,000	

Sources		Previous	Current	Proposed					Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
(90)	General									
(91)	Trans. Devel. Act									
(92)	Streets and Roads									
(93)	DIF									
(94)	Federal Grant	61,725								
(95)	SRF									
(96)	CDBG									
(97)	Water	1,221,772	886,000	350,000	350,000	350,000	350,000	350,000	2,636,000	
(98)	Wastewater									
	Other									
Annual Funding Total		\$1,283,497	\$886,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$2,636,000	

Annual Impact on Operating Budget		Funding	
Personnel	(3,000)	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-	\$74,353 anticipated through Water Smart Grant	
Other	(2,000)		
Total Impact	(5,000)		

Projects

Downtown Water Line Replacements

Project Complete Project Deleted Future Project

Water

Project Name Replace Water Service or Water Meter

Project Number 1094

Estimated Start Date July 2018

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funding for the replacement of radio-read water meters with cellular-read meters. Funding is anticipated through Clean Water State Revolving Fund loan program.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	6,630,567	1,560,000						1,560,000	
Annual Project Total	\$6,630,567	\$1,560,000						\$1,560,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF	5,094,719	1,070,000						1,070,000	
(96) CDBG									
(97) Water	1,535,848	490,000						490,000	
(98) Wastewater Other									
Annual Funding Total	\$6,630,567	\$1,560,000						\$1,560,000	

Annual Impact on Operating Budget	Funding
Personnel (25,000)	Existing Customers 100.00%
Supplies -	New Customers 0.00%
Services -	Bonds/Grants 0.00%
Capital -	\$8.0 SRF Funding. Total \$4M (out of \$8.0M) is principal forgiveness.
Other (15,000)	
Total Impact (40,000)	

Project Complete
 Project Deleted
 Future Project

Water

Project Name Fire Hydrant Relocation and Repair

Project Number 1095

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding to relocate existing fire hydrants as part of street improvement projects, sidewalk improvements, and for safety and public access considerations. Provides funds for placement of additional hydrants in existing areas.

Project Cost	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing	212,993	123,000	25,000	25,000	25,000	25,000	25,000	248,000	
Annual Project Total	\$212,993	\$123,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$248,000	

Sources	Previous	Current	Proposed					Projected	
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	212,993	123,000	25,000	25,000	25,000	25,000	25,000	248,000	
(98) Wastewater Other									
Annual Funding Total	\$212,993	\$123,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$248,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Recoating Water Storage Reservoirs

Project Number 1096

Estimated Start Date July 2007

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funds for recoating, and other needed improvements, for the reservoirs located at Harter, Rowe, Garden, Sanborn, and Sam Brannan.

Project Cost		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501	Construction	2,567,568	581,000	250,000	250,000	250,000	250,000	250,000	1,831,000	
65502	Design/ Engineering	60,000								
65503	Const/Admin Cost	20,000								
65504	Contingency	10,000								
65514	Professional Expense									
65517	Prop./ ROW Acquisition									
65518	Equipment/ Furnishing									
Annual Project Total		\$2,657,568	\$581,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,831,000	

Sources		Previous	Current	Proposed					Projected	
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90)	General									
(91)	Trans. Devel. Act									
(92)	Streets and Roads									
(93)	DIF									
(94)	Federal Grant									
(95)	SRF									
(96)	CDBG									
(97)	Water	2,657,568	581,000	250,000	250,000	250,000	250,000	250,000	1,831,000	
(98)	Wastewater									
	Other									
Annual Funding Total		\$2,657,568	\$581,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,831,000	

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Groundwater Well Abandonments

Project Number 1145

Estimated Start Date July 2012

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Provides funds for the abandonment of former groundwater well sites. Costs may be offset from future sales of project properties for residential use.

Project Cost	Previous	Current	Proposed					Projected	Future
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
65501 Construction	298,048	534,000						534,000	
65502 Design/ Engineering	6,000								
65503 Const/Admin Cost	6,000								
65504 Contingency									
65514 Professional Expense	27,000								
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$337,048	\$534,000						\$534,000	

Sources	Previous	Current	Proposed					Projected	Future
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	337,048	534,000						534,000	
(98) Wastewater									
Other									
Annual Funding Total	\$337,048	\$534,000						\$534,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Second Groundwater Well

Project Number 1191

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funds to install a second groundwater well at the Water Treatment Plant. Funding is anticipated through a combination of City water funds and federal grants through the Bureau of Reclamation. City is seeking additional funding for an upgrade to an Aquifer Storage Recovery well system as Phase 2.

Project Cost	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction		4,138,000	200,000	6,500,000				10,838,000	
65502 Design/ Engineering	434,583								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$4,138,000	\$200,000	\$6,500,000				\$10,838,000	

Sources	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		750,000						750,000	
(95) SRF									
(96) CDBG									
(97) Water	434,583	3,388,000	200,000					3,588,000	
(98) Wastewater									
Other				6,500,000				6,500,000	
Annual Funding Total	\$434,583	\$4,138,000	\$200,000	\$6,500,000				\$10,838,000	

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	5,000		
Total Impact	5,000		

Project Complete
 Project Deleted
 Future Project

Water

Project Name WTP Electrical and Instrumentation Improvement

Project Number 1224

Estimated Start Date July 2016

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funding for the replacement and equipment upgrades of the electrical and instrumentation control systems at the Water Treatment Plant and offsite facilities.

Project Cost	Previous	Current	Proposed					Projected	Future
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
65501 Construction	107,108	2,680,000	1,716,000					4,396,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$107,108	\$2,680,000	\$1,716,000					\$4,396,000	

Sources	Previous	Current	Proposed					Projected	Future
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	107,108	2,680,000	1,716,000					4,396,000	
(98) Wastewater									
Other									
Annual Funding Total	\$107,108	\$2,680,000	\$1,716,000					\$4,396,000	

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	(10,000)	Bonds/Grants	0.00%
Capital	-		
Other	(5,000)		
Total Impact	(15,000)		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Carbon Feed System Replacement

Project Number 1226

Estimated Start Date January 2017

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope This project would replace the dry bag system currently in use. This new system would supply the WTP with a liquid slurry, saving chemical cost and staff time preparing solutions. This system would be designed to adequately feed enough carbon, as needed, to control taste and odor issues at the WTP.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		500,000						500,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$500,000						\$500,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water		500,000						500,000	
(98) Wastewater									
Other									
Annual Funding Total		\$500,000						\$500,000	

Annual Impact on Operating Budget	Funding		
Personnel	(5,000)	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	<u><u>(5,000)</u></u>		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Recurring WTP & Water Storage Improvements

Project Number 1227

Estimated Start Date July 2016

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope This is an ongoing program which provides funding for recurring improvements to the Water Treatment Plant and water storage sites.

Project Cost		Previous	Current	Proposed				Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	
65501	Construction	1,311,779	497,000	200,000	200,000	200,000	200,000	200,000	1,497,000
65502	Design/ Engineering								
65503	Const/Admin Cost								
65504	Contingency								
65514	Professional Expense								
65517	Prop./ ROW Acquisition								
65518	Equipment/ Furnishing								
Annual Project Total		\$1,311,779	\$497,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,497,000

Sources		Previous	Current	Proposed				Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	
(90)	General								
(91)	Trans. Devel. Act								
(92)	Streets and Roads								
(93)	DIF								
(94)	Federal Grant								
(95)	SRF								
(96)	CDBG								
(97)	Water	1,311,779	497,000	200,000	200,000	200,000	200,000	200,000	1,497,000
(98)	Wastewater								
	Other								
Annual Funding Total		\$1,311,779	\$497,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,497,000

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	- =====		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Pressure Surge Relief Facility

Project Number 1246

Estimated Start Date July 2017

Lead Department Public Works

Estimated Completion Date June 2021

Project Manager Ben Moody

Scope This project will fund the installation of a Pressure Surge Relief Facility at the Water Treatment Plant, and/or other key locations in the distribution system, to protect the distribution system from the unexpected pressure surge swings due to power outages.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		3,021,000						3,021,000	
65502 Design/ Engineering	146,069								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$146,069	\$3,021,000						\$3,021,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	146,069	3,021,000						3,021,000	
(98) Wastewater Other									
Annual Funding Total	\$146,069	\$3,021,000						\$3,021,000	

Annual Impact on Operating Budget	Funding
Personnel (10,000)	Existing Customers 100.00%
Supplies -	New Customers 0.00%
Services -	Bonds/Grants 0.00%
Capital -	
Other (10,000)	
Total Impact (20,000)	

Project Complete
 Project Deleted
 Future Project

Water

Project Name Storm Damage Repairs to Low Lift Facility & Access Rd

Project Number 1248

Estimated Start Date July 2017

Lead Department Public Works

Estimated Completion Date December 2022

Project Manager Ben Moody

Scope This project will fund the repairs to the Low Lift Access Water Intake Facility and the access road due to 2017 high water event. FEMA/CalOES reimbursement anticipated after construction.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		2,000,000						2,000,000	
65502 Design/ Engineering	159,000								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$159,000	\$2,000,000						\$2,000,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	159,000	2,000,000						2,000,000	
(98) Wastewater									
Other									
Annual Funding Total	\$159,000	\$2,000,000						\$2,000,000	

Annual Impact on Operating Budget	Funding
Personnel (5,000)	Existing Customers 6.25%
Supplies -	New Customers 0.00%
Services -	Bonds/Grants 0.00%
Capital -	*It is anticipated that 93.75% of cost will be funded by FEMA and OES.
Other -	
Total Impact <u><u>(5,000)</u></u>	

Project Complete
 Project Deleted
 Future Project

Water

Project Name SCADA Master Plan

Project Number 1257

Estimated Start Date September 2018

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Through this project, a City-wide Master Plan for the Supervisory Control and Data Acquisition System (SCADA)/Automatic Control System will be developed for Water, Wastewater, and Stormwater systems.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering		275,000						275,000	
65503 Const/Admin Cost	529								
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$529	\$275,000						\$275,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads	131	45,000						45,000	
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	267	120,000						120,000	
(98) Wastewater	131	110,000						110,000	
Other									
Annual Funding Total	\$529	\$275,000						\$275,000	

Annual Impact on Operating Budget	Funding		
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Barry School Water Transmission Line

Project Number 1258

Estimated Start Date July 2018

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funding for construction of the water transmission line to Barry School. Funding is anticipated through the DWSRF grant.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		3,173,000	1,000,000					4,173,000	
65502 Design/ Engineering	27,140								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$27,140	\$3,173,000	\$1,000,000					\$4,173,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF	27,140	3,173,000	1,000,000					4,173,000	
(96) CDBG									
(97) Water									
(98) Wastewater									
Other									
Annual Funding Total	\$27,140	\$3,173,000	\$1,000,000					\$4,173,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 0.00%
Supplies	-	New Customers 100.00%
Services	-	Bonds/Grants 0.00%
Capital	-	100% grant funding
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Water

Project Name Plumas Water Tower Maintenance

Project Number 1268

Estimated Start Date July 1, 2019

Lead Department Public Works

Estimated Completion Date December 2022

Project Manager Ben Moody

Scope Provides funds to maintain the existing water tower on Plumas Street. Caltrans Clean California grant received in Fiscal Year 21/22 to complete improvements and restoration for the water tower, improve the Water Tower Park, and construct a Plumas Street Gateway Arch.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction			2,236,000					2,236,000	
65502 Design/ Engineering									
65503 Const/Admin Cost	24,173								
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$24,173		\$2,236,000					\$2,236,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	24,173								
(98) Wastewater									
Other			2,236,000					2,236,000	
Annual Funding Total	\$24,173		\$2,236,000					\$2,236,000	

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	-		
Total Impact	-		

Project Complete
 Project Deleted
 Future Project

Water

Project Name Membrane Replacement

Project Number 1289

Estimated Start Date January 2022

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Replace membranes after service life of 8 to 10 years

Project Cost		Previous	Current	Proposed				Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	
65501	Construction	751,456	48,000	200,000				248,000	
65502	Design/ Engineering								
65503	Const/Admin Cost								
65504	Contingency								
65514	Professional Expense								
65517	Prop./ ROW Acquisition								
65518	Equipment/ Furnishing								
Annual Project Total		\$751,456	\$48,000	\$200,000				\$248,000	

Sources		Previous	Current	Proposed				Projected	Future
		Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	
(90)	General								
(91)	Trans. Devel. Act								
(92)	Streets and Roads								
(93)	DIF								
(94)	Federal Grant								
(95)	SRF								
(96)	CDBG								
(97)	Water	751,456	48,000	200,000				248,000	
(98)	Wastewater								
	Other								
Annual Funding Total		\$751,456	\$48,000	\$200,000				\$248,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	
Services	-	
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Water

Project Name Groundwater Well Rehabilitation

Project Number 1293

Estimated Start Date October 2021

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

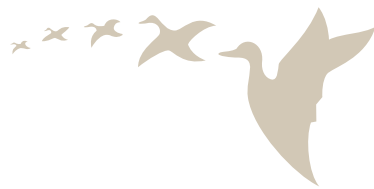
Scope Provide additional water supply sources by rehabilitating deactivated groundwater wells in order to reduce reliance on Feather River surface water supply and provide supplementation under seasonal constrained flows and emergency drought conditions.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction				2,500,000				2,500,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense	80,000		250,000					250,000	
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$80,000		\$250,000	\$2,500,000				\$2,750,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water	80,000		250,000	2,500,000				2,750,000	
(98) Wastewater									
Other									
Annual Funding Total	\$80,000		\$250,000	\$2,500,000				\$2,750,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	
Services	-	
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project



City of Yuba City
Summary of Capital Improvement Program Projects
Current Wastewater Projects

Account	Project Name	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
1103	Recurring Plant Projects	560,000	575,000	200,000	200,000	200,000	200,000	1,935,000
1104	Recurring Collection or Rehabilitation System Proj	183,000	850,000	750,000	250,000	250,000	250,000	2,533,000
1105	Lift Station Improvements	1,154,000	100,000	100,000	100,000	100,000	100,000	1,654,000
1116	Secondary Clarifier Improvements	316,000	300,000	300,000	300,000	150,000	150,000	1,516,000
1155	Stonegate Treatment Works Demolition	424,000	50,000	50,000	50,000	50,000	50,000	674,000
1156	New Outfall and River Levee Crossing Replaceme	675,000	300,000	40,000,000				40,975,000
1179	Oxygen Generation System Improvements	209,000	150,000	6,000,000				6,359,000
1196	Rehabilitation of the West Chlorine Contact Basin	1,500,000						1,500,000
1219	Secondary Clarifier No.4	122,000				9,000,000		9,122,000
1229	Capitalization Fund	3,367,000	500,000	500,000	500,000	500,000	500,000	5,867,000
1252	Wastewater Treatment Facility Improvements	538,000						538,000
1277	Harter-Bridge Sewer Trunk Connection	2,400,000						2,400,000
1290	Third Anaerobic Digester		350,000		10,000,000			10,350,000
1291	Primary Clarifier Rotary Drum Thickener	250,000	250,000	250,000				750,000
1295	Bogue Road Sewer Extension	2,000,000	1,500,000					3,500,000
1303	Regional Septic System Conversion		100,000					100,000
1304	Temporary Discharge Point 003		450,000					450,000
		\$13,698,000	\$5,475,000	\$48,150,000	\$11,400,000	\$10,250,000	\$1,250,000	\$90,223,000

Sources of Funds	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding
General							
Transportation Development Act							
Streets and Roads							
DIF							
Federal Grant	4,000,000						4,000,000
SRF			6,000,000		9,000,000		15,000,000
CDBG		100,000					100,000
Water							
Wastewater	9,160,000	5,375,000	2,150,000	1,400,000	1,250,000	1,250,000	20,585,000
Other	538,000		40,000,000	10,000,000			50,538,000
		\$13,698,000	\$5,475,000	\$48,150,000	\$11,400,000	\$10,250,000	\$90,223,000

Wastewater

Project Name Recurring Plant Projects

Project Number 1103

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for unforeseen time, materials, work, and other unanticipated capital projects.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	1,019,877	560,000	575,000	200,000	200,000	200,000	200,000	1,935,000	
65502 Design/ Engineering	6,000								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,025,877	\$560,000	\$575,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,935,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	1,025,877	560,000	575,000	200,000	200,000	200,000	200,000	1,935,000	
Other									
Annual Funding Total	\$1,025,877	\$560,000	\$575,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,935,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	
	-	

Projects

RAS/WAS Pump Installation

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Recurring Collection or Rehabilitation System Projects

Project Number 1104

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Provides funding for existing wastewater collection projects, as identified during condition assessment. Rehabilitation of the collection system is necessary to reduce sanitary sewer overflows per State Water Board's waste discharge regulations. Fiscal Year 22/23 CDBG funds requested for proposed Lateral Repair Assistance Program.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	1,373,000	183,000	850,000	750,000	250,000	250,000	250,000	2,533,000	
65502 Design/ Engineering	305,000								
65503 Const/Admin Cost	185,000								
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$1,863,000	\$183,000	\$850,000	\$750,000	\$250,000	\$250,000	\$250,000	\$2,533,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG			100,000					100,000	
(97) Water									
(98) Wastewater Other	1,863,000	183,000	750,000	750,000	250,000	250,000	250,000	2,433,000	
Annual Funding Total	\$1,863,000	\$183,000	\$850,000	\$750,000	\$250,000	\$250,000	\$250,000	\$2,533,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	

Projects

Tabor Avenue
Lateral Repair Assistance Program (CDBG)

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Lift Station Improvements

Project Number 1105

Estimated Start Date Ongoing

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope This is an ongoing program providing funding for the upgrade of existing lift stations and related pumping equipment on the system, as well as, odor control measures, new instrumentation system (SCADA), and equipment upgrades.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	453,129	1,154,000	100,000	100,000	100,000	100,000	100,000	1,654,000	
65502 Design/ Engineering	3,000								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$456,129	\$1,154,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,654,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	456,129	1,154,000	100,000	100,000	100,000	100,000	100,000	1,654,000	
Other									
Annual Funding Total	\$456,129	\$1,154,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,654,000	

Annual Impact on Operating Budget	Funding		
Personnel	(5,000)	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	(5,000)		
Total Impact	(10,000)		

Projects

Lift Station 2

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Secondary Clarifier Improvements

Project Number 1116

Estimated Start Date January 2014

Lead Department Public Works

Estimated Completion Date December 2024

Project Manager Ben Moody

Scope Provides funding for improvements to the existing three Secondary Clarifiers.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	237,444	316,000	300,000	300,000	300,000	150,000	150,000	1,516,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$237,444	\$316,000	\$300,000	\$300,000	\$300,000	\$150,000	\$150,000	\$1,516,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	237,444	316,000	300,000	300,000	300,000	150,000	150,000	1,516,000	
Other									
Annual Funding Total	\$237,444	\$316,000	\$300,000	\$300,000	\$300,000	\$150,000	\$150,000	\$1,516,000	

Annual Impact on Operating Budget	Funding
Personnel (5,000)	Existing Customers 100.00%
Supplies -	New Customers 0.00%
Services -	Bonds/Grants 0.00%
Capital -	Contingent on future funding availability.
Other -	
Total Impact (5,000)	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Stonegate Treatment Works Demolition

Project Number 1155

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funding for the demolition of the obsolete treatment works, evaporation pond, and other equipment.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction	526	424,000	50,000	50,000	50,000	50,000	50,000	674,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$526	\$424,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$674,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	526	424,000	50,000	50,000	50,000	50,000	50,000	674,000	
Other									
Annual Funding Total	\$526	\$424,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$674,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	(3,000)	
Total Impact	(3,000)	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name New Outfall and River Levee Crossing Replacement

Project Number 1156

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funding for engineering design, construction, and required permitting for the Wastewater Treatment Facility's new outfall diffuser pipeline, in accordance with the City's NPDES permit. The City is pursuing grant funds for project construction.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	4,116,093	675,000	300,000	40,000,000				40,975,000	
65503 Const/Admin Cost									
65504 Contingency	150,000								
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$4,266,093	\$675,000	\$300,000	\$40,000,000				\$40,975,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	4,266,093	675,000	300,000					975,000	
Other				40,000,000				40,000,000	
Annual Funding Total	\$4,266,093	\$675,000	\$300,000	\$40,000,000				\$40,975,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 100.00%
Supplies	- New Customers 0.00%
Services	- Bonds/Grants 0.00%
Capital	- Additional costs to be estimated during
Other	- final design.
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Oxygen Generation System Improvements

Project Number 1179

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funding for the replacement of the Oxygen Supply System. The existing compressor is old and requires intensive maintenance. It is anticipated that this project will reduce maintenance and operational costs. Funding is anticipated through a low interest CA Clean Water State Revolving Fund loan.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		209,000	150,000	6,000,000				6,359,000	
65502 Design/ Engineering	21,485								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$21,485	\$209,000	\$150,000	\$6,000,000				\$6,359,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF				6,000,000				6,000,000	
(96) CDBG									
(97) Water									
(98) Wastewater	21,485	209,000	150,000					359,000	
Other									
Annual Funding Total	\$21,485	\$209,000	\$150,000	\$6,000,000				\$6,359,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 100.00%
Supplies	- New Customers 0.00%
Services	- Bonds/Grants 0.00%
Capital	- Contingent on future funding availability.
Other	50,000
Total Impact	50,000

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Rehabilitation of the West Chlorine Contact Basin

Project Number 1196

Estimated Start Date July 2014

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funding for the rehabilitation of the old Chlorine Contact Basin.

Project Cost	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction		1,500,000						1,500,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$1,500,000						\$1,500,000	

Sources	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater		1,500,000						1,500,000	
Other									
Annual Funding Total		\$1,500,000						\$1,500,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Secondary Clarifier No.4

Project Number 1219

Estimated Start Date July 2015

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Provides funding for the new Secondary Clarifier design and construction, to provide redundancy. Funding source is expected to be SRF financing.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering	398,429	122,000				9,000,000		9,122,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$398,429	\$122,000				\$9,000,000		\$9,122,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF						9,000,000		9,000,000	
(96) CDBG									
(97) Water									
(98) Wastewater	398,429	122,000						122,000	
Other									
Annual Funding Total	\$398,429	\$122,000				\$9,000,000		\$9,122,000	

Annual Impact on Operating Budget	Funding		
Personnel	5,000	Existing Customers	100.00%
Supplies	-	New Customers	0.00%
Services	-	Bonds/Grants	0.00%
Capital	-		
Other	10,000		
Total Impact	15,000		

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Capitalization Fund

Project Number 1229

Estimated Start Date July 2016

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope This project will provide funding for future projects benefiting the existing customers. The project will include new facilities for existing customers, as needed, and replacement and/or rehabilitation of the existing facilities.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency		3,367,000	500,000	500,000	500,000	500,000	500,000	5,867,000	
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$3,367,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,867,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater		3,367,000	500,000	500,000	500,000	500,000	500,000	5,867,000	
Other									
Annual Funding Total		\$3,367,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$5,867,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Wastewater Treatment Facility Improvements

Project Number 1252

Estimated Start Date July 2018

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope This project funds necessary improvements to the Wastewater Treatment Facility. These improvements include: head-works bar screen replacement, replacement of digester covers, replacement of the dewatering system, a facility-wide Electrical, Instrumentation and Control System, and other miscellaneous improvements deemed necessary. Funding is through 2018 Wastewater Revenue Bond financing.

Project Cost	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction	20,025,418	538,000						538,000	
65502 Design/ Engineering									
65503 Const/Admin Cost	1,781,000								
65504 Contingency	974,000								
65514 Professional Expense	879,000								
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total	\$23,659,418	\$538,000						\$538,000	

Sources	Previous	Current	Proposed				Projected		
	Expenditures	Funding	2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater									
Other	23,659,418	538,000						538,000	
Annual Funding Total	\$23,659,418	\$538,000						\$538,000	

Annual Impact on Operating Budget		Funding	
Personnel	-	Existing Customers	0.00%
Supplies	-	New Customers	0.00%
Services	(20,000)	Bonds/Grants	100.00%
Capital	-	Maintenance Savings	
Other	-		
Total Impact	(20,000)		

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Harter-Bridge Sewer Trunk Connection

Project Number 1277

Estimated Start Date July 2020

Lead Department Public Works

Estimated Completion Date December 2023

Project Manager Ben Moody

Scope Provides funds to connect the existing 24-inch diameter gravity main in Harter Parkway to the existing 24-inch gravity main in Harding Road just south of Bridge Street. City received ARPA grant funds in Fiscal Year 21/22 for project construction.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		2,400,000						2,400,000	
65502 Design/ Engineering	16,292								
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$2,400,000						\$2,400,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		2,000,000						2,000,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater	16,292	400,000						400,000	
Other									
Annual Funding Total	\$16,292	\$2,400,000						\$2,400,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	
Services	-	
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Third Anaerobic Digester

Project Number 1290

Estimated Start Date TBD

Lead Department Public Works

Estimated Completion Date TBD

Project Manager Ben Moody

Scope Design and build a third anaerobic digester as identified in the 2019 Wastewater Master Plan to meet existing and near-term capacity. City to pursue grant funding for construction.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction					10,000,000			10,000,000	
65502 Design/ Engineering			350,000					350,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$350,000		\$10,000,000			\$10,350,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater			350,000					350,000	
Other					10,000,000			10,000,000	
Annual Funding Total			\$350,000		\$10,000,000			\$10,350,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 100.00%
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Primary Clarifier Rotary Drum Thickener

Project Number 1291

Estimated Start Date July 2021

Lead Department Public Works

Estimated Completion Date June 2024

Project Manager Ben Moody

Scope To improve existitng anaerobic digestion efficiency and operation.

Project Cost	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction		250,000	250,000	250,000				750,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$250,000	\$250,000	\$250,000				\$750,000	

Sources	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater		250,000	250,000	250,000				750,000	
Other									
Annual Funding Total		\$250,000	\$250,000	\$250,000				\$750,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 100.00%
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Bogue Road Sewer Extension

Project Number 1295

Estimated Start Date November 2021

Lead Department Public Works

Estimated Completion Date June 2024

Project Manager Ben Moody

Scope Extend sewer line on Bogue Road to Phillips Road and build a sewer lift station at Bogue and Phillips to address existing capacity issues and accommodate new development in the Bogue Stewart Master Plan area. City received \$2 million in ARPA funds for construction in Fiscal Year 21/22.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction		2,000,000	1,500,000					3,500,000	
65502 Design/ Engineering									
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total		\$2,000,000	\$1,500,000					\$3,500,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant		2,000,000						2,000,000	
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater			1,500,000					1,500,000	
Other									
Annual Funding Total		\$2,000,000	\$1,500,000					\$3,500,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	New Customers 0.00%
Services	-	Bonds/Grants 0.00%
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Regional Septic System Conversion

Project Number 1303

Estimated Start Date July 2022

Lead Department Public Works

Estimated Completion Date Ongoing

Project Manager Ben Moody

Scope Program to convert existing septic systems to City sewer, including the City-managed Stonegate STEP system as well as private septic systems for new customers within the City and Sphere of Influence. City to pursue grant funding for this program, such as the SRF septic to sewer grant.

Project Cost	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
65501 Construction									
65502 Design/ Engineering									
65503 Const/Admin Cost			100,000					100,000	
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$100,000					\$100,000	

Sources	Previous Expenditures	Current Funding	Proposed 2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Projected Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater			100,000					100,000	
Other									
Annual Funding Total			\$100,000					\$100,000	

Annual Impact on Operating Budget	Funding
Personnel	- Existing Customers 100.00%
Supplies	-
Services	-
Capital	-
Other	-
Total Impact	-

Project Complete
 Project Deleted
 Future Project

Wastewater

Project Name Temporary Discharge Point 003

Project Number 1304

Estimated Start Date July 2022

Lead Department Public Works

Estimated Completion Date June 2023

Project Manager Ben Moody

Scope Construction of a temporary wastewater discharge point (Point 003) into the Feather River per City's NPDES permit.

Project Cost	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
65501 Construction									
65502 Design/ Engineering			450,000					450,000	
65503 Const/Admin Cost									
65504 Contingency									
65514 Professional Expense									
65517 Prop./ ROW Acquisition									
65518 Equipment/ Furnishing									
Annual Project Total			\$450,000					\$450,000	

Sources	Previous Expenditures	Current Funding	Proposed				Projected		
			2022 - 23	2023 - 24	2024 - 25	2025 - 26	2026 - 27	Funding	Future
(90) General									
(91) Trans. Devel. Act									
(92) Streets and Roads									
(93) DIF									
(94) Federal Grant									
(95) SRF									
(96) CDBG									
(97) Water									
(98) Wastewater			450,000					450,000	
Other									
Annual Funding Total			\$450,000					\$450,000	

Annual Impact on Operating Budget	Funding	
Personnel	-	Existing Customers 100.00%
Supplies	-	
Services	-	
Capital	-	
Other	-	
Total Impact	-	

Project Complete
 Project Deleted
 Future Project

City of Yuba City
List of Capital Improvement Program Projects
General Fund with Current Funding
FY 2022 - 2023

Fund 301 - General	Dept. Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
901023 City Hall Improvements	PW	62,000	161,000	223,000
901028 Improvements to Buildings and Grounds	PW *	29,000	240,000	269,000
901072 Property Abatement	DS *	60,000	100,000	160,000
901080 General Plan Implementation and Future Update	DS *	375,000		375,000
901127 Capital Repl. Prog - Gauche Aquatic Park	CS	251,000	35,000	286,000
901188 Stormwater Management Program	PW *	23,000	30,000	53,000
901207 Harter Parkway Park and Bike Connection	CS *	100,000		100,000
901209 Union Pacific Railroad Property Acquisition	PW	15,000		15,000
901221 Feather River Mill Site Development	PW	25,000		25,000
901222 Annual Playground Replacement	CS		130,000	130,000
901236 Fire Station No.2 Remodel	FD	889,000	207,000	1,096,000
901237 Fire Station Repair and Renovation	FD	168,000	210,000	378,000
901254 State Route 20 Corridor Improvements	PW *	53,000		53,000
901259 Well Installations	CS	100,000	100,000	200,000
901265 Sam Brannan Restroom Replacement	CS	320,000		320,000
901280 Fire Station No.4 Training Grounds	FD	16,000	190,000	206,000
901283 Citywide Accela/Technology Funding	DS *	50,000	50,000	100,000
901284 Zero-Depth Entry Water Feature Project	CS *		128,000	128,000
901285 Blackburn Talley Scoreboard Replacement	CS	19,000		19,000
901286 Feather River Parkway Parking Lot Improvements	CS	75,000		75,000
901287 Senior Center Building Repairs	CS *	160,000	100,000	260,000
901288 Firefighter Cancer Prevention Initiative - Proper Storage of PPE	FD *		32,000	32,000
901298 Town Center Fountain	CS		100,000	100,000
901299 Dog Park at Moore Park	CS		190,000	190,000
901300 Sam Brannan Improvements	CS		110,000	110,000
901307 Colins Corner (Maple Park)	CS		56,000	56,000
Total		\$2,790,000	\$2,169,000	\$4,959,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
List of Capital Improvement Program Projects
Transportation Development Act Programs with Current Funding
FY 2022 - 2023

Fund 305 - Transportation Development Act	Dept. Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
911024 Striping and Marking	PW	310,000		310,000
911025 Drainage Improvements	PW *	95,000		95,000
911027 Traffic Signals	PW	197,000	50,000	247,000
911069 Tuly Parkway - Queens Ave Extension	PW *	499,000		499,000
911187 Bridge Street Widening	PW *	1,733,000		1,733,000
911188 Stormwater Management Program	PW *	22,000	30,000	52,000
911207 Harter Parkway Park and Bike Connection	CS *	179,000		179,000
911220 ADA Public Facilities Sidewalk Improvements	PW *	232,000		232,000
911241 Center Bore Street Light Pole Replacement Project	PW	100,000		100,000
911253 2018 Safe Routes to School Plan	PW *	153,000		153,000
911254 State Route 20 Corridor Improvements	PW *	32,000		32,000
911266 Sutter Bike Path Gap Closure	PW *	111,000		111,000
911276 Bridge Street Reconstruction Development Phase	PW *	21,000		21,000
911282 UPRR Feasibility Study	PW *	55,000		55,000
911301 Butte House Road Community Design Improvements	PW		590,000	590,000
Total		\$3,739,000	\$670,000	\$4,409,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
List of Capital Improvement Program Projects
Streets and Roads Fund with Current Funding
FY 2022 - 2023

Fund 303 - Streets and Roads	Dept.	Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
921025 Drainage Improvements	PW	*	19,000	100,000	119,000
921028 Improvements to Buildings and Grounds	PW	*	11,000		11,000
921051 Road Rehabilitation	PW		804,000		804,000
921069 Tuly Parkway - Queens Ave Extension	PW	*		731,000	731,000
921169 Bicycle Master Plan Implementation	PW		89,000		89,000
921187 Bridge Street Widening	PW	*	2,277,000		2,277,000
921190 Pavement Management System	PW		5,000		5,000
921213 Residential Road Rehabilitation	PW			500,000	500,000
921220 ADA Public Facilities Sidewalk Improvements	PW	*	64,000		64,000
921243 Bridge Street Utility Undergrounding	PW	*	2,000		2,000
921253 2018 Safe Routes to School Plan	PW	*	16,000		16,000
921255 Road Maintenance and Rehab. Account (RMRA)	PW		1,520,000	700,000	2,220,000
921257 SCADA Master Plan	PW	*	45,000		45,000
921302 Walton Avenue Improvements	PW	*		900,000	900,000
Total			\$4,852,000	\$2,931,000	\$7,783,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
 List of Capital Improvement Program Projects
 Development Impact Fee Fund with Current Funding
 FY 2022 - 2023

Fund 304 - Development Impact Fees	Dept.	Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
931028 Improvements to Buildings and Grounds	PW	*	8,000		8,000
931069 Tuly Parkway - Queens Ave Extension	PW	*	676,000		676,000
931187 Bridge Street Widening	PW	*	2,630,000		2,630,000
931207 Harter Parkway Park and Bike Connection	CS	*	909,000		909,000
931243 Bridge Street Utility Undergrounding	PW	*	161,000		161,000
Total			\$4,384,000		\$4,384,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
 List of Capital Improvement Program Projects
 Community Development Block Grant Fund with Current Funding
 FY 2022 - 2023

Fund 204 - CDBG	Dept.	Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
961104 Recurring Collection or Rehabilitation System Projects	PW	*		100,000	100,000
961220 ADA Public Facilities Sidewalk Improvements	PW	*	208,000	210,000	418,000
961222 Annual Playground Replacement	CS		104,000		104,000
Total			\$312,000	\$310,000	\$622,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
List of Capital Improvement Program Projects
Water Fund with Current Funding
FY 2022 - 2023

Fund 517 - Water	Dept.	Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
971028 Improvements to Buildings and Grounds	PW	*	3,000		3,000
971042 Water Meter Installation	PW		108,000		108,000
971092 Water Line Ext Proj & Distribution Piping Enhancement	PW		720,000	250,000	970,000
971093 Replacement and Major Maintenance of Water Lines	PW		886,000	350,000	1,236,000
971094 Replace Water Service or Water Meter	PW	*	490,000		490,000
971095 Fire Hydrant Relocation and Repair	PW		123,000	25,000	148,000
971096 Recoating Water Storage Reservoirs	PW		581,000	250,000	831,000
971145 Groundwater Well Abandonments	PW		534,000		534,000
971187 Bridge Street Widening	PW	*	677,000		677,000
971188 Stormwater Management Program	PW	*	3,000	20,000	23,000
971191 Second Groundwater Well	PW	*	3,388,000	200,000	3,588,000
971224 WTP Electrical and Instrumentation Improvement	PW		2,680,000	1,716,000	4,396,000
971226 Carbon Feed System Replacement	PW		500,000		500,000
971227 Recurring WTP & Water Storage Improvements	PW		497,000	200,000	697,000
971246 Pressure Surge Relief Facility	PW		3,021,000		3,021,000
971248 Storm Damage Repairs to Low Lift Facility & Access Rd	PW	*	2,000,000		2,000,000
971257 SCADA Master Plan	PW	*	120,000		120,000
971289 Membrane Replacement	PW		48,000	200,000	248,000
971293 Groundwater Well Rehabilitation	PW			250,000	250,000
Total			\$16,379,000	\$3,461,000	\$19,840,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
List of Capital Improvement Program Projects
Wastewater Fund with Current Funding
FY 2022 - 2023

Fund 528 - Wastewater	Dept. Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
981028 Improvements to Buildings and Grounds	PW *	6,000	65,000	71,000
981103 Recurring Plant Projects	PW	560,000	575,000	1,135,000
981104 Recurring Collection or Rehabilitation System Projects	PW *	183,000	750,000	933,000
981105 Lift Station Improvements	PW	1,154,000	100,000	1,254,000
981116 Secondary Clarifier Improvements	PW	316,000	300,000	616,000
981155 Stonegate Treatment Works Demolition	PW	424,000	50,000	474,000
981156 New Outfall and River Levee Crossing Replacement	PW *	675,000	300,000	975,000
981179 Oxygen Generation System Improvements	PW *	209,000	150,000	359,000
981187 Bridge Street Widening	PW *	98,000		98,000
981188 Stormwater Management Program	PW *	3,000	20,000	23,000
981196 Rehabilitation of the West Chlorine Contact Basin	PW	1,500,000		1,500,000
981219 Secondary Clarifier No.4	PW *	122,000		122,000
981229 Capitalization Fund	PW	3,367,000	500,000	3,867,000
981249 Wastewater System Master Plan Update	PW	145,000		145,000
981257 SCADA Master Plan	PW *	110,000		110,000
981277 Harter-Bridge Sewer Trunk Connection	PW	400,000		400,000
981290 Third Anaerobic Digester	PW *		350,000	350,000
981291 Primary Clarifier Rotary Drum Thickener	PW	250,000	250,000	500,000
981295 Bogue Road Sewer Extension	PW *		1,500,000	1,500,000
981303 Regional Septic System Conversion	PW		100,000	100,000
981304 Temporary Discharge Point 003	PW		450,000	450,000
Total		\$9,522,000	\$5,460,000	\$14,982,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
 List of Capital Improvement Program Projects
 SRF Fund with Current Funding
 FY 2022 - 2023

Fund 544 - State Revolving Loan Fund	Dept. Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
971094 Replace Water Service or Water Meter	PW *	1,070,000		1,070,000
971258 Barry School Water Transmission Line	PW	3,173,000	1,000,000	4,173,000
Total		\$4,243,000	\$1,000,000	\$5,243,000

Note: * Multiple funding sources exist for this project. See individual project sheet for breakdown.

City of Yuba City
List of Capital Improvement Program Projects
Other Fund with Current Funding
FY 2022 - 2023

Fund XXX - Other Funded	Dept. Note	Estimated Carryover Balance	Proposed 2022-2023 Approp.	Total Project Funds
941023 City Hall Improvements	3 PW	238,000		238,000
901080 General Plan Implementation and Future Update	4 DS *	610,000	165,000	775,000
921180 Consolidated Streetlight District-Acquisition and Conversion	5 PW	823,000		823,000
921187 Bridge Street Widening	2 PW *	2,810,000		2,810,000
941191 Second Groundwater Well	6 PW *	750,000		750,000
941207 Harter Parkway Park and Bike Connection	7 CS *	2,170,000		2,170,000
981252 Wastewater Treatment Facility Improvements	8 PW *	538,000		538,000
921254 State Route 20 Corridor Improvements	2 PW *	100,000		100,000
901264 CalFire Urban Forest Management Grant	9 CS *	129,000		129,000
941266 Sutter Bike Path Gap Closure	10 PW *	1,984,000		1,984,000
951268 Plumas Water Tower Maintenance	11 PW *		2,236,000	2,236,000
911276 Bridge Street Reconstruction Development Phase	2 PW *	250,000		250,000
981277 Harter-Bridge Sewer Trunk Connection	3 PW *	2,000,000		2,000,000
941278 Police Dept Evidence Storage Building	3 PW *	109,000	218,000	327,000
921282 UPRR Feasibility Study	12 PW *	85,000		85,000
941283 Citywide Accela/Technology Funding	3 DS *		160,000	160,000
901284 Zero-Depth Entry Water Feature Project	13 CS *	178,000		178,000
901287 Senior Center Building Repairs	14 CS *	65,000		65,000
901288 Firefighter Cancer Prevention Initiative - Proper Storage of PPE	14 FD *	32,000		32,000
941292 ERP/HR/Payroll/Utility Billing Upgrade	3 IT		1,500,000	1,500,000
941295 Bogue Road Sewer Extension	3 PW *	2,000,000		2,000,000
921302 Walton Avenue Improvements	2 PW *		4,050,000	4,050,000
901305 Bocce Ball Courts Sam Brannan Park	1 CS		300,000	300,000
Total		\$14,871,000	\$8,629,000	\$23,500,000

Notes:

- * Multiple funding sources exist for this project. See individual project sheet for breakdown.
- 1 Funded by the Yuba-Sutter Special Olympics
- 2 Funded partly through Sacramento Area Council of Governments grant (SACOG)
- 3 Funded through H.R. 1319 American Rescue Plan
- 4 Funded through the SB2 Grant from the Department of Housing and Community Development (HCD)
- 5 Funded through Consolidated Streetlight District Funds
- 6 Funded partly through the Bureau of Reclamation
- 7 Funded partly through the LWCF/ARPA grant funds and contributions through the Harter Specific Plan
- 8 Funded partly by Bond/Loan Financing
- 9 Funded through the CalFire Urban Forest Management grant, with a labor match from the City
- 10 Funded through the ATP and RSTP Grants
- 11 Funded through the Caltrans Clean California Grant
- 12 Funded through the Caltrans Planning Sustainable Grant
- 13 Funded through CDBG-CV (Department of Housing and Urban Development)

ATTACHMENT 2

YUBA CITY GENERAL PLAN



**Adopted
Resolution #04-049**

April 8, 2004

City of Yuba City

GENERAL PLAN

Adopted by the City Council
April 8, 2004

Resolution #04-049

Prepared by

DYETT & BHATIA
Urban and Regional Planners

In association with

Fehr & Peers Associates
Charles Salter Associates

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I

Introduction & Overview

The General Plan describes a vision for the future of Yuba City. At the time of preparation of this plan, the City is at a crossroads – regional projections estimate that the population will increase by upwards of 50,000 persons over the next 20 years – effectively doubling the 2002 population. Currently, the residents of Yuba City enjoy the city’s small size, the availability and affordability of housing, it’s small town feeling, and the surrounding rural landscape. This plan, based on input from Yuba City citizens, business owners, elected officials, and City staff, strives to maintain what is good and desirable about Yuba City as it grows into the future. This plan builds on the quality of current planning work in the City – such as the Buttes Vista, Harter, and Central City Specific plans – and to carries through those city-building principles to the City as a whole. It also is coordinated with and supports ideas in the Sutter County General Plan.

The maps and policies presented in this plan are based on real need for accommodating a future population and employment base combined with a real vision for the future. The Plan is comprehensive and long-range in scope. It will be used on an on-going basis as many City regulations, requirements, and actions are required by State law to be consistent with the General Plan.

The plan draws its ideas and policies from the many citizens who participated formally and informally in making both difficult and easy choices. The plan envisions a growing community that preserves much of it’s small town feel and social fabric with an improved economy, new job opportunities, affordable housing, improved public services and facilities, new parks, an urban growth boundary that protects the much-prized rural agricultural landscape, and an overall improved quality of life.

I.1 PURPOSE OF THE GENERAL PLAN

The Yuba City General Plan is a document required by State law and adopted by the City Council that addresses issues related to physical development, growth, and conservation of City resources. The Plan:

- Outlines a vision of long-range physical planning and land uses in order to address the economic development and resource conservation aspirations of the community;
- Provides strategies and specific implementing actions that will allow this vision to be accomplished;
- Establishes Plan policies and standards to be used as a basis for judging whether specific development proposals are in concert with the goals of the community;
- Provides guidelines and policies by which City departments, public agencies, and private developers can design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and

- Provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, specific plans, impact fee studies, and the Capital Improvement Program.

WHY HAS THIS PLAN BEEN PREPARED?

General plans look out 20 years in the future and are typically revised every five to 10 years. Yuba City last adopted a General Plan in 1989 that covered a planning period through 2005. The plan has not been comprehensively updated since that time. Yuba City and Sutter County, through the Local Agency Formation Commission (LAFCO), have agreed on the current Sphere of Influence (SOI) boundary for Yuba City. The 1989 plan plans for a much smaller area than the 2002 SOI.

As of 2002, much of the Yuba City SOI remained undeveloped, with almost half the land in the Yuba City SOI either vacant or agricultural land. All of this land is available for development in order to accommodate projected population increases and the subsequent land demand. This General Plan suggests uses for the previously un-planned for areas.

Thus, this General Plan has been prepared to:

- Respond to the need of having policies to guide Yuba City's growth into previously un-planned for areas;
- Ensure that development remains within the agreed-upon SOI, thereby preserving agricultural land in the surrounding rural areas;
- Ensure that the General Plan reflects Yuba City's current planning efforts, and includes goals, policies, and desires of Yuba City citizens;
- Plan in a manner that meets future land needs based on the projected population and job growth; and
- Meet the City's jobs/housing balance objectives, the need for housing in the community, and State law requirements for Yuba City's allocation of regional housing needs.

PLAN PREPARATION PROCESS

To help prepare this General Plan, a General Plan Advisory Committee (GPAC) was formed. This Committee was charged with serving as ambassadors to the community during the preparation of the new General Plan and with reviewing and commenting on interim products prepared by the project consultant. The committee included representation from the Yuba City Planning Commission and City Council, the Sutter County Board of Supervisors and Planning Commission, Caltrans, and local citizens from both the incorporated and unincorporated areas within the SOI.

The Committee met on a frequent basis to address concerns and guide the process. Two community workshops were held, one in August 2002 and one in



Community workshops were held in order to obtain feedback from the Yuba City Community on the plan.

November 2002. These workshops were attended by approximately 150 and 130 people, respectively. The first workshop gathered input and reactions to a Draft Land Use plan. The second workshop presented the refined land use plan and began the process of developing policies for the Plan. A wide variety of viewpoints were expressed by a mix of participants from all segments of the community. This plan is a result of the GPAC guidance and public input received at the Workshops. Special joint Planning Commission and City Council workshops were also held in order to keep those groups informed and to solicit feedback. Finally, newsletters on the General Plan Update were distributed to the citizens of Yuba City and surrounding areas in an effort to inform the public of the planning process and seek public comment.

I.2 PLANNING IN CONTEXT: A BRIEF HISTORY OF YUBA CITY

Before its founding, the land on which Yuba City is now located was a part of Rancho Nuevo Helvetia (the New Switzerland Ranch), a land grant owned by Swiss emigrant and Mexican citizen John Sutter. Samuel Brannan, Pierson Reading, and Henry Cheever purchased land from Sutter in 1849 to found a town primarily as a distribution center for Gold Rush supplies. Brannan, the Senior Partner, had the town laid out and lots sold. He is honored today as one of the town's founders and has a park named for him.

Yuba City was established as county seat in 1856. The early town was centered at Second Street and the Garden Highway, near the waterfront. The commercial district ran along Bridge Street, south of the present-day Downtown commercial corridor on Plumas Street. Apart from mining-oriented services, the City's industry also focused on agricultural production, with wheat, grains, and cattle being the dominant goods.

Incorporated on January 23, 1908, the City soon found ethnic diversity taking root. Mexican immigration to the Yuba-Sutter region began in the early Twentieth Century, followed by the arrival of traditionally agrarian Sikh Indian immigrants who have come in a small but steady flow since 1924. More than a quarter of City residents and 30 percent of people in the County now claim either Mexican or Indian heritage.

After World War II, Yuba City's population began to grow more quickly, owing to returning veterans, improved access from highway construction, and the constraints placed on development in its sister city across the river, Marysville, which is surrounded by flood-control levees. Growth has continued to be strong, with the population nearly doubling every twenty years since 1940. Pressure toward further expansion is most acute in agricultural areas to the west and south of the City, especially along highway corridors. More recently, with the growth of the Sacramento Capital region, Yuba City remains a fast-growing urban area. New jobs in Yuba City, Sacramento, and Sacramento suburbs such as Roseville and Rocklin combined with affordable home prices and transportation options in Yuba City have fueled the current boom.

I.3 GENERAL PLAN REQUIREMENTS

State law requires each California municipality to prepare a general plan. A general plan is defined as "a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning."

State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.”

A city's general plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California's tradition of allowing local authority over land use decisions means that the State's cities have considerable flexibility in preparing their general plans.

While allowing considerable flexibility, State planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

- *The General Plan Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area and it should include other areas that the City determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the City's physical development.
- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the City and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

I.4 REGIONAL LOCATION AND PLANNING BOUNDARIES

REGIONAL LOCATION

Yuba City lies in the northern portion of California's flat, fertile Central Valley. It is situated in eastern Sutter County on the western bank of the Feather River. Marysville, Yuba City's sister City, is located opposite Yuba City on the eastern bank of the Feather River, and is in Yuba County. Primarily undeveloped agricultural land exists to the north, west, and south of the City. The Sutter Buttes are located to the northwest of the City and frame views in that direction. The primary transportation corridors are Routes 99 and Route 20. Route 99 leads due south to Sacramento and north to Oroville and Chico beyond; Route 20 links Yuba City to Colusa and I-5 to the west and Grass Valley and the Sierra Nevada range to the east. State Routes 70 and 65 lead south from Marysville, connecting the region to Sacramento and to Sacramento's northern suburbs – Roseville and Rockland.

PLANNING BOUNDARIES

According to State law, the City must consider a Planning Area that consists of land within the City and “any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning.”

Figure 1-1 illustrates the overall Planning Area, the Yuba City SOI (as agreed upon by the City with Sutter County), and, for the purposes of this plan, the Urban Growth Boundary (UGB), which is essentially the SOI boundary, with minor exceptions. The area within the UGB includes approximately 24 square miles of land. It is assumed that all areas within the SOI will be annexed and become part of Yuba City.

I.5 OBJECTIVES & KEY INITIATIVES

GENERAL PLAN OBJECTIVES

Several objectives for the General Plan were identified and considered by the GPAC, based on input by the public and from key stakeholders and City staff. In response to that input, the following six key planning objectives were developed:

- Maintain a cohesive city and protect surrounding rural areas by fostering a compact, rather than a scattered development pattern, with strong urban edges.
- Provide for new employment centers to support economic development.
- Build an interconnected street system with improved north-south and east-west connections into newly developing areas.
- Create livable neighborhoods, with convenient access to parks, schools and neighborhood commercial facilities.
- Locate new retail centers at accessible locations to serve both Yuba City residents and shoppers from other communities.
- Make new parks, schools and open space an integral part of new development, with linkages to existing parks and the planned Feather River park system.

KEY INITIATIVES

Based on the planning objectives that were set forth, ten key initiatives emerged as the plan took shape. These initiatives are big picture ideas that address the planning objectives. The maps and policies in the General Plan are structured around these key initiatives.

- ***Clearly Defined Urban Edges.*** The General Plan offers proposals to create and maintain a contiguous and compact urban form amidst the rural landscape, with clearly defined urban edges. The urban limit boundary is established through three key roadways: Pease Road, Township Road, and Bogue Road as well as the Feather River. Proposals for clearly and appropriately defining and designing the urban edge are included in this plan. Clear edges also create the opportunity for “gateways” as travelers enter or leave the urban areas of Yuba City, adding character to both the City proper and the surrounding countryside. Agreements concerning buffering through landscaping programs and setbacks have been reached between Yuba City and Sutter County; this plan builds off of those agreements. Finally, clearly defining the boundaries of a City requires that projected population influxes be accommodated within those boundaries. This Plan puts forth a set of policies, most specifically with respect to residential densities, that accommodates future populations.

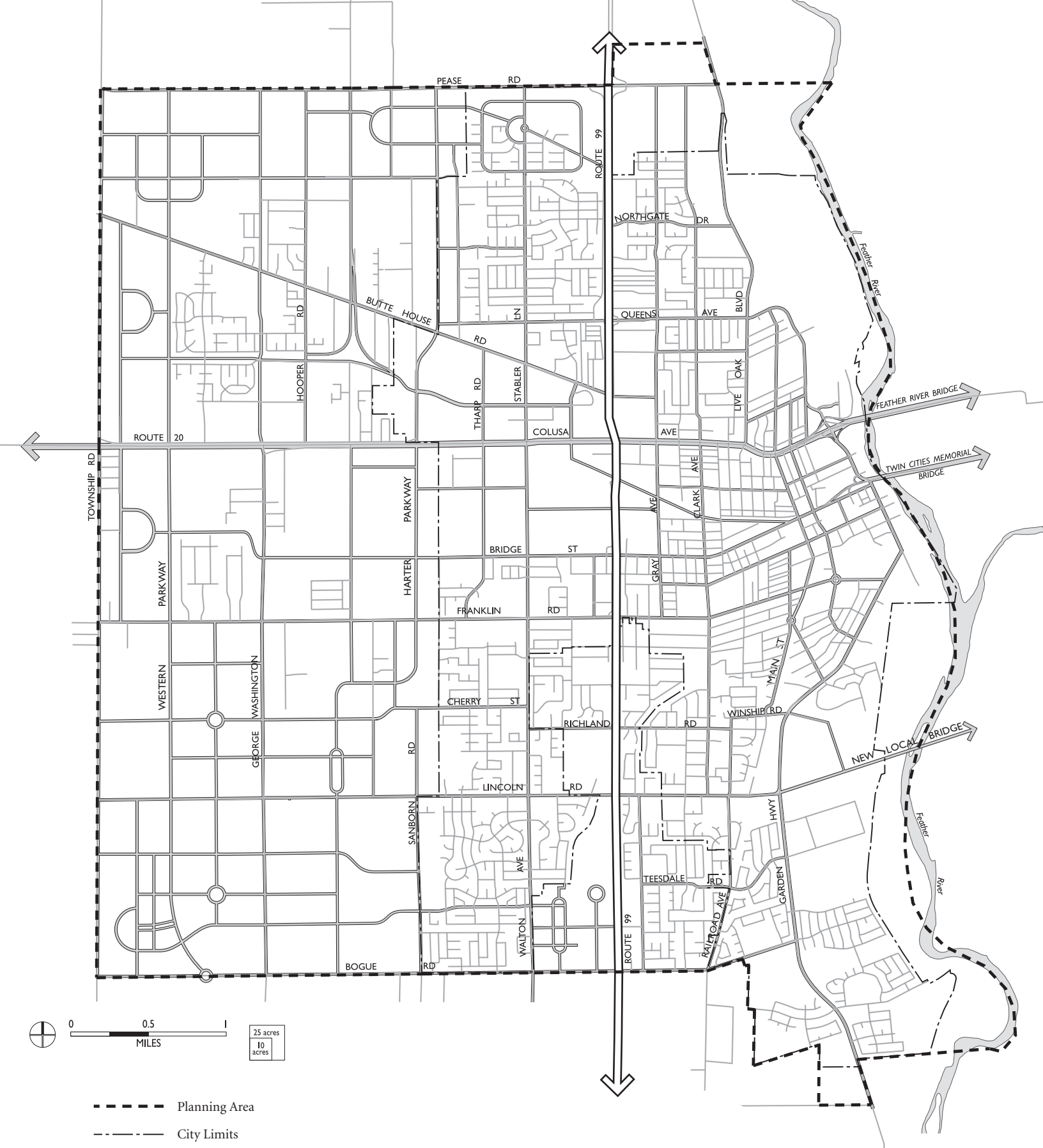


Figure 1-1
 Planning Area

- ***Economic Development & Jobs.*** City officials and residents alike recognize that if Yuba City is to continue as a desirable and prosperous community, being simply a bedroom community to Sacramento and its suburbs is not an option. This plan strives for – at minimum – a 1 to 1 jobs/housing ratio. This means that for every household in Yuba City, a job will be available in Yuba City. With this in mind, strides have been taken in the General Plan to attract and maintain quality business and industry. Land has been set aside for businesses, roadway improvements have been designed to meet the needs and requirements of new industry, new educational facilities have been proposed to maintain an educated workforce, and most importantly, the overall upkeep and improvement of Yuba City as a desirable place to live and work has been promoted throughout the Plan.
- ***Large Parks.*** The General Plan uses parkland as a primary creator of community character with two large parks in the undeveloped southwest and northwest portions of the planning area. These parks, highly favored by the public at community meetings, offer several opportunities: they will insure that open space is preserved indefinitely in the Yuba City urban area; they will provide much needed parkland to offset the City’s shortage of parkland; they will allow for the preservation of the agricultural history of Yuba City through agricultural-related exhibits and heritage centers; they will offer amenities to the Yuba City public; they will offer sites for cultural and civic institutions; and finally, their amenity value will appeal to both potential employers looking for a place to locate their business and regional residents looking for a place to spend their weekend days (and spend their weekend dollars). Coupled with the proposed Feather River Park, the overall park system in Yuba City will be significantly improved.
- ***A Network of Open Space.*** In addition to the two large parks and the Feather River Park, the General Plan proposes an interconnected network of pathways and trails, as well as community and neighborhood parks. This system is envisioned to connect neighborhoods to one another and also to create pedestrian or bikeway linkages between parks, schools, neighborhood commercial centers, downtown, and the Feather River.
- ***A Complete Roadway System.*** Although the Yuba City urban area has developed on a super grid of roadways spaced north/south and east/west at one mile intervals, many of these roadways do not connect through to the limits of urban development. Also, many roadways are disconnected and new subdivision-style developments have been built with a minimum number of entrances onto collector streets or arterials. The lack of connectivity and a lack of adequate east/west and north/south roadways has resulted in higher than expected traffic volumes for a community the size of Yuba City. Also, streets and thoroughfares in Yuba City lack plantings, trees, berms, pedestrian facilities, and other amenities. These amenities add to the visual character of the most visible part of Yuba City – its roads – and effect the overall perception of the community. This plan proposes new roadway connections and introduces the “parkway” concept to Yuba City – roadways whose purpose is to function as both a visual corridor and a traffic artery.



The creation and preservation of parks and open space are a key component of the General Plan.

- ***Integrated Neighborhoods & Neighborhood Centers.*** Another central idea in this General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Quality neighborhoods typically mean a quality urban environment. Balanced neighborhoods include a mix of residential opportunities and include activities and facilities that are used on a frequent basis – such as schools, stores and parks. Land uses are designated to ensure balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.
- ***Enhanced Community Character & Aesthetics.*** Implementation of the General Plan will result in enhanced community character, building on the foundation of work the City has begun in the Town Center Development and the Buttes Vista and Harter Specific Plans. The Plan establishes community design policies at a citywide, neighborhood, and street scale. Overall aesthetic excellence and tree plantings are strongly encouraged.
- ***A Mix of Housing Types.*** A wide demographic base currently populates Yuba City; the future is not expected to be any different. This plan proposes a wide and diverse variety of housing types in order to accommodate home owners and renters of differing housing needs and income categories.
- ***Adequate, Flexible School Sites.*** The growth of Yuba City means additional school age population and a need for additional schools. Developed in concert with the Yuba City Unified School District, the plan identifies new school sites for the school districts projected need and spaces them appropriately throughout the growing urbanized areas, and incorporates sites owned by the school district. The size of these sites is also compatible with the school district’s policy to build new schools for grades K-8 as combined elementary/middle school sites. Finally, the plan places schools in neighborhoods and communities, and, where possible, couples school sites with park sites.
- ***A Range of Commercial & Retail Opportunities.*** Quality communities are often gauged by the quality of retail outlets. With this in mind, combined with the jobs and sales tax revenue that commercial properties produce, the General Plan proposes a mix of retail and office types. These are intended to serve both local residents and a regional population and are to be accessible by both automobiles and pedestrians, depending on type and location.

I.6 PLAN ORGANIZATION

The Yuba City General Plan is organized into the following chapters:

1. ***Introduction & Overview.*** This includes General Plan objectives and key initiatives, State requirements, and requirements for administration of the Plan.
2. ***Growth & Economic Development.*** This Chapter establishes policies to promote economic expansion and job growth in the city.
3. ***Land Use.*** This chapter provides the physical framework for development in the City. It establishes policies related to the location and intensity of new development and citywide land use policies.

4. *Community Design*. This chapter outlines policies to ensure that new development protects and enhances the community character. Urban form, edges, neighborhoods, buildings, streets, and parks are all addressed.
5. *Transportation*. This chapter includes policies, programs, and standards to maintain efficient circulation. It identifies future street and bikeway improvements, and addresses alternative transportation modes and parking.
6. *Parks, Schools & Community Facilities*. This chapter outlines policies and standards relating to regional and local parks and recreational facilities and preserved open space.
7. *Public Utilities*. This chapter outlines policies and standards relating to schools, libraries, and institutions of higher learning. The chapter also addresses local utilities, such as water and wastewater.
8. *Environmental Conservation*. This chapter outlines policies relating to habitat and biological resources, water quality, air quality, and historic and archaeological resources.
9. *Noise & Safety*. This chapter includes policies to limit the impacts of noise sources throughout the city and addresses the risks posed by seismic and geologic hazards, flooding, as well as other topics, including solid waste management and recycling, hazardous materials, and emergency management.
10. *Implementation & Monitoring*. This chapter details the manner in which the plan is to be implemented.
11. *Housing*. This chapter, which addresses housing availability and affordability according to State requirements, is bound in a separate volume.

CORRESPONDENCE TO REQUIRED ELEMENTS

The General Plan includes the seven elements required by State law (Land Use, Housing, Circulation, Open Space, Conservation, Safety, and Noise) and four other elements that address local concerns (Growth & Economic Development, Community Design, Public Utilities, and Parks, Schools & Community Facilities). Table 1-1 shows how the Yuba City General Plan elements correspond to State-required elements.

Table I-1: Correspondence Between Required Elements & General Plan Elements

<i>Required Element</i>	<i>General Plan Element</i>
Land Use	Chapter 3: Land Use
Circulation	Chapter 5: Transportation
Open Space	Chapter 6: Parks, Schools, & Community Facilities
Conservation	Chapter 8: Environmental Conservation
Safety	Chapter 9: Noise and Safety
Noise	Chapter 9: Noise and Safety
Housing	Chapter 11: Housing (separate volume)

POLICY STRUCTURE

Each chapter of the General Plan includes brief background information to establish the context for policies in the chapter. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. Readers interested in a comprehensive understanding of issues related to a particular topic should refer to the *Existing Conditions and Future Prospects* working paper available at City offices and the library.

This background information is followed by two sets of policies:

- Guiding Policies are the City's statements of its goals and philosophy.
- Implementing Policies represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.

Together, the guiding and implementing policies articulate a vision for Yuba City that the General Plan seeks to achieve. They also provide protection for the City’s resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. Commentary provides background information or is intended to guide Plan implementation. The use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referred.

Policy Numbering System

Policies in the General Plan are organized using a two-part numbering system that is intended to give each goal and policy a discrete, easily referenced number. The first part refers to the chapter/element (and the subsection within the chapter), followed by a letter identifying the policy as either a Guiding Policy (G) or Implementing Policy (I), and finally by a second number referring to the specific policy. Thus, the first Guiding Policy in Chapter 4, Section 2, would be “4.2-G-1”. The subsequent Implementing Policies in Chapter 4, Section 2 would be “4.2-I-1”, “4.2-I-2”, etc.

RELATED DOCUMENTS

As part of General Plan preparation, several technical studies were conducted to document environmental conditions and analyze alternatives for development and conservation. While these background studies and environmental documents have guided Plan preparation, they do not represent adopted City policy. Documents include:

- Existing Conditions and Future Prospects Report, *December 2001*
- Sketch Plan Workbook, *April 2002*
- Evaluation of Plan Alternatives Report, *June 2002*
- August 22, 2002 Community Workshop Summary Workbook, *October 2002*
- Updated Draft Preferred Plan Report, *October 2002*
- Draft Environmental Impact Report, *October 2003; and*
- Final Environmental Impact Report, *February 2004 (certified on April 8, 2004 by the City Council).*

I.7 ADMINISTRATION OF THE GENERAL PLAN

The General Plan is intended to be a dynamic document. As such, it may be subject to more site-specific and comprehensive amendments over time, amendments that may be needed to conform to State or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

AMENDMENTS TO THE GENERAL PLAN

State law limits the number of times a jurisdiction can amend its general plan to generally no more than four times in one year for a mandatory element, although each amendment may include more than one change. This restriction does not apply to optional general plan elements (Growth and Economic Development, Community Design, Parks, Schools and Community Facilities, and Public Utilities), or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

ANNUAL REPORT

The California Government Code requires city staff to “provide an annual report to the legislative body on the status of the general plan and progress in its implementation” (Government Code § 65400(b)). This report must also be submitted to the Governor's Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the city's share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code § 65583, 65584).

In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the general plan environmental impact report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include a summary of all general plan amendments adopted during the preceding year and an outline of upcoming projects and general plan issues to be addressed in the coming year, along with a work program.

2

Growth and Economic Development

Yuba City is committed to maintaining a vibrant and healthy economy, providing land for planned development, ensuring the fiscal and financial health of the City, and working with the private sector to help ensure that adequate infrastructure, particularly streets, water and wastewater treatment capacity, is available to attract and maintain business. How this will be accomplished is addressed in this element of the General Plan. Details on specific land use proposals are in Chapter 3 and public utilities are addressed in Chapter 7; the focus in this chapter is on overall economic development and what the City can do to facilitate it.

2.1 EXISTING AND PROJECTED POPULATION

EXISTING POPULATION

According to the U.S. Census, the population of Yuba City was 36,760 in the year 2000, an increase of 8,500 residents or 30 percent since 1990.¹ This represents an average annual growth rate of about 2.7 percent. The U.S. Census estimates that the population of the unincorporated areas within the Yuba City Sphere of Influence (SOI) in the year 2000 was 20,270.² This adds up to a year 2000 total population of approximately 57,030, or about 3.8 residents per acre, in the Yuba City SOI. In early 2001, the Walton Annexation further increased the population of Yuba City—and decreased the population of the unincorporated area within the SOI—by approximately 7,000 residents. The California Department of Finance (DOF) estimates the City population at 47,200, as of January 2002.

Annexations continue to represent a significant share of the City's population growth. Since 1989, the City has annexed approximately 2,370 acres, increasing the City area by 54 percent. A substantial amount of the annexed land is on the south side of the City, extending south to Bogue Road and westward from the riverfront.

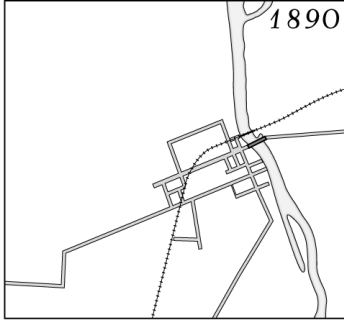
PACE OF GROWTH

Incorporated in 1908, Yuba City's population began to grow more rapidly after World War II, as a result of returning veterans, improved access from highway construction, and the constraints placed on development in its sister city, Marysville, which is surrounded by flood-control levees. Growth has continued to be strong, with the population nearly doubling every twenty years since 1940. Figure 2-1 illustrate the pattern of growth since incorporation.

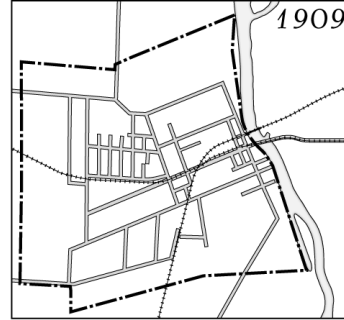
Table 2-1 compares population growth of the City and Sutter County between 1980 and the year 2000 according to the U.S. Census. Over the past 20 years, the population of Yuba City has nearly doubled, while the population of Sutter County has grown by half.

¹ U.S. Census, 2000.

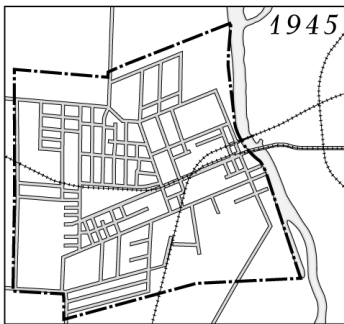
² Ibid.



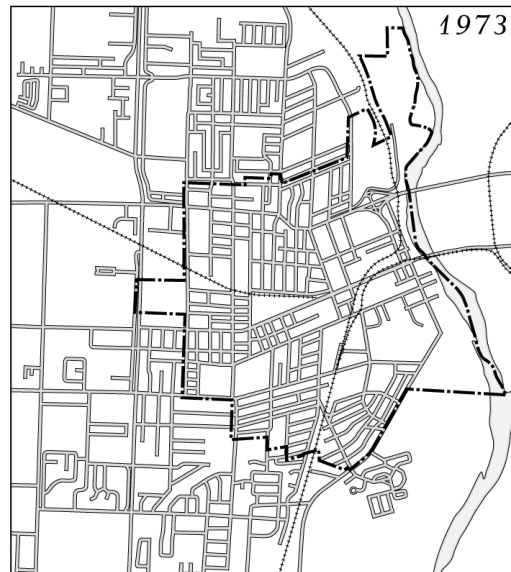
1890: Yuba City is established in the area of Bridge and Second Streets on the Feather River at the location of the road and rail crossings to Marysville. The beginnings of a gridded street system are visible.



1909: Yuba City is incorporated in 1908 and a municipal boundary is established. Residential growth moves west from the commercial center following a second rail line crossing the Feather River from Marysville.



1945: Growth continues to move west, but is contained by the municipal boundary. The residential street grid west of Live Oak Boulevard expands with commercial activity continuing along Colusa Avenue.



1973: Rapid residential and commercial expansion continues west into unincorporated Sutter County, but also extends north and south along State Route 99 which provides improved access. The area around State Route 99 and Colusa Avenue emerges as an auto-oriented commercial hub.

Figure 2-1
Historical Growth of Yuba City

Yuba City’s population growth accounted for 69 percent of the County’s total population growth between 1980 and the year 2000.

Table 2-1: Population Growth 1980-2000; Yuba City and Sutter County

	1980	1990	Annual Growth Rate 1980-1990	2000	Annual Growth Rate 1990-2000
Yuba City	18,740	28,260	4.2%	36,760	2.7%
Sutter County ¹	52,250	64,415	2.4%	78,930	2.1%

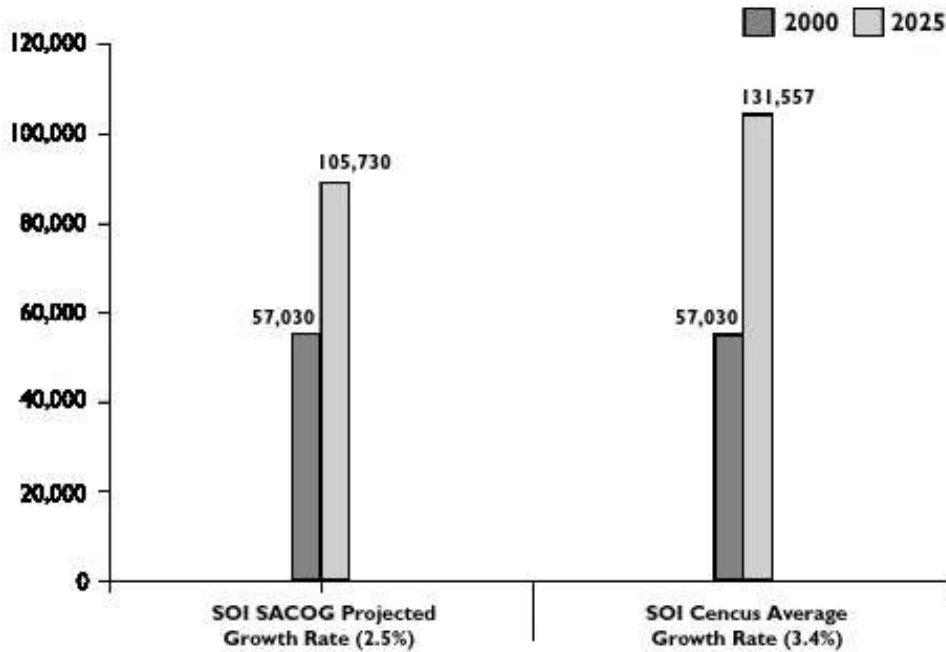
¹ Includes population in incorporated areas.

Source: U.S. Census, 2000.

PROJECTED POPULATION

The Sacramento Area Council of Governments (SACOG) projects that Yuba City’s population could reach 68,150 in the year 2025, an increase of 85 percent increase over the 2001 estimated population of 36,760.³ This represents an average annual growth rate of 2.5 percent. Assuming the population of the unincorporated areas of the Planning Area will grow at a rate similar to that of the incorporated city, the Planning Area population will be 105,730 in 2025.

Chart 2-1: Growth Rate Comparison for Yuba City Sphere of Influence



³ SACOG Estimates and Projections, 2001.

Using the 3.4 percent average annual growth rate reflected in the Census data between 1980 and 2000, the population of Yuba City Planning Area could reach 131,557 in the year 2025, an increase of 130 percent over the current estimated population.⁴ Chart 2-1 shows relative growth within the City and the Sphere of Influence (SOI) – the urban growth area within the Planning Area, assuming some annexation mirroring historic trends and also some development within the unincorporated area.

2.2 REGIONAL ECONOMIC CONTEXT

LOCAL ECONOMY CHARACTERISTICS

Yuba City's early economic growth was related to providing services within a large agricultural area. In addition to agriculture, which served as the traditional employment base for the region, employment cores were developed in downtown Yuba City and at the intersection of Highway 20 and Highway 99. With substantial growth occurring in the past 20 years, Yuba City is now the economic hub of the surrounding agricultural area, providing services for both city and regional residents. It also is part of the Sacramento metropolitan area economy and is influenced by trends in this larger area.

Several key components of the local economy include the following:

- Yuba City's Town Center has emerged as a successful employment center specializing in health care and related services in the redevelopment zone near downtown.
- While Yuba City is a net exporter of workers—many of which are drawn to the job-rich Sacramento Metropolitan area—Yuba City is the shopping and urban services center for Yuba and Sutter counties.
- Annexations have added opportunities for additional commercial and industrial development within the City, and residential development both in the City and the surrounding unincorporated area has expanded the base for retailing within the City.
- Recent publicity as a 'top small city' in national print media has raised Yuba City's profile. The City's location along the Feather River and access to recreational resources also is a plus.
- Yuba City's employment mix is different from that of the region at large; government is a greater force on a regional scale, whereas medical employment is stronger in the City. Also, agriculture is a much stronger presence in Yuba-Sutter than in the Sacramento region's other counties, and many local jobs are low-paying. This needs to be considered when considering which industries to target for economic development initiatives.



The Yuba City Downtown Business Association has been successful in attracting people to shop Downtown.

⁴ This represents an average of the annual growth rates experienced in Yuba City between 1980 and 1990, and between 1990 and 2000, according to the U.S. Census.

- Attractive wage scales and competitive land costs, when compared with other locations within the Sacramento metropolitan area, and highway access to Sacramento and other California markets are strong selling points; the challenge for many industries is to find the right land and building space and supporting infrastructure.

EXISTING EMPLOYMENT

Employment is the principal indicator of community economic conditions. Employment in 2000 is estimated at 16,914 jobs, within the City, which represents a 53.76 percent increase in jobs since 1990.⁵ In spite of the recession that affected most of the country in the early 1990s, employment in Yuba City grew by 27.5 percent, or 3025 jobs, between 1990 and 1995.

Table 2-2 presents SACOG’s 2000 industry breakdown in Yuba City in comparison to Sutter County. The proportion of total employment for each industry sector is shown in parentheses. City residents are much more likely to be employed in retail, office, or medical positions, whereas workers in the County overall show higher concentrations in education, manufacturing, and other sectors. The biggest employment increases in recent years have been in the manufacturing and medical industries.

Table 2-2: Employment by Sector (Percent of Total Jobs) (2000)

	<i>Retail</i>	<i>Office</i>	<i>Medical</i>	<i>Education</i>	<i>Manufacturing</i>	<i>Other</i>
Yuba City	5,646 (33.4)	2,777 (16.4)	2,313 (13.7)	689 (4.1)	1,205 (7.1)	4,284 (25.3)
Percent change since 1990	77.5	25.4	101.3	2.1	172.6	28.1
Sutter County	6,703 (39.6)	3,307 (19.6)	2,414 (14.3)	1,585 (9.4)	2,794 (16.5)	7,797 (46.1)
Percent change since 1990	68.8	29.8	97.2	15.4	42.1	35.0

Source: SACOG Estimates and Projections, 2001.

PROJECTED EMPLOYMENT

According to SACOG projections, Yuba City is expected to add approximately 11,500 jobs by the year 2020, which represents a 68 percent increase for the City, and approximately two-thirds of the total increase for the entire County.⁶

Table 2-3 presents SACOG’s forecast for 2010 and 2020, by employment sector. The greatest growth will be in the retail sector with just over 3,770 new jobs, which makes sense given projected population growth. Strong growth also is expected for the office, medical, and manufacturing sections, which together will add 4,300 jobs.

⁵ SACOG Employment Estimates, 1990-2025. Note that estimates for individual cities are not available for 2025.

⁶ SACOG, 2001.

Table 2-3: Projected Employment by Industrial Sector in Yuba City (2000 to 2020*)

Sector	2000		2010		2020	
	Employees	Percent share	Employees	Percent share	Employees	Percent share
Retail	5,646	33.4	7,500	33.1	9,420	33.1
Office	2,777	16.4	3,594	15.8	4,542	16.0
Medical	2,313	13.7	3,019	13.3	3,783	13.3
Education	689	4.1	1,071	4.7	1,290	4.5
Manufacturing	1,205	7.1	1,857	8.2	2,272	8.0
Other	4,284	25.3	5,643	24.9	7,116	25.0
Total	16,914	100.0	22,684	100.0	28,423	100.0

* Employment estimates for individual cities are not available for 2025.

Source: SACOG Employment Estimates, 1990-2025.

2.3 EMPLOYMENT GROWTH PROSPECTS

The City is intent on promoting economic growth, as well as focusing economic development efforts in areas that will contribute most to making the City a vital, vibrant community. Employment growth in Yuba City will allow the City’s economic base to expand in tandem with its population. Employment opportunities are expected to increase due to the new hospital, continued and potentially expanded food processing operations, and increased demand for retail goods. The Yuba-Sutter Economic Development Corporation has had many inquiries from specialty food and beverage processors and believes that this is a niche worth developing in spite of recent plant closings. Much of the City’s future economic base is already present in the form of developed land and occupied non-residential space, although there will be opportunities for new jobs in the Highway 20 corridor and other locations, as depicted on the land use plan (See Chapter 4).

New commercial and retail centers are planned at accessible locations to serve both City residents and shoppers from other communities. Regionally-oriented commercial areas are planned along Route 20, Route 99 and major arterials, and community commercial uses will be developed within neighborhoods and communities. Future employment centers have been designated for manufacturing, processing, and warehousing (includes resource-based processing), as well as for business, technology, and light industry. Together, these sites in the employment centers could accommodate up to 10 million square feet of new space, or 22,000 jobs at an average of one job per 450 square feet of space.

Even though sufficient land is designated for employment uses, land use planning needs to be supplemented by other tools – city policies, targeted recruitment, incentives or subsidies – to encourage a specific type of use. In addition, the City’s population growth will help fuel expected employment growth by creating demand for additional retail, service (business, professional, medical, and other), and public sector uses. Diversity in employment will expand job opportunities for local residents and help to stabilize the local economy.

2.4 DEFINING AN ECONOMIC DEVELOPMENT STRATEGY

A coordinated economic development strategy is essential for supporting Yuba City’s community development objectives, such as increasing the industrial base, continuing to support Downtown revitalization, enhancing community character, and supporting commercial development along corridors and in neighborhoods. Such a strategy should include a managed program of fiscal development, strategic public improvements, and a balanced approach to land use. It could build on and reinforce initiatives that already have been undertaken by the Yuba-Sutter Economic Development Corporation and by the City Administrator’s office, and capitalize on technical assistance and grant funding provided by state and federal agencies. This element envisions the following central roles for the City:

- *Promoting agriculturally-related processing, agricultural equipment manufacturing, sales and services, “niche” manufacturing, health care facilities and professional offices.* The County’s agricultural heritage can be a cornerstone of its economic development efforts, but new initiatives to attract agricultural industry clusters and related manufacturing and services—which include food and beverage processing, agricultural and farm implements, small-scale specialty companies, and business services—are projected to benefit from significant growth in the Sacramento metropolitan area through the planning period, and would certainly provide excellent employment- and revenue-generating opportunities for Yuba City if the City positioned itself properly to capture a portion of this growth. Yuba City also may benefit from support activities and services for Beale Air Force Base (AFB). Lastly, Yuba City may be successful in attracting “call center” operations because of the community’s large labor pool and competitive land costs.



New office space Downtown serves the health care sector.

- *Promoting development that results in fiscal benefits to the City.* The relative benefit or burden of various land uses on the City’s General Fund is important in considering how future development in Yuba City should be prioritized. Promoting the construction of revenue-generating uses (non-residential uses that generate sales and property tax monies), as well as ensuring that each new residential development pays its fair share of the costs to provide public services, provides the City with a more diverse fiscal base.
- *Regional scale retail and consumer service uses need to be located in the Route 99 and Route 20 corridors where pass-by traffic, good visibility, and image will enhance sales potential.* Yuba City has a significant advantage with these state highways and should protect the supply of available land in commercial locations that make the most sense for retail and service sector uses.
- *Businesses in these clusters have several locational considerations.* Good access from major highways and proximate amenities for employees are very important factors. Locations must project a high-quality image, typically expressed by a high-level of design, landscaping, and maintenance. Such an image is generally provided in campus-style office or business park developments. In addition, “back office” uses such as call centers will seek space in large-

floorplate buildings, and professional office tenants will pay a premium for space in high-profile or high-image buildings, often an architecturally interesting building with visibility from a major highway.

- *Enhancing cultural amenities, such as a convention center, performing arts center, or cultural center, in downtown Yuba City or elsewhere.* This recommendation offers three distinct, yet very important advantages. First, if such a facility was located downtown, this would generate pedestrian traffic and support retail opportunities into the evening hours. Complementary uses, such as restaurants, clubs, and coffee shops, would also tend to locate near where crowds gather. Second, such facilities provide a strong image of culture, sophistication, and community pride. Such an image is important if Yuba City is to evolve from bedroom community for Sacramento workers to important sub-regional job center, particularly in the attraction of R&D and office complexes, specialty agricultural industries and support services for Beale AFB. Third, such facilities can also result in strong growth in the visitor services sector by catering to those who come to enjoy recreational and entertainment opportunities related to the facilities.
- *Attracting a new job training, vocational school, or community college campus.* Establishment of a higher educational facility within Yuba City would improve the skills and educational attainment of the local labor force. Additionally, it would provide local employers with convenient opportunities for continuing education and/or job training. The University of Phoenix has a satellite campus at Beale Air Force Base and they or another similar institution may be interested in another facility in Yuba City itself.

Yuba City’s economic development strategy shifts focus from traditional approaches—such as provision of tax breaks and other subsidies—to investing in the skills of the workforce, infrastructure for agricultural processing and technological innovation, and a superb quality of life. The City also might consider working with Yuba-Sutter Economic Development Corporation on lending programs for qualified businesses and also protecting opportunities related by Beale AFB by working with the County, Yuba-Sutter Economic Development Corporation and the community’s elected representatives to ensure that Beale is not affected by the next round of military base closures, which could affect up to 20 percent of the bases in California.

Yuba City also has been active in the Sister City Program, with one sister city in Japan. This program was initiated by President Eisenhower in 1956; today, more than 900 U.S. cities are paired with over 1,300 cities in 92 countries. Sister cities provide opportunities for international business contacts, increased awareness of other cultures, student exchanges, and development of mutually beneficial relations in economic development, education, the arts, culture, medicine, government and sports. Cross-cultural charitable efforts also have been initiated by sister cities, and many American cities have several partners. Given the strong Sikh community in Yuba City, it may be appropriate to initiate study of inviting one or more additional sister cities in the Punjab region of India (e.g. Jullundhur, Patiala, Chandigarh, and Ludhiana).

2.5 GUIDING AND IMPLEMENTING POLICIES

A key initiative of this General Plan is to maintain a balanced land use program that provides opportunities for commercial and industrial development, dispersed throughout the community and at appropriate locations within the urban area served by adequate infrastructure.

The General Plan Land Use Diagram, described in Chapter 3, recognizes that industrial users have a broad range of needs, and provides for more land than may be needed over the planning period to allow for a choice of sites. The specific policies that follow focus on those actions the City can take that will enable the land use and development concepts of this General Plan to be realized.

GUIDING POLICY

- 2.5-G-1 Foster a climate in which business can prosper and actively promote economic development opportunities and knowledge of Yuba City in the region, state and nation.
- 2.5-G-2 Maintain a positive, small-business climate, and strengthen the City's tax base by encouraging environmentally sensitive development with tax generation potential.
- 2.5-G-3 Build long-term partnerships between the City and businesses, business organizations, and the educational, arts and environmental communities.
- 2.5-G-4 Promote economic development activities that link residents with businesses in the City, such as job training and job development, and facilitate a desired jobs/housing balance.

For further discussion of jobs/housing balance, see Section 4-3 in the Chapter 4, Land Use.

- 2.5-G-5 Encourage agricultural processing and cooperative distribution and marketing of agricultural products.
- 2.5-G-6 Promote agricultural-related technology and opportunities for “back office” uses and specialty manufacturing.
- 2.5-G-7 Enhance aspects of the community that help economic development and draw residents to Yuba City, including small-town ambience, educational, cultural, environmental and recreational resources, and affordable housing.

IMPLEMENTING POLICIES

Overall Organization and Coordination

- 2.5-I-1 Work with regional economic development organizations to foster the economic health of the area and dedicate funding to joint marketing of the City's economic development objectives, including preparation of newsletters, press releases, program summaries, mailing lists, client testimonials, economic data, and articles in various industry journals.

Many issues facing the region affect all communities and can be solved only through regional dialogue and cooperation. Economic development can be mutually beneficial for each city.

- 2.5-I-2 Work closely with the County and Yuba-Sutter Economic Development Corporation in advocating support for Beale Air Force Base and urge the Defense Department to keep it open.

The next round of military base closures could affect up to 20 percent of the bases in California. While Beale's mission has recently been expanded, it still is subject to review. Coordinated local advocacy can have an impact on the decision-making process, so keeping Beale open should be a high priority for the City.



Beale AFB is a regional asset that can be leveraged for local job creation.

- 2.5-I-3 Continue to identify, pursue and capture state, federal and other grants for economic development.

The Yuba-Sutter Economic Development Corporation has been active in pursuing grants, and the City should continue to work with them on program funding of mutual benefit.

- 2.5-I-4 Establish bi-annual priorities between capital projects and economic development projects within the context of the City's Capital Improvement Program (CIP); emphasize in the CIP Economic Development and Revitalization Programs to be coordinated with the Redevelopment Agency's programs.

Programs

- 2.5-I-5 Support a coordinated approach to working with key industries for the purposes of targeted marketing (on a case-by-case basis) to existing firms to be retained and/or expanded and new firms to be sought. Identify underrepresented industries that may be attracted to Yuba City and actively try to recruit them.

Candidates include businesses involved with agricultural processing and agricultural equipment, health services, tourism, professional service, "back-office" services, agricultural services, computer software and services, organic agriculture and specialty foods. As part of this program, the City, working closely with Yuba-Sutter Economic Development Corporation could develop a Business Attraction Strategy which secures new business activity for Yuba City's vacant and underutilized sites. The Strategy should include the following components:

- *Identify target sites and solicit cooperation of property-owner;*
- *Identify necessary on- and off-site infrastructure improvements;*
- *Identify target industries (and possibly specific firms);*
- *Prepare marketing materials, in coordination with Yuba-Sutter Economic Development Corporation and the Chamber of Commerce;*

- *Conduct outreach through mailings, personal contact, trade shows; and*
- *Coordinate with permit processing.*

2.5-I-6 Assist local merchants and business organizations interested in forming business improvement districts to promote a definable identity for specific commercial areas through coordinated signage, landscaping and entry/identity symbols.

2.5-I-7 Work with the State Employment Development Department, the California Training and Education center, Yuba Community College and higher education institutions to establish practical job training and vocational education programs on campuses within Yuba City that are geared to specific industries and occupational needs.

Examples may include the visitor industry, specific agricultural commodities, health care, agricultural-related high technology manufacturing, and back office uses, such as call centers. Business involved in support functions for Beale Air Force Base also may benefit from specialized training.

2.5-I-8 Work with the school districts to develop internship, mentoring and workplace learning programs for Yuba City high school students.

This program could help students who are not college-bound into productive adult careers in the community.

2.5-I-9 Establish a program, such as "Yuba City Marketplace," to connect local business needs with local products and services and encourage all businesses and residents in Yuba City to make purchases in the community whenever possible to support local firms.

Yuba City businesses can "multiply" their profits by purchasing goods and services locally.

2.5-I-10 Continue to support the City's Downtown Farmer's Market by helping sponsors in marketing and related promotional activities.

2.5-I-11 Explore creating an additional Sister City relationship with one or more communities in India.

Sister Cities International, a nonprofit organization that certifies Sister City affiliations can assist in this process, and its Annual Fund for Partnership, Innovation and Excellence may provide some financial assistance. Beneficial exchanges can facilitate community-building, which will indirectly have economic development effects.



The Downtown Farmer's Market has been a success.

Cultural Amenities, Image and Business Climate

- 2.5-I-12 Promote cultural amenities and facilitate special events in the community that will draw visitors to the community.

Potential events include Yuba City Artisans and Crafts Fair, Feather River–oriented weekends, sporting events and other seasonal events that will attract visitors to the community.

- 2.5-I-13 Work with local hotels and motels, the Chamber of Commerce, Yuba-Sutter Economic Development Corporation, and recreational organizations and business to promote a Yuba City-Feather River "weekend package" of emphasizing the community's historical and community assets, and access to recreational facilities and recreational areas.



- 2.5-I-14 Explore the feasibility of establishing a convention center or performing arts center, either Downtown or in another accessible location.

Access to the Feather River and other recreational facilities in the area is a community asset.

This initiative also should be coordinated with efforts to upgrade hotel facilities and attract new hotels and motels to Downtown and the Route 99 and Route 20 corridors.

Commercial and Industrial Development

- 2.5-I-15 Maintain a generous supply of "ready to go" commercial and industrial land by annexing and zoning sites prior to receipt of development applications.
- 2.5-I-16 Develop guidelines for adaptive reuse of commercial/industrial buildings and "incubator" development projects, including "live/work" studios.
- 2.5-I-17 Work with Sutter County and the Yuba-Sutter Economic Development Corporation on developing a resource-based industrial park in the Route 99 corridor north of the City that would service the agricultural and processing businesses in the County.

Also, see policies in Chapter 3: Land Use.

Fees and Development Standards

- 2.5-I-18 Explore financing plans for existing businesses seeking to expand in Yuba City for whom payment of fees "upfront" may represent a major financial burden. Six- or twelve-month financing programs could be considered.

This program should be integrated with assistance provided by the Redevelopment Agency and by Yuba-Sutter Economic Development Corporation.

- 2.5-I-19 Provide incentives to attract and encourage environmentally desirable businesses and business activities, including possibly reduced fees for outstanding environmental conservation efforts.

Use of agricultural waste for energy co-generation facilities is one example of such an effort, and there are state and federal grant programs and tax credit for such activities.

- 2.5-I-20 Periodically survey the business community for evaluation of City services and improvement suggestions.

In order to retain the businesses that currently exist and to attract new ones, the City needs to “feel the pulse” of the business community. Establishing a regular program to ensure dialogue between the community and the City is essential to ensuring that the City’s policies encourage and stimulate commercial vitality.

- 2.5-I-21 Explore the potential for adjustments to development controls that allow for more efficient use of sites already developed for employment uses (e.g., through height and/or floor area ratio (FAR) increases).

- 2.5-I-22 Promote, consistent with the Traffic and Circulation Element, public transportation opportunities, in order to serve business areas and transport workers.

- 2.5-I-23 Encourage non-motorized means of transportation to business areas.

See Chapter 5, Traffic and Circulation for details on proposed bike and trail systems.

- 2.5-I-24 Assure adequate revenue sources to finance City capital and program initiatives that will enhance economic development prospects.

Examples of initiatives potentially requiring capital outlays are new streets and infrastructure for development areas, amenities along the Feather River and provision of other kinds of community infrastructure. Provision of assisted housing may also involve capital costs. Ongoing costs of administering newly established programs (e.g., a job center) and/or providing services in conjunction with expanded activity (expansion of water service) will require increased operating costs and, potentially, augmentation of existing sources of operating revenues. Enlargement of the City’s responsibilities, whether in capital or operating realm, should occur only when decision makers are satisfied that a range of adequate financing options is available.

- 2.5-I-25 Assure that ongoing budgets provide for adequate maintenance of the City’s capital facilities, and establish fees commensurate with services rendered (e.g. application processing fees, planning, building and safety and engineering) to recover costs of these services.

3

Land Use

This element of the General Plan constitutes the framework for land use planning in Yuba City to the year 2025. To provide a context, the evolution of the City is described and existing land use in the City is summarized. The guiding principles of the land use framework, the General Plan Diagram, the land use classification system, and the buildout of this Plan to the year 2025 are then presented. The heart of the chapter is on guiding and implementing policies, which are intended to set the land use framework into motion and shape development for the next 20 years. Further guidance on physical form is provided in Chapter 4: Community Design.

This chapter focuses on both development in outlying, developed areas and on infill sites within the existing City, and builds upon Downtown Yuba City as the historical and future “heart” of the City.

3.1 BACKGROUND AND CONTEXT

HISTORICAL LAND USE DEVELOPMENT

Much of Yuba City’s land use pattern can be traced to its evolution as a primary service center within a large agricultural area focused on downtown Yuba City and the intersection of Highway 20 (Colusa Avenue) and Highway 99 as employment cores. Much of the residential development in the City is low density single family housing and much of the commercial development is retail-related. Chapter 1 includes a brief historical a description of the growth of Yuba City.

2002 LAND USE PATTERN

Lands within the Urban Growth Boundary (UGB) for this General Plan, are described in Chapter 1, and include 12,954 acres, of which about half had been developed by 2002. Most of the developed land is within the existing City limits. Approximately 918 acres of land in the UGB were vacant in 2002. About 7,079 acres are located in unincorporated Sutter County. Table 3-1 lists existing land uses within the UGB.



Several new residential projects were under construction in 2002.

2002 RECENT DEVELOPMENT

As of 2002, a sizeable inventory of new residential projects was in the pipeline or under construction within the UGB. Twenty four new residential development projects were planned to add some 1851 new units, or approximately 8 years worth of units using the yearly average of 235 units/year.

Also in the pipeline, 25 non-residential development projects were likely to add over 1 million square feet of new floor area. Non-residential development included additional office, storage and warehousing, retail, restaurant, motel, hospital,

church, and school space. The majority of the proposed development projects were located within the 2002 City limits.

Table 3-1: 2002 Land Use in the Urban Growth Boundary

Land Use	Incorporated		Unincorporated		Total UGB	
	Acreage	Percentage	Acreage	Percentage	Acreage	Percentage
Single-Family Residential	2,266	38.6	1,271	18.0	3,538	27.3
Multi-Family Residential	371	6.3	51	0.7	421	3.3
Mobile Home Park	66	1.1	72	1.0	138	1.1
Commercial Retail	311	5.3	34	0.5	345	2.7
Shopping Center	95	1.6	--	--	95	0.7
Office	104	1.8	8	0.1	111	0.9
Other Commercial	18	0.3	2	0.03	20	0.2
Auto Services	5	0.1	1	0.01	6	0.05
Visitor Services - Hotel/Motel	11	0.2	--	--	11	0.1
General Industrial	380	6.5	159	2.2	539	4.2
Public and Semi-Public	601	10.2	499	7.1	1,100	8.5
School	122	2.1	17	0.2	140	1.1
Park and Recreation	84	1.4	1	0.01	84	0.7
Agricultural Land	630	10.7	4,821	68.1	5,451	42.1
Transportation, Communications and Utilities	25	0.4	12	0.2	38	0.3
Vacant	787	13.4	130	1.8	918	7.1
Total	5,875	100.0	7,079	100.0	12,954	100.0

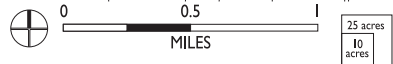
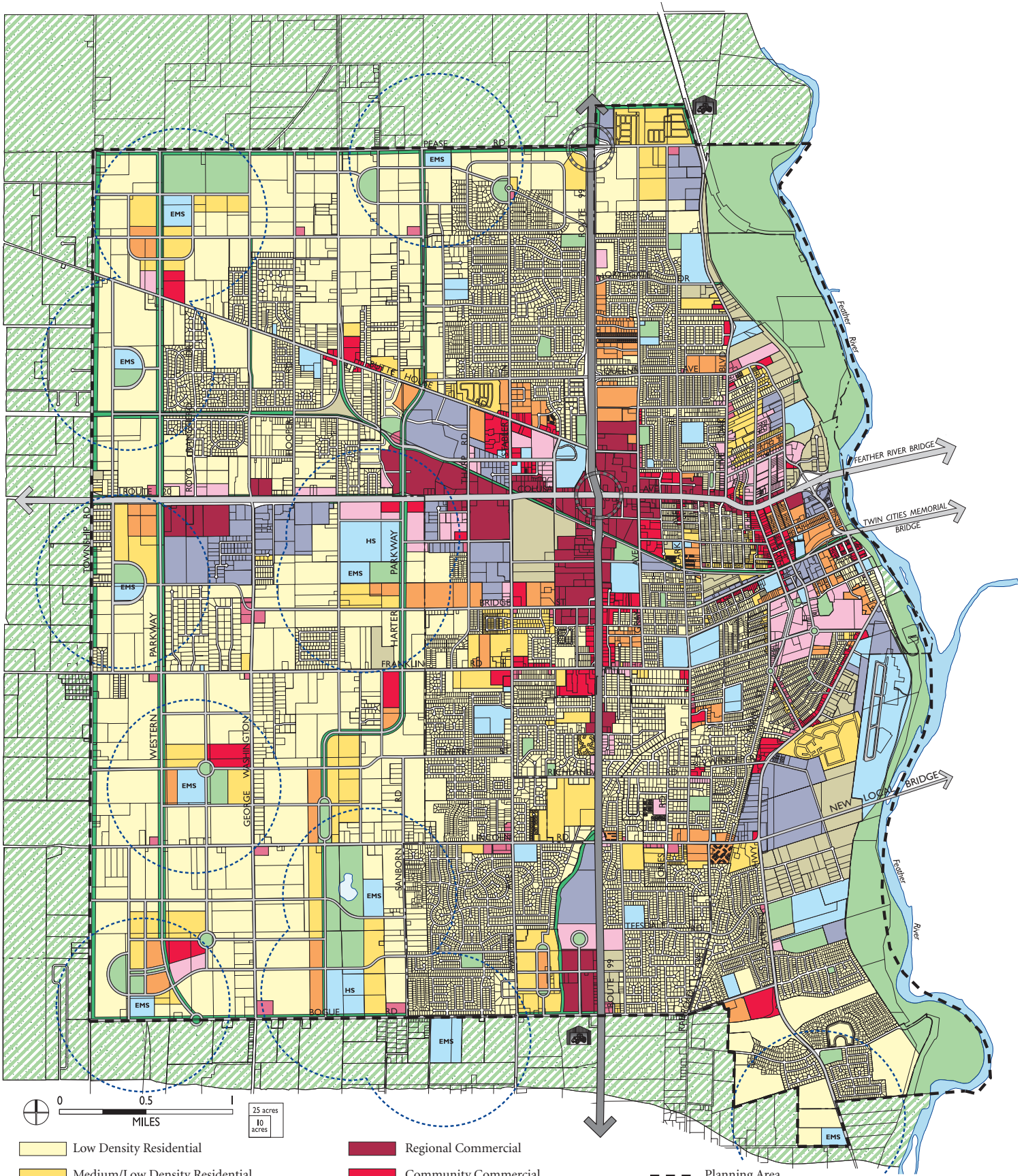
Source: City of Yuba City, 2002.

3.2 GENERAL PLAN DIAGRAM AND LAND USE CLASSIFICATIONS

LAND USE FRAMEWORK

General Plan Diagram

The land use framework of the General Plan is illustrated in the General Plan Diagram, Figure 3-1. The diagram is a graphic representation of the themes and policies in the Plan. The General Plan Diagram designates the proposed general location, distribution, and extent of land uses through buildout, which is expected by about 2025. As required by State law, land use classifications, shown as color/graphic patterns, letter designations, or labels on the Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined.



- Low Density Residential
- Medium/Low Density Residential
- Medium/High Density Residential
- Parks, Recreation & Open Space
- Agricultural/Rural
- Greenway/Bikeway/Pedestrian Link
- Public & Semi Public — HS-High School; EMS-Elementary/Middle School

- Regional Commercial
- Community Commercial
- Neighborhood Commercial
- Office & Office Park
- Business, Technology & Light Industry
- Manufacturing, Processing & Warehousing
- Agricultural/Resource-based Industrial Opportunity Area

- Planning Area
- 1/2 Mile Radius
- Potential Interchange

4/6/04

Figure 3-1
General Plan Diagram

The Diagram is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Diagram includes the land use classifications described below, which represent an adopted part of the General Plan. The General Plan is not parcel-specific, and uses on sites less than one acre in size are generally not depicted on the Diagram.

The General Plan Diagram is the framework of this General Plan document and is designed to reflect, through the arrangements of land use, the planning objectives and key initiatives presented in Chapter 1. An overview of how the Diagram relates to these initiatives is as follows:

- **Clearly Defined Urban Edges.** As depicted on the General Plan Diagram, all areas, with some exceptions, that are beyond the Urban Growth Boundary roughly defined by Pease, Township, Bogue Roads, and the Feather River, are identified as “Agricultural/Rural.”
- **Economic Development & Jobs.** A significant amount of land is planned for uses that provide jobs. Areas designated “Office & Office Park”, “Business, Technology, and Light Industry”, and “Manufacturing, Processing, and Warehousing” accommodate uses that will provide employment opportunities for existing and future residents.
- **A Range of Commercial & Retail Opportunities.** The General Plan provides for the full range of commercial and retail uses needed for the future population and business community, consistent with the Economic Development Strategy described in Chapter 2. Regionally-oriented establishments are placed on major roadway corridors; community- and neighborhood-oriented uses are placed within planned communities and neighborhoods.
- **Large Parks.** Two new, large City parks are depicted on the General Plan Diagram. Low-Medium and Medium-High residential uses are often situated adjacent to these parks, which provide a valuable amenity to nearby residents as well as the overall City population. A further discussion of these parks is presented in Chapter 6 of the General Plan.
- **A Network of Open Space.** All of the Parks and Open Space uses are linked by a system of parkways, bikeways, and roadways. A further discussion of parks is presented in Chapter 6 of the General Plan.
- **A Complete Roadway System.** The land uses presented on the diagram are structured around the proposed roadway network, and the two components are interactive and interrelated. The character and design of roadways is presented in Chapter 4: Community Design. The types, location, capacity, and use of these roadways is presented in Chapter 5: Transportation.
- **Integrated Neighborhoods & Neighborhood Centers.** The General Plan Diagram depicts a network of neighborhoods. Neighborhoods are defined as areas including a mix of land uses that interrelate and serve one another. Neighborhoods work as part of an overall system of the city, are internally accessible by non-motorized means, include community facilities such as parks and schools, and have a central focal point. The arrangements of land uses on the Diagram show how these neighborhoods are related to each other and to neighborhood center and shopping areas.
- **Enhanced Community Character & Aesthetics.** Although Community Character is described in full detail in Chapter 4: Community Design, the arrangements of land uses on the General Plan Diagram create a framework within which quality community design is possible.
- **A Mix of Housing Types.** Three types of residential density ranges are depicted on the Diagram. These will accommodate a full range of housing types and prices to provide housing choice.

- **Adequate, Flexible School Sites.** School sites depicted on the General Plan Diagram are recommended by the school districts; they relate well to adjacent uses, such as neighborhood focal areas and park sites. A further discussion of schools is presented in Chapter 6 of the General Plan.

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each land use classification. In the residential designations, residential density is expressed as housing units per gross acre.

For non-residential uses, a maximum permitted ratio of gross floor area to net site area (FAR) is specified. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation, and is calculated inclusive of area devoted to parking and landscaping. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the use occupying the building. No averaging is permitted such that the maximum FAR would be exceeded on any individual site. The Zoning Ordinance can provide specific exceptions to the FAR limitations for uses with low employment densities. In addition to density/intensity standards, some land use classifications also stipulate allowable building types, such as single-family residential.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges.

LAND USE CLASSIFICATIONS

Total acreages for each Land Use Category are presented in Table 3-2. The categories are as follows:

Residential

Low Density Residential (Single Family). This category applies to residential development of 2-8 units per gross acre. The majority of planned land has this designation. This density range is typical of newer single-family residential subdivisions in Yuba City. In addition to single-family houses, this category also provides for parks, day care, civic and institutional uses, such as churches and places for religious assembly appropriate in a residential environment. An average density of 4.25 units per acre is used for buildout projections

Low – Medium Density Residential (Traditional Neighborhoods with Mix of Housing Types). Residential development of 6-14 units per gross acre. This density range provides for a mix of single-family housing on lots ranging in size from 2,500 square feet to 6,000 square feet, with duplexes, single-family homes with second units over a garage, attached single family homes, mobile home parks, parks, civic and institutional uses appropriate for a residential environment. Existing single-family homes on smaller lots that exist in Yuba City are examples of the low end of this density range; existing duplex development is an example of the middle of the density range. An average density of 9 units per acre is used for buildout projections.

Medium – High Density Residential. Residential development at densities ranging from 12 to 36 units per gross acre. This density range will accommodate attached homes, two- to four-plexes, apartment buildings, parks, civic and institutional uses appropriate for a residential environment. Developments with apartment buildings - such as those in small, highly landscaped apartment complexes - are at the

higher end of the density range. An average density of 24 units per acre is used for buildout projections.

Commercial/Office/Industrial

Neighborhood Commercial. Small shopping centers, small retail plazas, and village centers on 1-5 acre sites, with up to 10 acres in special circumstances where mixed use development is envisioned. Mixed use development could include residential development (at a density of 12-36 units per gross acre), such as apartments or offices above ground-floor retail. The development intensity for buildout projections is assumed at 0.35 FAR; the maximum FAR is 0.5, excluding any housing.¹

Community Commercial. Shopping centers (typically anchored by a supermarket), retail plazas, etc. The Feather Downs shopping center on Stabler Lane is an example of this scale of development. Retail shopping areas could contain a wide variety of businesses, including retail stores, eating and drinking establishments, as well as medical or professional offices in a retail-type setting. Mixed use development could include residential development (at a density of 12-36 units per gross acre) that is secondary to commercial uses. Site sizes are typically 15-20 acres (although this size is not a minimum requirement), depending on uses. Development intensity for buildout projections is assumed at 0.25 FAR. The maximum FAR is 0.5, excluding housing.

Regional Commercial. Shopping centers typically anchored by retail outlets with a regional draw, including “big box” retail establishments, department stores, and regional shopping malls. Commercial development along Route 20, including Sam’s Club, Home Depot, and the Yuba City Mall are examples of this type of development. Sites are typically 25 to 50 acres (although this size is not a minimum requirement). This category also includes auto-and visitor- oriented commercial uses such as hotels, motels, service stations, restaurants, housing, etc. and sites for automotive sales and services and other commercial uses not described in other categories. Development intensity for buildout projections is assumed at 0.25 FAR. The maximum FAR is 0.5, excluding housing.

Office & Office Park. Development containing professional and medical offices. This classification includes neighborhood, community, and downtown offices as well as office development in a low-intensity, campus-like setting. Neighborhood & community office sites could include a mix of uses, such as small-scale support services and residential uses that are secondary to the office development. An example is housing units or live/work units above office uses. Development intensity for buildout projections is assumed at 0.30 FAR. The maximum FAR is 1.0.

Business, Technology, and Light Industry. This classification provides for freestanding sites and campus/complex development accommodating flexible uses of space. Uses include research and development activities, light industrial uses, office uses, high-tech uses, and small-scale distribution uses. For build-out calculations, it is assumed that one job exists for every 750 square feet of net building area. Development intensity for buildout projections is assumed at 0.25 FAR. The maximum FAR is 0.75.

¹ The FAR assumed for buildout projections reflects the average intensity of development expected during the planning period based on design standards, zoning development standards, and anticipated real estate market conditions.

Manufacturing, Processing, and Warehousing. This category includes manufacturing and industrial processing, general service, warehouse and distribution uses, agricultural product processing and warehousing; large equipment & supply and sales. For build-out calculations, it is assumed that one job exists for every 750 square feet of net building area. Site development is assumed at 0.25 FAR. The maximum FAR is 1.0.

Public & Open Space

Public & Semipublic. This designation includes schools, government offices, corporation yards, hospitals, city, and public facilities. Average site development is assumed at 0.15 FAR. The maximum FAR is 1.0.

Parks, Recreation & Open Space. This classification is for improved and unimproved park facilities, including neighborhood, community, and regional parks; golf courses; and private recreational facilities.

Greenway/Bikeway/Pedestrian Link. This classification covers those areas provided as part of a larger use, in between uses, or along transportation routes that serve to connect parks, recreation, and open space into a unified network of facilities.

Agricultural/Rural. This classification refers to a range of agricultural, rural and open space uses, including field and row crops, orchards, and agricultural support services. Residential units do exist, typically as a secondary use. The category applies to rural areas outside the urban growth boundary; it is intended to be consistent with the Sutter County General Plan and the City's policy of maintaining rural and agricultural land as open space beyond the UGB.

3.3 GENERAL PLAN BUILDOUT

This section describes the implications of General Plan buildout in terms of future new population, housing units, and jobs. Adequate land is provided by this General Plan to accommodate anticipated housing and job needs in Yuba City through 2025.

Table 3-2 shows the buildout acreage of undeveloped lands in the General Plan Diagram. A total of 7,200 gross acres would be developed within the Urban Growth Boundary, including infill sites. Most areas that are planned for new development are residential in use, totaling about 4,655 acres.

Table 3-2: Land Use Acreages at Plan Buildout

<i>Land Use</i>	<i>Acres</i>	<i>Percent of Total</i>
Residential Land	4,655	65%
Single Family Low Density	3,801	53%
Single Family Low/Medium Density	619	9%
Medium/High Density Residential	235	3%
Commercial Land	640	9%
Neighborhood Commercial	40	1%
Community Commercial	123	2%
Regional Commercial	241	3%
Office & Office Park	236	3%
Industrial Land	521	7%
Business, Technology, and Light Industry	433	6%
Manufacturing, Processing, and Warehousing	88	1%
Community Land	1,384	19%
Public & Semipublic	248	3%
Parks, Recreation & Open Space	1,136	16%
Total Uses	7,200	100%

* Acreages include vacant and infill lands within the UGB, and exclude developed lands, as of 2002.

Population Growth and Housing

The Yuba City SOI, including the City of Yuba City and surrounding unincorporated areas, contained 57,030 people according to the 2000 census. Using a 2.5 percent annual population growth rate (the rate projected by SACOG) the total SOI population would be 105,730 in 2025. Using a higher 3 percent population growth (which is below the historic rate of 3.4 percent based on Census data), the total population in the SOI may grow as large as 119,400 by 2025. The mid-point of these two 2025 projections is 112,570.

The Land Use plan accommodates a higher population than the SACOG projection to provide for planning flexibility. Based on average build out densities for new residential land uses, the Plan accommodates 19,220 new housing units, which would house 51,310 new residents at an average household size of 2.67 people (Table 3-3). The resultant population would be 108,340. The housing mix for units added during the planning period is presented in Table 3-4.

Table 3-3: Housing Units and Population at Plan Buildout

	<i>Current Population (2000)</i>	<i>Add'l Housing Units</i>	<i>Add'l Population (2.67 persons per household)</i>	<i>Total Population, Buildout</i>
Land Use Plan	57,030	19,220	51,310	108,340

Table 3-4: Additional Housing Units by Type

<i>Housing Type</i>	<i>Additional Units</i>	<i>Percentage of Total</i>
Single Family Low Density	11,750	61%
Single Family Low/Medium Density	4,050	21%
Medium/High Density Residential	3,420	18%
Total Units	19,220	100%

Employment

In order to determine the total additional employment accommodated in the Plan, a detailed set of assumptions was developed. These assumptions, presented in Table 3-5, include FARs for each of the job producing land uses, the likely mix in percentages of retail and non-retail employees, and the employment density, explained as the amount of space in square feet needed per employee.

Table 3-5: Employment Assumptions

<i>Land Use Category</i>	<i>Developable Land Assumed Ratio of Net to Gross Area</i>	<i>Assumed probable FAR</i>	<i>Percent Retail</i>	<i>Percent Non-Retail</i>	<i>Sq Ft per Retail Employee</i>	<i>Sq Ft per Non-Retail Employee</i>
Neighborhood Commercial	0.85	0.35	70%	30%	500	400
Community Commercial	0.85	0.25	75%	25%	500	400
Regional Commercial	0.75	0.25	80%	20%	600	400
Office & Office Park	0.80	0.30	5%	95%	400	300
Business, Technology and Light Industry	0.75	0.25	0%	100%	0	750
Manufacturing, Processing & Warehousing	0.75	0.25	0%	100%	0	1000

The resulting estimates of additional employment for each land use category are presented in Table 3-6. Jobs from commercial and retail development compose 35 percent of additional employment for the plan. Office uses account for 40 percent of employment; light industry, processing, and related uses account for the remaining 25 percent.

Table 3-6: Additional Public and Private Sector Employment

<i>Land Use Category</i>	<i>Additional Employment</i>
Neighborhood Commercial	1,105
Community Commercial	2,415
Regional Commercial	3,609
Office & Office Park	8,120
Business, Technology and Light Industry	4,715
Manufacturing, Processing & Warehousing	720
Public (Government and Education)	1,466
Total Jobs	22,150

Jobs and Housing Balance

As shown in Table 3-7, the jobs/housing ratio expected at Plan buildout of undeveloped areas will be 1.26 jobs for each housing unit. Many local residents commute to the Sacramento area while jobs in Yuba City are often filled by residents of outlying communities.

Table 3-7: Jobs / Housing Ratio at Plan Buildout*

Total Jobs	22,150
Total Housing Units	19,220
Employed Resident Ratio less Vacant Units	.96 minus .05 = .91
Job Producing Households	17,488
Ratio: Jobs/Households	1.26

Applies only to new development.

3.4 PATTERN OF DEVELOPMENT, GROWTH & EXPANSION

One of the key initiatives in this plan is the idea that Yuba City retain a compact form, protecting the surrounding rural areas with a clearly defined Urban Growth Boundary (UGB). The policies presented in this section are intended to contain development within the UGB and achieve two purposes – maintain Yuba City’s small town feel and preserve the surrounding agricultural rural landscape.

The policies in this section focus on how these goals can be achieved through the location and nature of land uses. A discussion of the character of urban edges and other initiatives to achieve these goals through design are discussed in Chapter 4: Community Design.

GUIDING POLICIES

- 3.4-G-1 Maintain a well-defined compact urban form, with a defined urban growth boundary and urban development intensities on land designated for urban uses.
- 3.4-G-2 Promote a balanced land use program that increases the ability of people to live and work in the city.
- 3.4-G-3 Promote development patterns that maximize residents’ accessibility to parks, open space, and shopping areas.

IMPLEMENTING POLICIES

- 3.4-I-1 Establish zone districts, development standards, and performance standards in the Zoning Ordinance consistent with the General Plan, and amend the Zoning Map to be consistent with the General Plan Land Use Diagram.
- 3.4-I-2 Establish standards for urban edges and ensure that designated intensities and uses provide an appropriate transition to rural land at these edges.

- 3.4-I-3 Require preparation of City initiated Specific Plans or developer master plans for strategic new growth areas with complex land use programs.
- 3.4-I-4 Support the County's efforts to maintain viable agricultural uses surrounding the City in areas outside the proposed Urban Growth Boundary.
- 3.4-I-5 Provide a variety of housing in all neighborhoods and reserve sites, where appropriate, for housing types that ensures that Yuba City remains an inclusive, affordable community.
- 3.4-I-6 Develop downtown Yuba City as a mixed-use activity center with a range of commercial, office, residential, and civic uses.
- 3.4-I-7 Promote infill development that maintains the scale and character of established neighborhoods.
- 3.4-I-8 Provide for concentrations of activity and mixed-use and pedestrian-oriented development in selected areas.

3.5 RESIDENTIAL AREAS

The General Plan promotes residential densities that provide for more efficient use of available land resources and maintains a compact form that is less intrusive on the surrounding countryside. Guiding principles behind residential development and neighborhood organizing principles depicted on the General Plan Diagram include:

- **Mix of Housing Types.** The General Plan promotes a mix of housing types in all neighborhoods and ensures that no one area is unduly burdened by higher-density residences. As discussed in Section 3.2, three types of residential uses are planned: Low Density Residential, Low-Medium Density Residential, and Medium-High Density Residential. Some residential development may also occur as part of a larger mixed-use project in office or commercial areas.
- **Medium-High Density Residential Development in Strategic Locations.** The Diagram locates Medium-High Density residences in transportation corridors, next to parks, community facilities, and schools, and in mixed-use neighborhood centers. Higher density development is also proposed on vacant and underutilized infill sites as well as on suitable sites likely to undergo long-term redevelopment.
- **Promotion of Low-Medium Density Small-lot Single-Family Dwellings.** Low-Medium Density small-lot development is encouraged in neighborhoods, where appropriate. These are likely to provide opportunities for many families to participate in the home-ownership market.



Single-family residential land uses have historically been the primary land use in Yuba City.

BUILDING BETTER NEIGHBORHOODS

To foster community identity, the General Plan directs residential expansion in the new growth areas into neighborhoods. These neighborhoods are planned to contain a mix of uses and housing types and to provide convenient access to retail and commercial services used on a frequent basis. Policies in the General Plan strive to promote the integration of new neighborhoods with existing urban development, and to preserve and enhance neighborhood connectivity with a continuous street network.

A neighborhood focal point would be a well-defined mixed-use center with neighborhood commercial uses and publicly-oriented uses and open spaces. On the General Plan Diagram, several of these centers are represented. Within these neighborhoods, the Plan designates sites for a range of housing types in close proximity to a neighborhood centerpiece, which may be a commercial development, a park, a school, or a mix of uses. The idea is that a larger number of residents can be brought closer to the neighborhood focal point, so they can bike or walk to these areas without having to rely exclusively on automobiles for local trips. Further discussion of these neighborhood centers is contained in Chapter 4: Community Design.

GUIDING POLICIES

3.5-G-1 Encourage new residential growth to be in the form of neighborhoods.

A neighborhood is defined as an area of over forty acres that includes a variety of complementary uses in which non-residential uses serve local residential uses.

3.5-G-2 Encourage development of mixed-use (residential, retail, and office) neighborhood centers, in both new neighborhoods and in established neighborhoods that lack them.

Centers are concentrations of activity and uses that serve a neighborhood function. They are located within close proximity and easy walking distance from adjacent residences.

3.5-G-3 Allow and encourage low-medium density small-lot single-family housing development in new and existing neighborhoods that enable compact development and efficient infill.

In addition to the benefit of affordability, small-lot housing increases opportunities to conserve land and can provide a positive aesthetic quality as characterized by Yuba City's older neighborhoods.

3.5-G-4 Improve the “community orientation” of new residential developments.

A “community orientation” calls for greater attention to the relationship between residences, streets and shared spaces, such as parks and community areas, and does not require sacrifice of privacy or amenities.

3.5-G-5 Provide for a transition between higher density and lower density residential areas, and require buffers of varying size between residential uses and non-residential uses without restricting foot and bicycle access.

- 3.5-G-6 Encourage and provide incentives for infill development, including affordable housing for low and very low income residents, within existing residential areas at a density not less than surrounding development, subject to appropriate standards to ensure compatibility with adjacent uses.

IMPLEMENTING POLICIES

- 3.5-I-1 Update that the Zoning Ordinance to include:

- Lot sizes consistent with the Plan's land use classifications;
- Development standards that permit town houses and zero-lot line attached or detached single-family dwellings on sites designated for low-medium or medium-high densities; and
- Development standards that do not result in disincentives for providing more local streets and alleys.

Allowing density credit for dedications for alleys is one possible incentive. Minimizing alley setbacks would also encourage more alleys.

- 3.5-I-2 Require a mix of uses in neighborhood centers.

In areas with a mix of land-use designations—a neighborhood center—planning for neighborhood commercial, civic and institutional uses, parks and open space, and plazas and squares will be required as a condition of subdivision approval, unless any of these uses are found infeasible, and alternative locations are available and are developed in order to carry out these mixed-use policies.



Neighborhood-oriented retail areas can be designed with comfortable, pedestrian-scale amenities.

- 3.5-I-3 As part of the Zoning Ordinance update, establish the following density bonuses for residential projects:

- 25 percent bonus for projects meeting State-criteria for affordable housing.
- 10 percent bonus, upon Planning Commission approval only, and only for projects undertaking elective off-site improvements (such as streetscape improvements) that further the City's community design and/or open space objectives. This bonus can not be combined with the affordable housing bonus. Off-site improvements directly resulting from a project's impacts, as specified in the Zoning Ordinance, may still be required; the bonus is intended for improvements that go beyond the required minimum.

- 3.5-I-4 Require residential development that employs creative site design and architectural quality that blends with the characteristics of each location and its surroundings.

3.6 COMMUNITY FACILITIES

Community facilities that are appropriate for a residential environment, including residential care, day care, elderly care, and alcoholism or drug abuse recovery or treatment facilities, will be allowed within neighborhoods, consistent with state and federal law, because they are considered "protected" facilities and local zoning can not exclude them as long as specified standards and licensing requirements are met.

In contrast, large scale community facilities are appropriate in mixed-use neighborhood cores, on community commercial sites, and in Downtown.

Houses of worship and other places for religious assembly as well as private schools and colleges will be permitted in residential and commercial areas, subject to appropriate location and development standards and use-permit requirements to ensure neighborhood compatibility. Public schools and public colleges are exempt from zoning.

For policies related to community facilities, see Chapter 6, and for law enforcement and fire services, see Chapter 9.

3.7 PARKS & OPEN SPACE

Parks and open space are a fundamental building block of the General Plan Diagram and the organization of land uses in a growing Yuba City, as most directly evidenced by the two planned large park facilities.

Policies pertaining to parkland, public open space, and the greenway network are in Chapter 6: Parks, Schools, and Community Facilities. Policies pertaining to non-public open space are in Chapter 8: Environmental Conservation.



Community facilities, including parks and schools, are a key component of the Land Use plan.

3.8 RETAIL AND COMMERCIAL AREAS

Shopping and use of services are activities that provide for social contact as well as business transactions. Since Yuba City attracts shoppers from a large region, and stores in one part of the City are often frequented by residents from other neighborhoods, retail districts are also critical in shaping the identity and image of the City and the neighborhoods.

To ensure that a diverse range of shopping opportunities are available and easily accessible, the Plan provides for new neighborhood centers, located closer to where people live and designed with the pedestrian in mind, and for increased convenience-good opportunities in existing neighborhoods where suitable sites are available. The plan also builds on the regional accessibility of Routes 20 and

99 in order to plan for regional, auto-oriented commercial development and attempts to capture out-of-town retail tax revenue.

Guiding concepts behind retail and commercial development areas depicted on the General Plan Diagram include:

- **Provision of more neighborhood-oriented shopping facilities.** The General Plan provides sites for several neighborhood-oriented shopping and commercial uses in both new and existing neighborhoods. Implementation of the Plan would bring a substantially increased population within a convenient distance of a neighborhood center.
- **Site for a new regional-retail center.** While land is available in proximity to the existing commercial areas in the Route 20 corridor, there is also an opportunity for another regional-retail center. The General Plan provides a site for this on the west side of Route 99 north of Bogue Road.
- **Land supply in proportion to anticipated needs.** To ensure the viability of the proposed retail and commercial centers, as well as Downtown, land designated for commercial uses corresponds closely to the anticipated need over the planning period.

GUIDING POLICIES

- 3.8-G-1 Maintain Yuba City's prominence as the center of retail activity in Sutter County.
- 3.8-G-2 Promote neighborhood identity and encourage use of alternative modes of transportation by providing neighborhood shopping centers that many residents can reach on foot or bicycle.
- 3.8-G-3 Provide specific sites for regionally oriented commercial centers and community-sized shopping facilities and allow residential above retail in these areas.

IMPLEMENTING POLICIES

- 3.8-I-1 Establish use regulations, development standards, and minimum performance requirements in the Zoning Ordinance, consistent with the General Plan, and amend the Zoning Map to be consistent with the Land Use Diagram.
- 3.8-I-2 Evenly distribute neighborhood and community shopping centers in new development areas to offer both choice and convenience for shoppers and residents
- The total acreage provided is intended to be sufficient to meet the need for retail space and commercial services that can be supported by local residents, businesses and workers.*
- 3.8-I-3 Require pedestrian-oriented design in new shopping areas that are part of neighborhood centers.
- 3.8-I-4 Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and with adjacent travel corridors.
- 3.8-I-5 Allow office uses in commercial areas.

- 3.8-I-6 Establish site development and locational standards for neighborhood corner stores in residential areas.

These will be limited in size and only allow at an intersection of a local street and an arterial or collector.

- 3.8-I-7 Encourage the development of community commercial facilities that are accessible to both vehicles and pedestrians, and include amenities for both.

- 3.8-I-8 Establish design standards for mixed use development that will result in a high quality pedestrian-scaled environment, with one-to-four story buildings, side or rear parking areas, streetfront windows and entries, and public and private open space.

- 3.8-I-9 As part of larger commercial developments, require amenities for public benefit, such as pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, and public spaces.

3.9 EMPLOYMENT CENTERS

Policies discussed in this section relate to three land uses depicted on the General Plan Diagram:

- Office & Office Parks;
- Business, Technology, & Light Industry; and
- Manufacturing, Processing, and Warehousing.

OFFICE & OFFICE PARK

There will be an increasing need for new office development, both in free-standing office buildings within existing commercial areas, along arterial streets and in new office parks. Sites that can accommodate flexible office space facilities will be in demand as the local economy matures and the City implements the Economic Development strategy described in Chapter 2.

The General Plan Diagram provides acreage for both larger site office parks and smaller, integrated office uses. Smaller sites are typically expected to be local-serving professional and administrative office environments, such as medical, real estate, or financial services. Larger sites are envisioned as office parks that draw employees from a wider area and provide more jobs. Offices are also permitted in Regional Community and Neighborhood Commercial areas. This can be a very effective use of land where new office uses are located above the first floor or as a secondary use in multi-tenant buildings in order to promote retail continuity at the street level.

The recommendations put forth as part of the Central City Specific Plan are also depicted on the land use diagram, most specifically with respect to the continued development of office uses in the Town Center area.

INDUSTRY & LIGHT INDUSTRY

Two land uses are depicted on the General Plan Diagram that have been historically described as “Industrial” or “Research and Development” or “Business Park.” The two new categories – “Business, Technology, and Light Industry” and “Manufacturing, Processing, and Warehousing” – attempt to combine uses with similar development characteristics, while at the same time offering flexibility of use and encouraging the creation of jobs in Yuba City.

Because employment intensity (building space per employee) and site configuration, access and other requirements for these uses vary dramatically, the General Plan provides significant acreage for these developments in a variety of settings and locations. Business, Technology, and Light Industry (BT&I) areas are provided along major transportation corridors and adjacent to existing facilities of the same type. The most significant of these areas is located on the large undeveloped areas to the northwest of the intersection of Bogue Road and Route 99 and is envisioned as a master-planned, regionally oriented development also including an office park and a regional shopping area. BT&I uses are also planned adjacent to the Sutter County Airport and Harter property.

Manufacturing, Processing, and Warehousing (MP&W) areas are presumed to be more “industrial” in character and are often presumed to be resource-based processing facilities. These areas are not as landscaped an environment as the BT&I areas.

Plan policies also seek to increase the supply of rezoned, "ready-to-go" job producing land this will improve Yuba City’s competitiveness in the regional economy by decreasing start-up time for new development.

GUIDING POLICIES

3.9-G-1 Provide appropriately located areas for a broad range of employment generating uses to strengthen the City's economic base and provide employment opportunities for residents.

3.9-G-2 Encourage employment generating uses to locate along major transportation facilities.

3.9-G-3 Encourage local serving professional and administrative offices to locate as part of locally-oriented office uses and in mixed-use community activity centers.



Office development in Yuba City provides jobs and can be designed to respect adjacent land uses.

3.9-G-4 Encourage office development in the Town Center development adjacent to downtown Yuba City.

3.9-G-5 Protect the supply of land suitable for employment center uses by not allowing incompatible uses to locate in these areas.

- 3.9-G-6 Provide sites for commercial services that complement employment center development or that require an industrial environment.
- 3.9-G-7 Achieve compatibility between employment center development and surrounding neighborhoods through buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

IMPLEMENTING POLICIES

- 3.9-I-1 Establish use regulations, development standards, and minimum performance requirements for Office & Office Park development, Business, Technology, and Light Industrial development, and Manufacturing, Processing, and Warehousing development in the Zoning Ordinance consistent with the General Plan, and amend the Zoning Map to be consistent with the General Plan Diagram.
- 3.9-I-2 Allow supporting retail and business services and other complementary uses in Office & Office Park areas.
- 3.9-I-3 Allow small office development as a buffering or transitional use between residential areas and industrial areas or major roadway corridors.
- 3.9-I-4 Allow advanced educational uses, such as commuter colleges and technology teaching institutes, in Office & Office Park areas.
- 3.9-I-5 Permit offices as a primary use within Business, Technology, and Light Industrial areas and as a secondary use in Manufacturing, Processing, and Warehousing areas, upon finding that such a use is compatible with the primary use and will not adversely affect the traffic-carrying capacity of adjacent streets.

Secondary uses (offices) could occupy up to 40% of the floor area.
- 3.9-I-6 Conditionally allow commercial recreation uses within warehouse space, provided these uses do not conflict with adjacent uses.
- 3.9-I-7 Establish setback, landscaping, and screening requirements for employment center development to provide adequate buffering adjacent to residential neighborhoods.
- 3.9-I-8 In new employment center areas, require master plans and infrastructure financing programs as a condition of subdivision approval, so haphazard development, without a coordinated plan for land use, circulation, infrastructure, and public services, does not occur.
- 3.9-I-9 Seek cooperative agreements with Sutter County towards the development of agricultural- and resource-based employment centers in areas outside the Yuba City Sphere of Influence, adjacent to the urban area, and along key transportation corridors.

4

Community Design

Although a General Plan typically describes needed services and facilities, and appropriate land uses in order to accommodate anticipated growth, these components are not sufficient to ensure the quality of life – the livability – that Yuba City residents want. The City’s vision of becoming a premier community in the Sacramento Valley can and will be achieved through the quality of development, with attention to neighborhoods, pedestrian-oriented shopping areas, and linkages between these uses. This Community Design Element establishes policies aimed at insuring the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come.

In recent years, Yuba City has become increasingly committed to high-quality community design – most clearly exemplified by the successful Town Center redevelopment project, by the Harter and Buttes Vista specific plans, and by the City’s design guidelines. The Community Design Element builds on the character of Yuba City and design ideas in these plans, and provides policies that will promote the maintenance and enhancement of Yuba City’s small town feel and rural heritage.

This chapter presents several overarching guiding principles for community design in Yuba City. These principles provide the framework for the guiding and implementing policies that follow. These policies focus on the rural/urban edge, the key vehicular gateways into Yuba City, connections and corridors linking different areas of the City, urban activity centers, commercial and industrial areas, and neighborhoods.

4.1 GUIDING PRINCIPLES

The following guiding principles capture the essence of community design, as embodied in this General Plan.

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

- Create new communities and new neighborhoods that are interesting in design and unique in character.

4.2 URBAN/RURAL EDGE

The roughly rectangular shaped form of the Yuba City Planning Area is surrounded on three sides by the rural landscape of Sutter County. The fourth, eastern border is shared with the City of Marysville, just across the Feather River. Yuba City residents strongly identify with Yuba City's setting in rural agricultural Sutter County. Views and images of orchards and crop rows are important aesthetics. By creating strong city boundaries that emphasize the surrounding natural resources, the City is placed appropriately in the context of the rural Sacramento Valley.

Currently, agricultural land only loosely denotes the urban development edge in Yuba City. A sharpening of the urban/rural edge will help redefine Yuba City's physical form and create a better sense of place. The striven-for image is of a cohesive small city set in the context of rural surroundings. Clearly defined edges create this image; loosely defined edges are perceived as uncontrolled sprawl. Furthermore, development outside the urban growth boundaries would adversely affect agricultural land, which is important to both the County and the City.

Three straight roadways roughly define the Planning Area boundary on the north, west, and south of the Planning Area. Bogue Road on the south, Township Road on the west, and Pease Road on the north offer opportunities for defining clear boundaries between urban Yuba City and the rural countryside. These edges, which have been negotiated between the City and County, create a physical separation between Yuba City and the rural County, keeping Yuba City unique and identifiable. This chapter offers policies for utilizing these roadways as physical edges of the community and visually distinguish urban from rural. The fourth edge of the community – the Feather River corridor that defines the City's eastern border, is described in Chapter 6 of this Plan.



Orchard rows along the roadways help define the urban/rural edge.

GUIDING POLICIES

Urban/Rural Edge

- 4.2-G-1 Establish a clear distinction between the urban growth area and the surrounding rural and agricultural land.
- 4.2-G-2 Establish a clearly defined, compact form for the urban growth area.

IMPLEMENTING POLICIES

Urban/Rural Edge

- 4.2-I-1 Establish a distinct design character for new development along Bogue Road, Township Road and Pease Road, as illustrated in Figure 4-1, in order to clearly demarcate the urban edge. This will be accomplished by:
- Enforcing a 60 foot minimum rear setback requirement on new development along these roads;
 - Creating a 40 to 50 foot wide landscaped buffer within the public right of way;
 - Planting multiple layers of trees closely for visual impermeability; and
 - Limiting local access (but allowing collector and arterial access and only a minimal number of residential streets) from these roads in order to maintain continuous street edges.
- 4.2-I-2 Create a “soft” transition at the urban/agricultural edge by appropriate landscape, with large canopy trees that are visually compatible with schools.
- 4.2-I-3 Maintain views into the agricultural lands on the rural side of the roadways by:
- Not planting within the right-of-way, trees spaced farther, and
 - Designating a minimum of 6 feet of space in the right of way for a curb and gutter on the rural side of the road.
- 4.2-I-4 Differentiate the landscape treatment of urban edges near key intersections.



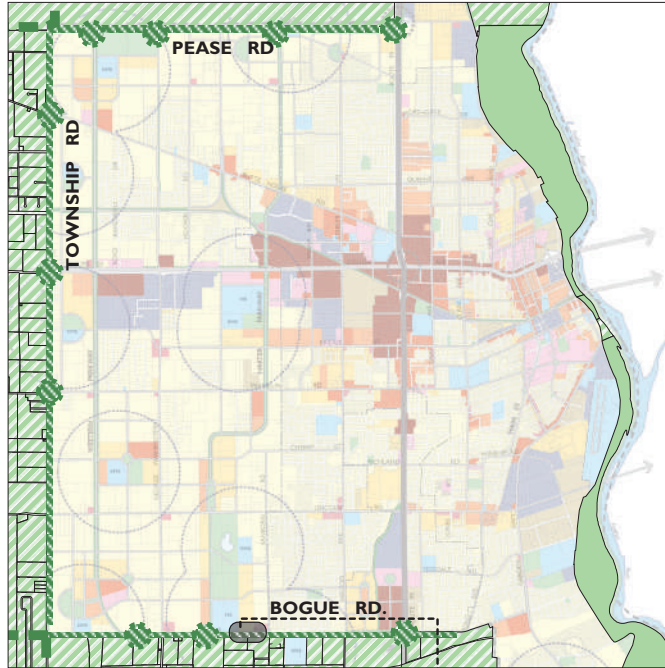
The surrounding rural landscape is marked by orchard rows and views of the Sutter Buttes.

4.3 GATEWAYS AND ENTRIES



Strong entries are another important element of community design. This section identifies entry points and assigns unique features to them. These features will help fulfill the goal of enhancing the image of Yuba City as an urban area markedly differentiated from the surrounding rural landscape. Route 99 is the primary entry from the north and south. Route 20, the primary entry from the west and the Feather River bridges are the eastern entries from Marysville. Garden Highway also is an important entry to Downtown.

The location and proposed design character of Gateways and Entries are illustrated in Figure 4-2.

Edge Streets : Bogue, Township, and Pease roads



Create a wide strip of a continuous landscaped buffer on the northern side of Bogue, the eastern side of Township, and the southern side of Pease Road.

-  Urban / Rural Edge
-  Key Intersection with differentiated landscape treatment

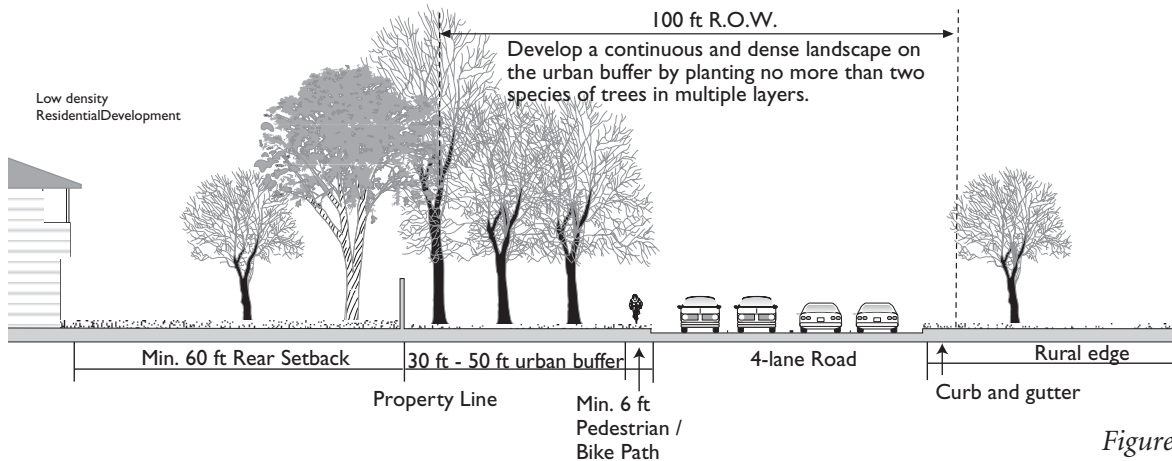
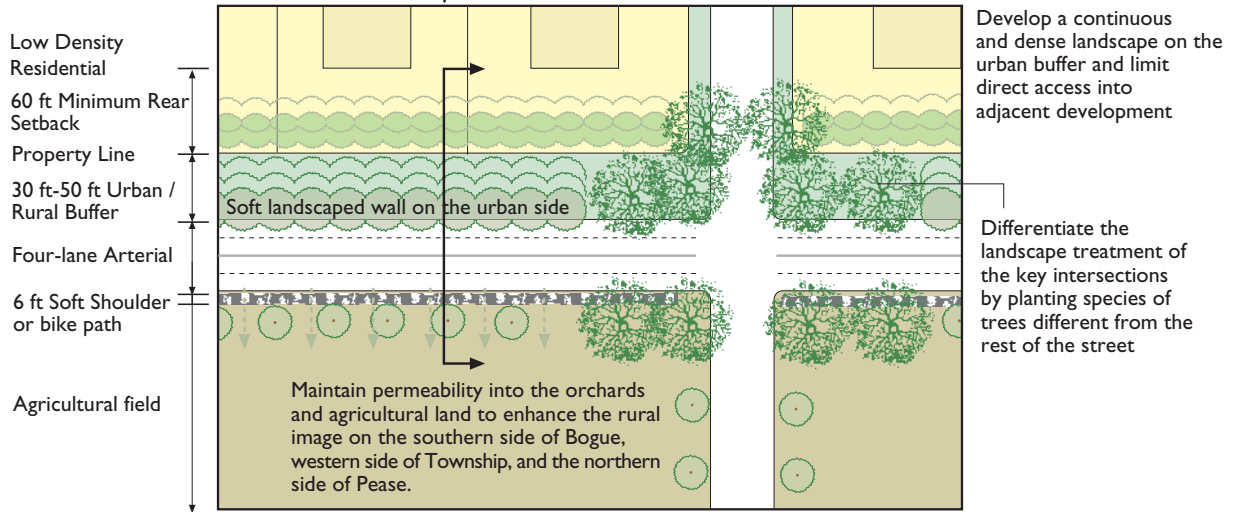
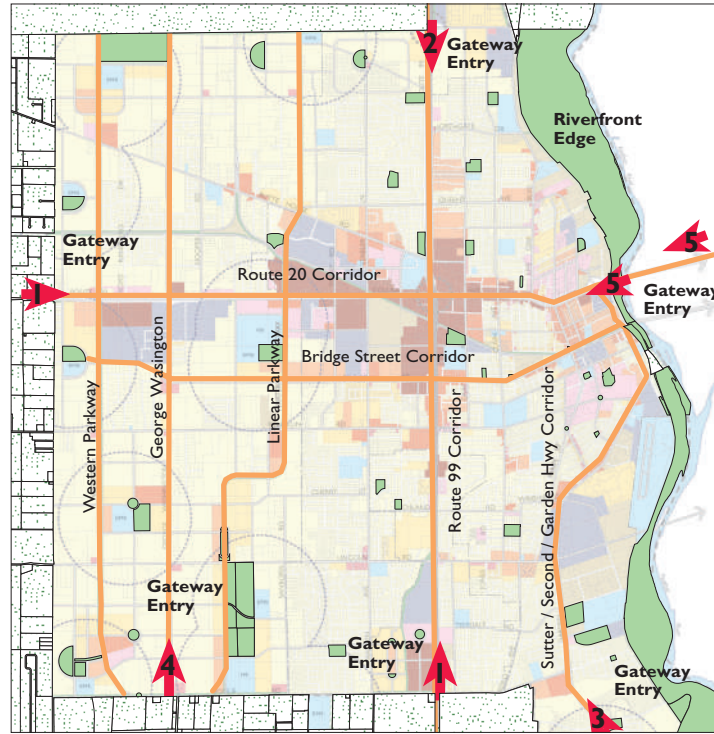


Figure 4-1
Urban / Rural Edge

1. Route 99 near Bogue Road & Route 20 near Township Road



Vehicular-oriented entry signs and street lights accentuating the nearby developments. Densely planted street trees as transitional elements from rural to urban area



2. Route 99 near Pease Road
Vehicular-oriented entry sign in the right-of-way



5. Route 20 near Sutter Street



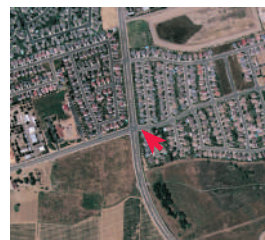
Pedestrian-scale signs directing traffic to downtown and other places of interest. Landscaping and street lights to accentuate this gateway from Marysville

4. George Washington near Bogue Road

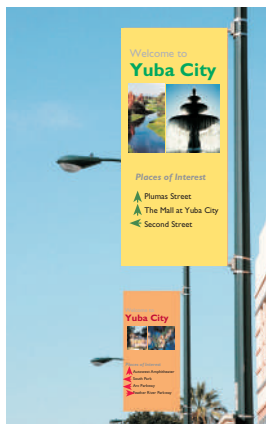


Signs directing traffic to various places of interest along with landscaping to accentuate the intersection

3. Garden Hwy near Drummond Drive



Entry signs on both sides of the street and street trees to complement the adjacent residential neighborhood



Vehicular-scale lighting
Directional signs highlighting places of interest
Repeated and consistent signs



Pedestrian-scale signs for slower traffic
Pedestrian-scale lighting landscaping to accentuate the sign

Figure 4-2
Gateways and Entries

GUIDING POLICIES

Gateways and Entries

4.3-G-1 Enhance key city entrances on primary vehicular corridors.

4.3-G-2 Demarcate the transition from rural to urban land with distinct entry features.

IMPLEMENTING POLICIES

Gateways and Entries

4.3-I-1 Designate Route 99 near Pease Road, Route 99 near Bogue Road, Route 20 near Township Road, Garden Highway near Drummond Drive, George Washington near Bogue Road, and the Feather River bridges as entry gateways into Yuba City, and create distinctive features at these locations, as follows:

- *Route 99 near Bogue Road and Route 20 near Township Road.* These entries are on high speed state highways and where regional-scale commercial and office uses are planned. Continual vehicle-oriented street lights with welcoming signs attached on each side can accentuate both the City gateway and the development nearby. Lush trees planted closely on each side of the street can provide another transitional element as one enters from the rural area where the roads are marked with fewer trees.
- *Route 99 near Pease Road.* Around this planned highway interchange, planned land uses are predominantly residential. South of the planned interchange, this portion of Route 99 is separated from adjacent homes by a frontage road and landscaping, and the environment will remain vehicle-oriented. A welcoming sign, consistent with Caltrans standards, can be placed in the right-of-way or on the Pease Road overpass to mark the entry.
- *Garden Highway near Drummond Drive.* Low density residential development and an elementary school are planned around this intersection. Densely landscaped trees and welcoming signs on both sides of the street can subtly announce the entry into the city.
- *George Washington near Bogue Road.* Along George Washington, signs directing traffic to different neighborhoods and major amenities in western portion of the city such as the two major parks, the panhandle, new neighborhood commercial centers, and the parkways can be introduced, coupled with differentiated landscaping, at the intersection.
- *Feather River Bridges and Route 20 near Sutter Street.* Bridges alone can provide a sense of entry which can be enhanced through signage and landscaping. Welcoming signs on the Feather River Bridge coupled with a well-designed entry intersection near the terminus of the bridge can enhance the processional experience as one enters the city. These signs can direct travelers to Downtown and the planned Feather River park areas. Street trees and pedestrian-scale lighting should be introduced to enhance this entry.

4.4 CONNECTIONS & CORRIDORS

The manner in which streets will connect new neighborhoods to shopping areas, parks, schools, and employment centers is a critical design element. This section focuses on the design of these connections and the character of new streets. More detail on proposed circulation system improvements, particularly dimensions for street cross-sections and on-street parking policies, is presented in Chapter 5 of the General Plan.

The key to enhanced connectivity is to ensure that new neighborhoods are integrated in the City's street grid; that streets connect to other streets, both within neighborhoods and to adjacent neighborhoods and commercial districts. Many existing subdivisions are not connected to one-another and have few outlets onto major arterials. Also, some collector and arterial corridors in the City are not well-defined and lack pedestrian amenities and street trees. Improving the streetscape design of these roadways will contribute to the visual and aesthetic perception of the City as a whole.

This section establishes policies and design concepts to strengthen the main corridors by means of streetscape improvements and elements that will define and enhance each of them. New streetscape designs should be tailored to announce and accommodate adjacent amenities such as parks and commercial centers. Well-designed corridors will join different neighborhoods and activity nodes together.

Neighborhood Connectivity

Fluid connections between new proposed neighborhoods and existing neighborhoods will be established by extending existing arterials, creating new streets, and ensuring that new streets connect with existing streets. For example, Bridge Street and Cherry Street are existing east-west streets planned to be extended westward to serve the newly planned neighborhoods. To alleviate north-south traffic from Route 99, two new parkways are planned on the west side of Route 99. Also, new east-west and north-south local streets are planned to connect the new developing areas to the one-mile grid system. The overall street network is designed to connect each neighborhood to one another, to connect neighborhoods to local shopping districts and activity centers, and to provide accessibility to major urban amenities, parks, open space, and Downtown, and to the regional highway system. The new street system and hierarchy is discussed further and illustrated in Chapter 5: Transportation.

Routes 20 & 99

Running east-west, Route 20 is a four to six-lane state highway. It extends to the City's river edge and turns into Feather River Bridge. Large scale regional commercial activities are concentrated along Route 20 and around the Route 99/Route 20 intersection. The planned development intensity is lower near the west edge of the City where office and light industrial activities are to be located.

Route 99 will be a four to six lane state highway that is in a below-grade "cut" north of the Queens Avenue intersection. Large-scale commercial development is located at the Route 99/20 intersection; low density residential development exists both north and south of the commercial areas. Regional-scale office and commercial development are planned along the west side of Route 99 between Lincoln and Bogue roads.

Design concepts for Routes 20 and 99 envision upgrading the appearance of the corridors as circulation system improvements, as illustrated in Figures 4-3 and 4-4.

Parkways

Two new parkways are planned to serve new development in the western portion of the Yuba City Planning Area. They are envisioned as roads lined with lush trees on both sides of the road as well as in the median. An “Arc Parkway” is planned near the western edge of the growth area, and connects a new park and mixed use area on the northern edge of the growth area, the regional scale commercial area near Route 20, and two mixed use areas in the southwestern corner of urban area. Another parkway is planned to run north and south from the Harter Specific Plan area south to a new City park at the south and north to the edge of the urban growth area. This parkway offers a direct access to the southern city park from the area north of Route 20.



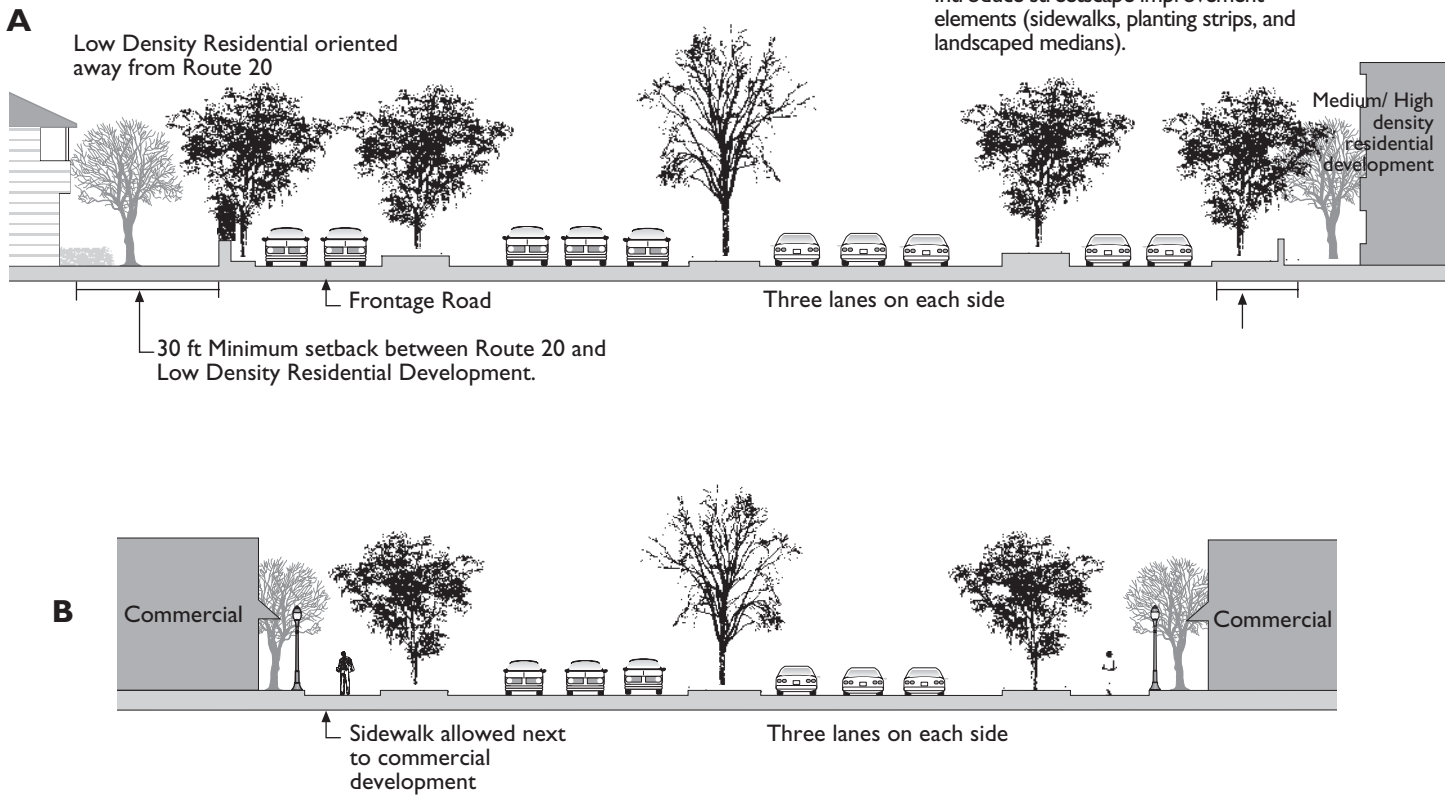
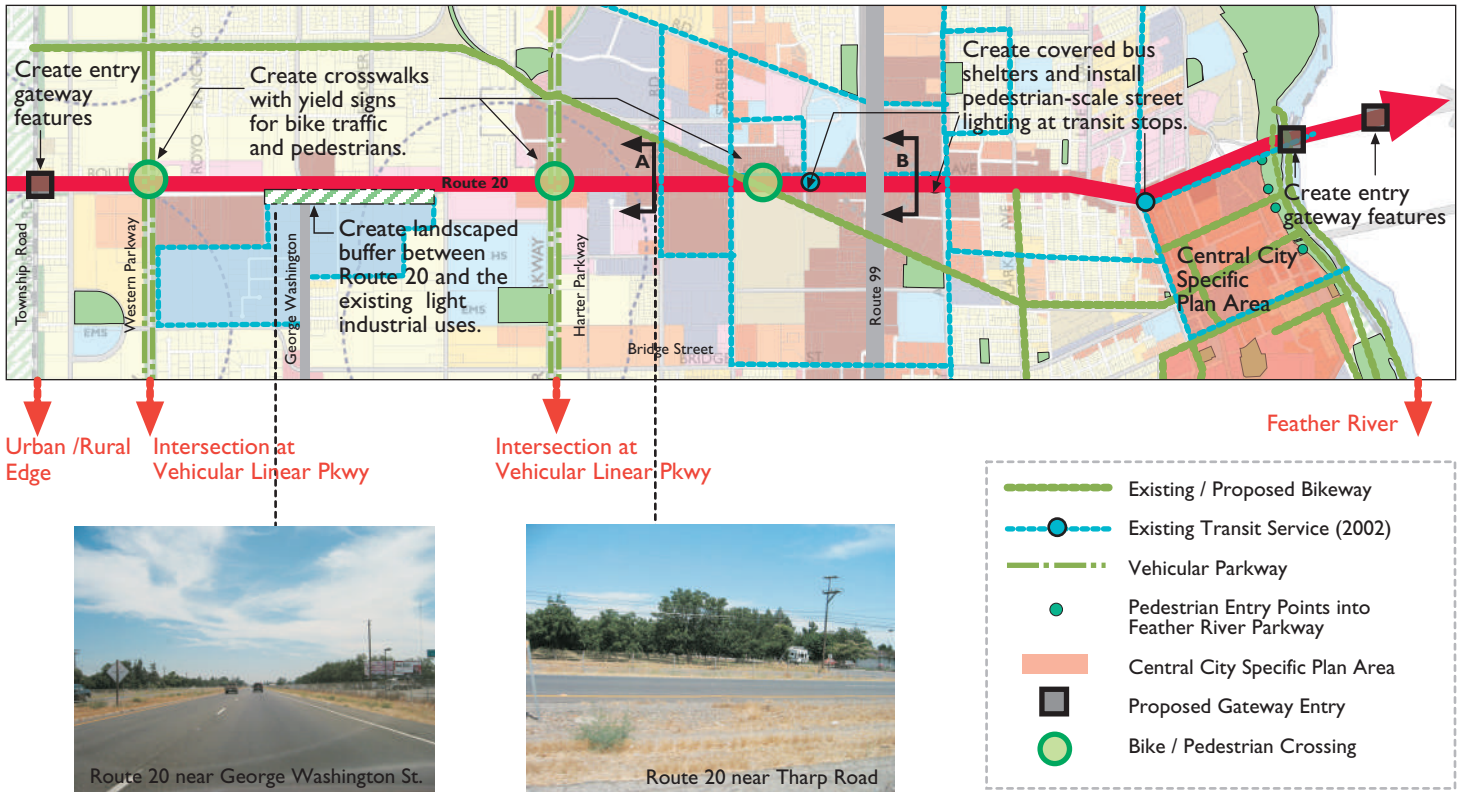
“B” Street offers access for Downtown and neighborhoods to the riverfront.

The concept of “parkways”– roadways that function as both a visual corridor and a traffic artery – is new to Yuba City and is intended to bring uniqueness and visual richness to two new important Yuba City roadways.

Local Streets: Sutter Street / Second Street / Garden Highway / Bridge Street

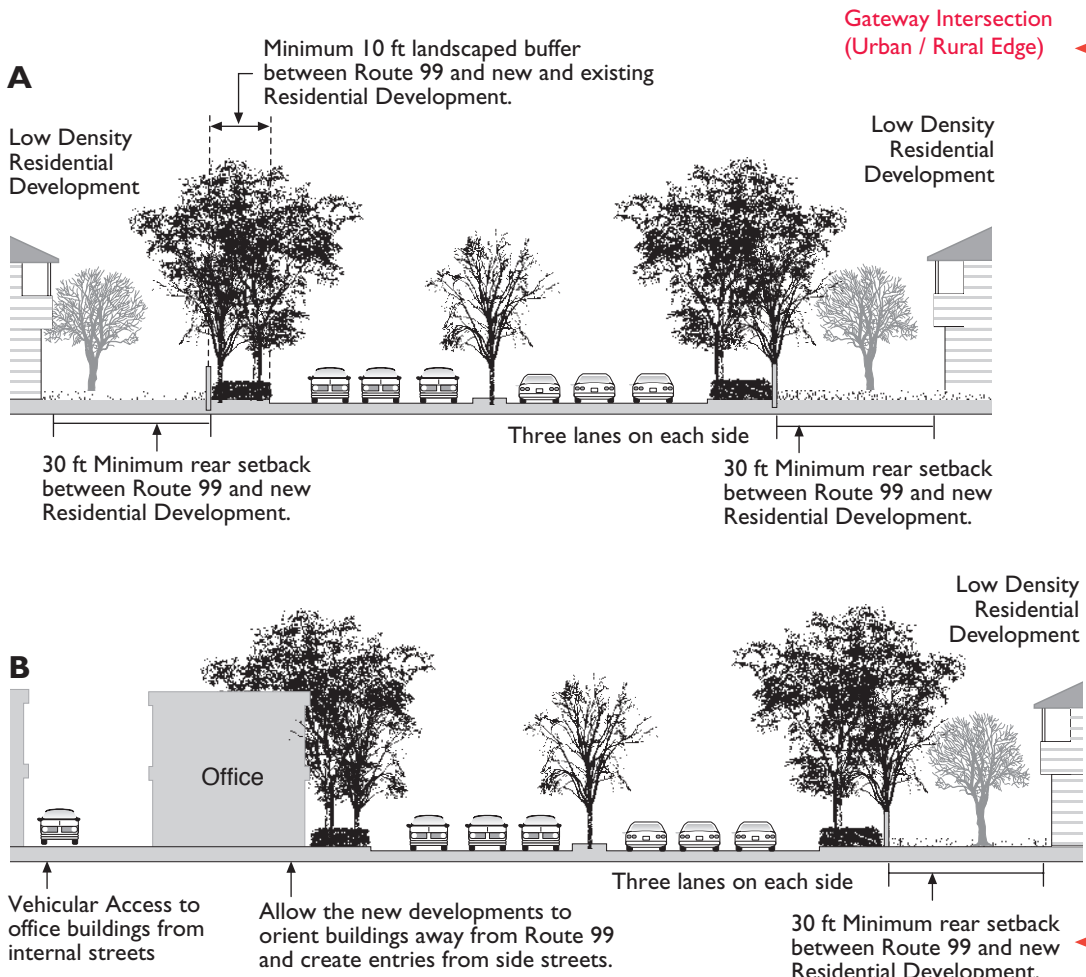
Sutter Street and Second Street are the easternmost streets in downtown Yuba City and parallel the Feather River levee. Second Street serves civic buildings in the downtown area and is lined with luscious trees and on-street parking spaces. As one travels south on Second Street, the roadway splits and directs one either east to a boat dock on the Feather River or west to Garden Highway. Garden Highway is more vehicular-oriented and is lined with automobile-related shops. Although Garden Highway is the closest vehicular road running parallel to the river, it is three-fourths of a mile from the river and no view corridors toward the river exist due to distance and the existing levee.

Bridge Street is a major four-lane east-west currently running from the existing western city limit to the riverfront. Bridge Street is a more established east-west corridor than other corridors running through recently constructed low-density developments. The roadway connects the eastern side of Route 99 to downtown Yuba City. The Bridge Street corridor has a cluster of large commercial properties near the Route 99 intersection and smaller retail properties near Plumas Street and 2nd Street. A short east-west transit connection on Bridge Street exists between Stabler Lane and Gray Avenue.

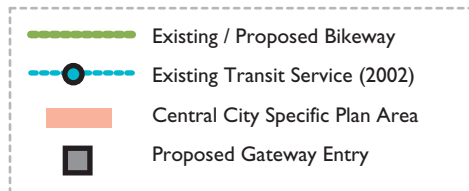
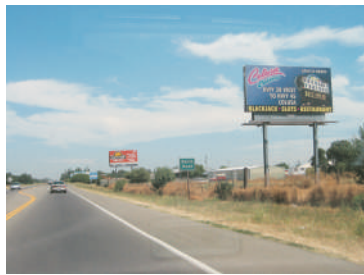


Note: Landscaping and improvements are illustrative; final plans for planting within Caltrans ROW would need to conform to Caltrans' standards.

Figure 4-3
Route 20 Corridor



Note: Landscaping and improvements are illustrative; final plans for planting within Caltrans ROW would need to conform to Caltrans' standards.



Gateway Intersection (Urban / Rural Edge)

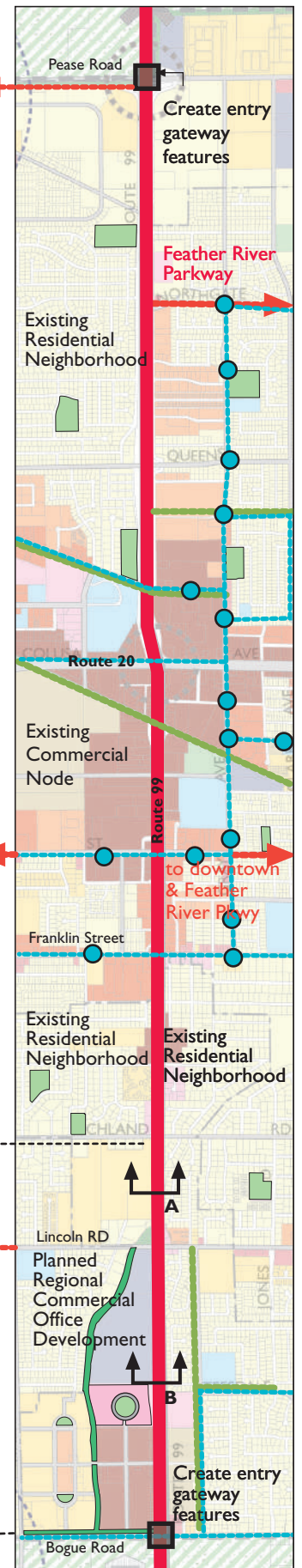


Figure 4-4
Route 99 Corridor

GUIDING POLICIES

Connections and Corridors

- 4.4-G-1 Create a well-connected hierarchy of streets that serve existing and planned neighborhoods, and strengthen the visual and aesthetic character of each major corridor.
- 4.4-G-2 Create a comfortable street environment for motorized and non-motorized users.
- 4.4-G-3 Allow for flexibility in streetscapes to accommodate various adjacent land uses.

IMPLEMENTING POLICIES:

Residential Streets

- 4.4-I-1 Design new residential streets with sidewalks, planting strips and traffic-calming elements to create a pedestrian-friendly environment.

Additional policies on neighborhood streets and connectivity are in Chapter 5: Transportation. These emphasize the importance of interconnectivity and the need to limit loop streets and cul-de-sacs.

Routes 20 & 99

- 4.4-I-2 Ensure that new non-residential development along Route 20 is oriented toward the highway as illustrated in Figure 4-3.
- 4.4-I-3 Require landscaped setbacks from Route 99 and establish standards for streetscape improvements, including planting strips and landscape medians, where appropriate, as illustrated in Figure 4-4. Ensure that fences are combined with trees and landscaping in order to demarcate residential property lines.
- 4.4-I-4 Plant trees as visual buffers along the existing industrial and commercial development.

Clustering of vegetation to allow views of outdoor sales areas and retail store fronts should be allowed.

- 4.4-I-5 Install covered bus shelters and pedestrian-scale street lighting near existing and planned bus stops.
- 4.4-I-6 Plant trees along with masonry fences to buffer existing residential development from the highway. Require a minimum 10 feet buffer between the front property line and the edge of the road.

Parkways

- 4.4-I-7 Establish a parkway street cross-section as illustrated in Figure 4-5 and 4-6 characterized by the following:

- A landscaped median with a minimum width of 15 feet and trees that will create a continuous, formal appearance.
- A symmetrical tree layout for sidewalk planting strips abutting residential developments.
- Separate bike paths on at least one side of the parkway buffered from vehicular traffic by planting strips.
- On-street parking only adjacent to the south park and the “panhandle”.
- Sidewalks on both sides of the parkway. Wider sidewalks are allowed when abutting commercial developments.
- A landscaped median is not required for the portions of the parkways adjacent to the south park and the “panhandle”. Instead, devote 7 to 8 feet of space on the side of the parkways away from these areas for on-street parking.

4.4-I-8 Establish vehicular access controls that limit access to developments from the parkways by:

- Limiting left-turn intersections to every half a mile.
- Limiting driveway access into new development from parkways.

These are consistent with Chapter 5: Traffic and Circulation.

Sutter Street / Second Street

4.4-I-9 Create a pedestrian-friendly environment on Sutter and Second Streets, linking Downtown and the waterfront within the Feather River corridor, as illustrated in Figure 4-7.

4.4-I-10 Provide signage, landscaping, lighting, and other visual features to emphasize the existing and planned pedestrian access to the riverfront.

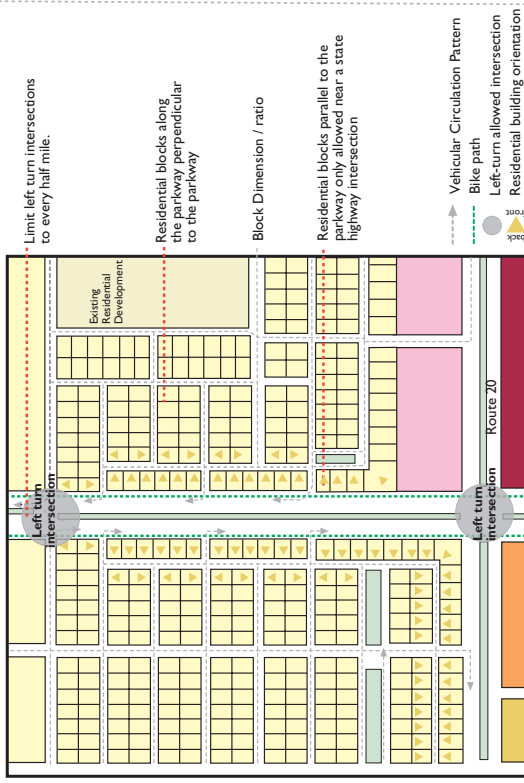
4.4-I-11 Ensure that the proposed B Street Plaza helps to showcase the steps at the end of B street as a gateway to the river park areas by:

- Prohibiting construction of buildings or tall elements on the eastern edge of the plaza.
- Maintaining a low plaza height.
- Enhancing an open feeling for the plaza as a whole.

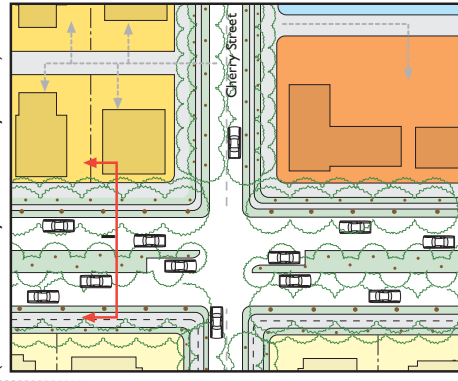


Bicycle access from Bridge Street to the Riverfront is an important asset that needs to be protected and enhanced.

Residential block pattern adjacent to the Western Parkway (Route 20 / Western Parkway)

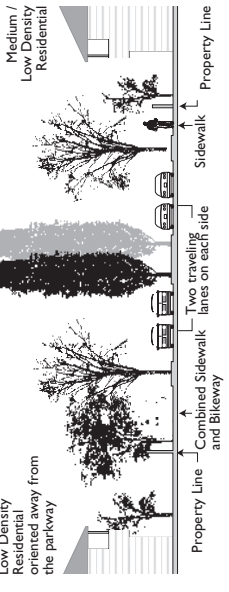


Parkway along residential development (Western Parkway near Cherry Street)

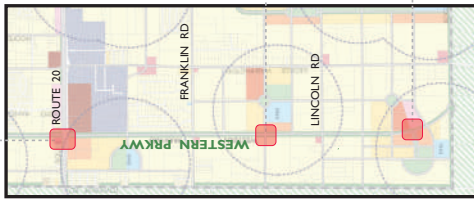
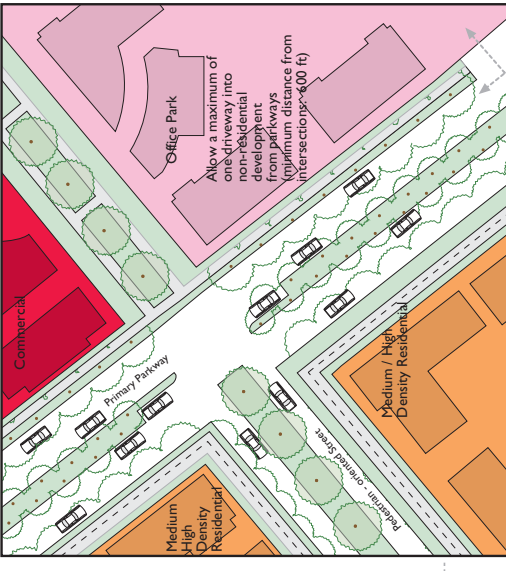


Garage access from rear alley (median / low and high / medium density residential)

One tree specie for a continuous and formal appearance.
Create a landscaped median (Min. 15 ft) along the entire stretch of the parkway.



Western Parkway near an urban activity center



Creates sidewalks on both sides of the parkway (wider sidewalks next to commercial developments)

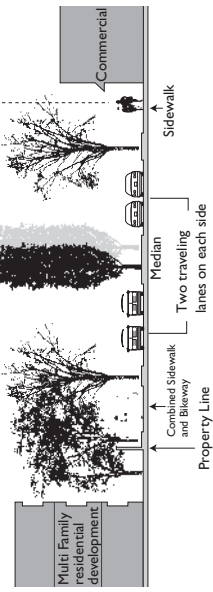
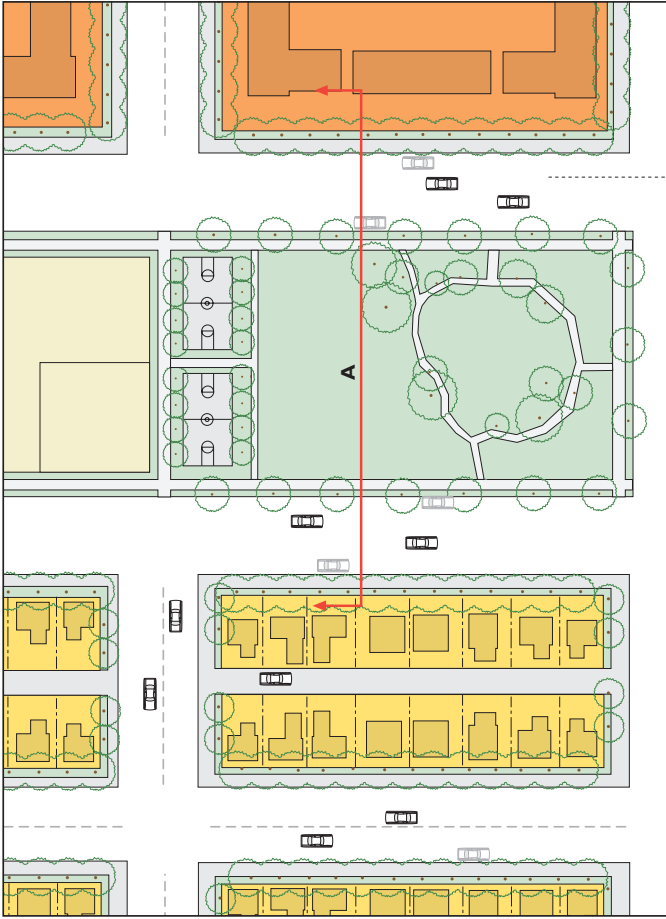


Figure 4-5

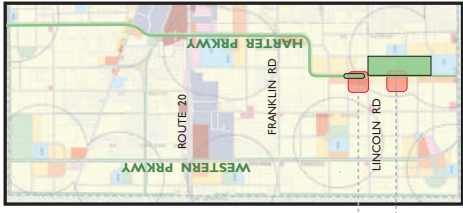
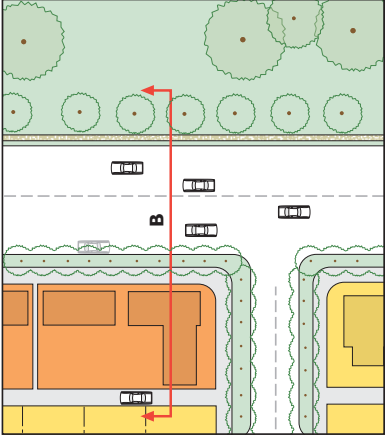
Parkway Design Concepts

Harter Parkway along the panhandle



Landscaped median is not required on parkways adjacent to the South Park and the panhandle. Create space for on-street parking instead.

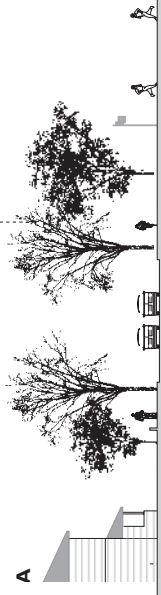
Harter Parkway along South Park



Prohibit on-street parking with the exception of the portions adjacent to the South Park and the panhandle

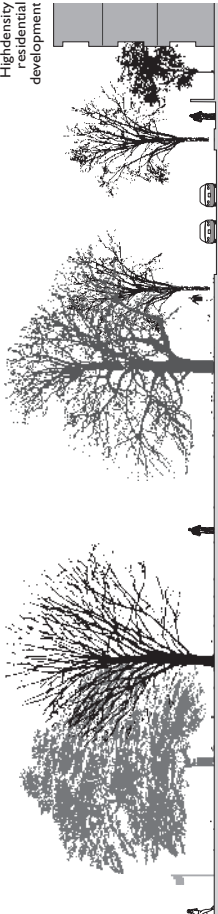
Property Line
Medium-to-High density residential development
On-street parking
Park edge
Two traveling lanes on each side

Planting strip buffering bike / walking trail along the street edges.



Min. 20 ft front setback
Residential buildings oriented toward the park / panhandle
Two lanes / One way traffic
Bike / Walking trail
Recreational Use

Allocate the area near the street for active uses.



Two lanes / One way traffic
Bike / Walking trail
Sidewalk
Medium to High density residential development

Figure 4-6

Parkway Configuration Near Public Open Space

- 4.4-I-12 Create signage and maps illustrating various park spaces in the Feather River Corridor to direct downtown pedestrians on Second Street to the waterfront.
- 4.4-I-13 Extend the tree-lined wide sidewalks of the Second Street near the B and C Street intersections north to Sutter Street.

Garden Highway

- 4.4-I-14 Ensure that the planned manufacturing and warehousing activities on Garden Highway do not cause adverse visual impacts to the adjacent residential neighborhoods and Feather River corridor.
- 4.4-I-15 Establish design standards for a new community commercial corridor that accommodates pedestrians and transit uses along Garden Highway between Franklin and Winship roads. (See Figure 4-7).
- 4.4-I-16 Establish a 15-foot wide landscaped buffer in the public right of way between Garden Highway and the industrial uses.

These buffering standards should be set in the Zoning Ordinance and apply planting strip requirements to all new developments or major redevelopment.



Landscaping can improve the appearance of Garden Highway.

- 4.4-I-17 Ensure that non-residential building façades are visually attractive, with windows offering views into buildings and architectural articulation; prohibit large blank walls facing the street unless screened by landscaping.
- 4.4-I-18 Orient commercial buildings on infill sites toward the sidewalk (on Garden Highway between Franklin & Bishop Roads), and place parking on the side or in the rear of the lot.
- 4.4-I-19 Place pedestrian amenities such as pedestrian-scale street lighting, benches, and planting strips on the western side of Garden Highway where community commercial core is planned.

Bridge Street

- 4.4-I-20 Designate Bridge Street as an important riverfront access corridor.

Although the river is not visually accessible from Bridge Street due to the levee, Bridge Street has great potential to be a strong east-west connector and a gateway to the riverfront.

- 4.4-I-21 Design streetscape and landscape elements to create a processional sequence of spaces that will enhance the riverfront theme as illustrated in Figure 4-8 along Bridge Street by installing continual promotional banners and street lights on both sides of the street.

- 4.4-I-22 Widen the sidewalks and install pedestrian-scale street light fixtures on Bridge Street from Boyd Streets to 2nd Street to accommodate pedestrians.
- 4.4-I-23 Construct and maintain covered bus shelters at new and existing bus stops along Bridge Street.
- 4.4-I-24 Provide a landscaped median on Bridge Street between Plumas and Gray Avenue.

4.5 URBAN ACTIVITY CENTERS

To make new centers for development (as proposed in the Chapter 3: Land Use) vibrant and livable, this Chapter proposes that they be planned as integrated “Activity Centers” where a mix of urban uses will occur in a pedestrian-oriented, landscaped environment. New residential development will be located with easy access to these centers, as well as to the new large City Parks. Figure 4-9 illustrates these conceptual relationships. The Activity Centers fall into two categories:

- Larger scale **Regional Activity Centers** are proposed along major roadways and are envisioned to be regionally focused, including a range of employment opportunities and retail establishments serving a regional need. A center northwest the intersection of Route 99 and Bogue Road and a center on Route 20 between George Washington and Township Roads complement existing plans for the Harter Specific Plan area and downtown Yuba City.
- Three locally-oriented **Community Activity Centers** are planned in the western portion of the urban area, two in the southwest quadrant of the planning area, and one in the northeast quadrant. These activity centers are envisioned as “Village Centers” that attempt to duplicate the small town character of Yuba City as it develops by providing areas where community residents meet and shop. Through a mix of housing types, a mix of commercial uses, open space, schools, and community facilities, a sense of place can be achieved in newly developing areas.

This section focuses on design concepts for urban activity centers. Additional design guidance on land use and development standards for commercial and residential areas are in Section 4.6, Commercial & Industrial Development, and Section 4.7, Neighborhoods.

GUIDING POLICIES

Regional Activity Centers

- 4.5-G-1 Design Regional Activity Centers, to include a mix of uses, including regional retail, office, and service uses offering shopping and employment opportunities for both residents of Yuba City and the regional population.



Downtown is a vital hub for the community. That has been enhanced by a strong commitment by the City to create a pedestrian-oriented environment.

- 4.5-G-2 Promote convenient vehicular and transit access to Regional Activity Centers, with convenient pedestrian access within the centers and to adjacent neighborhoods.



Second Street South of C Street

- Existing / Proposed Bikeway
- Existing Transit Service (2002)
- Pedestrian Entry Points into Feather River Parkway
- Central City Specific Plan Area
- Proposed Gateway Entry

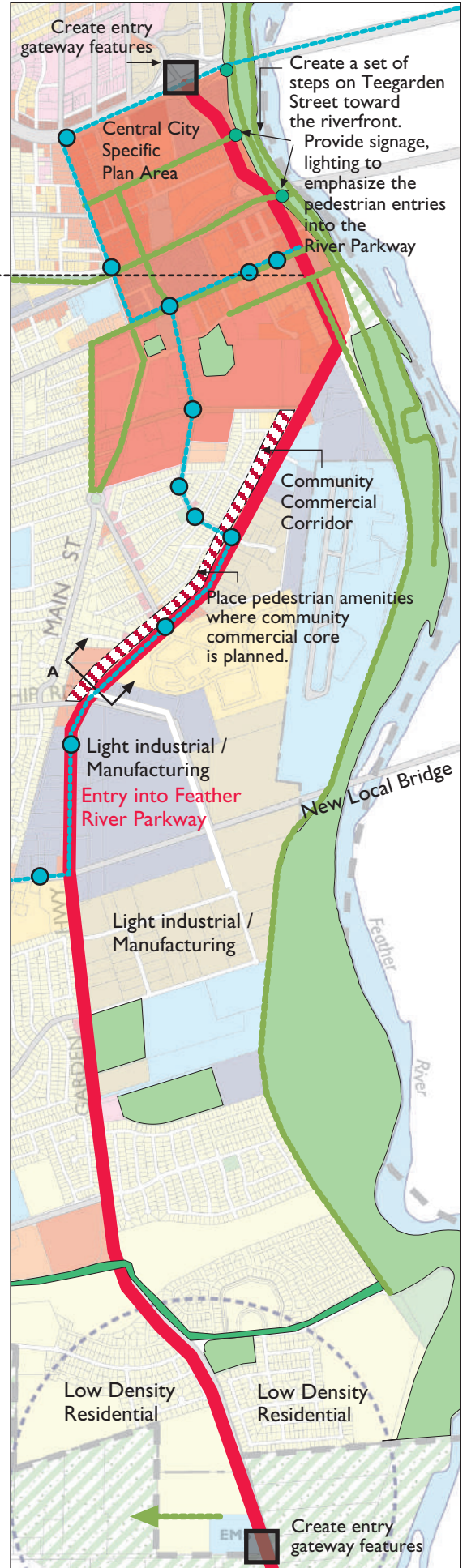
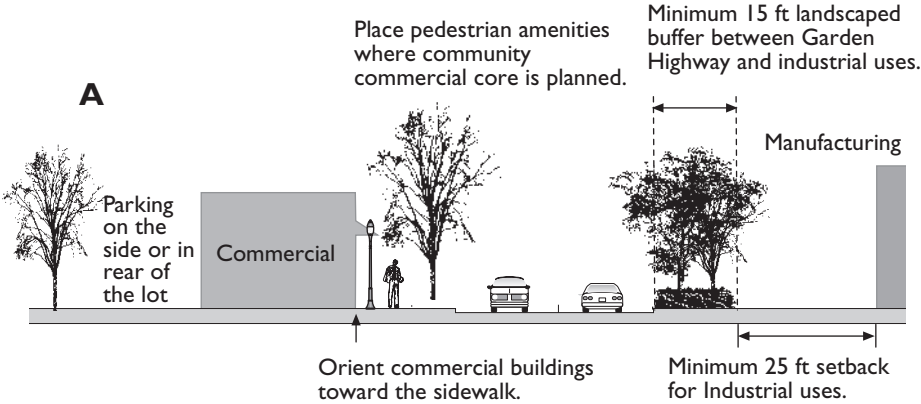
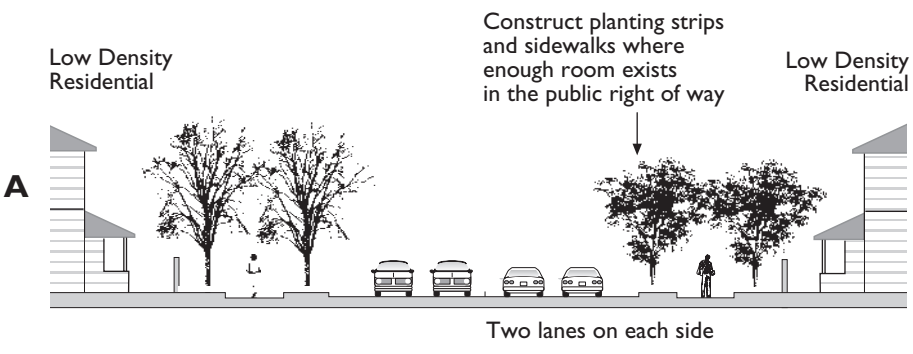
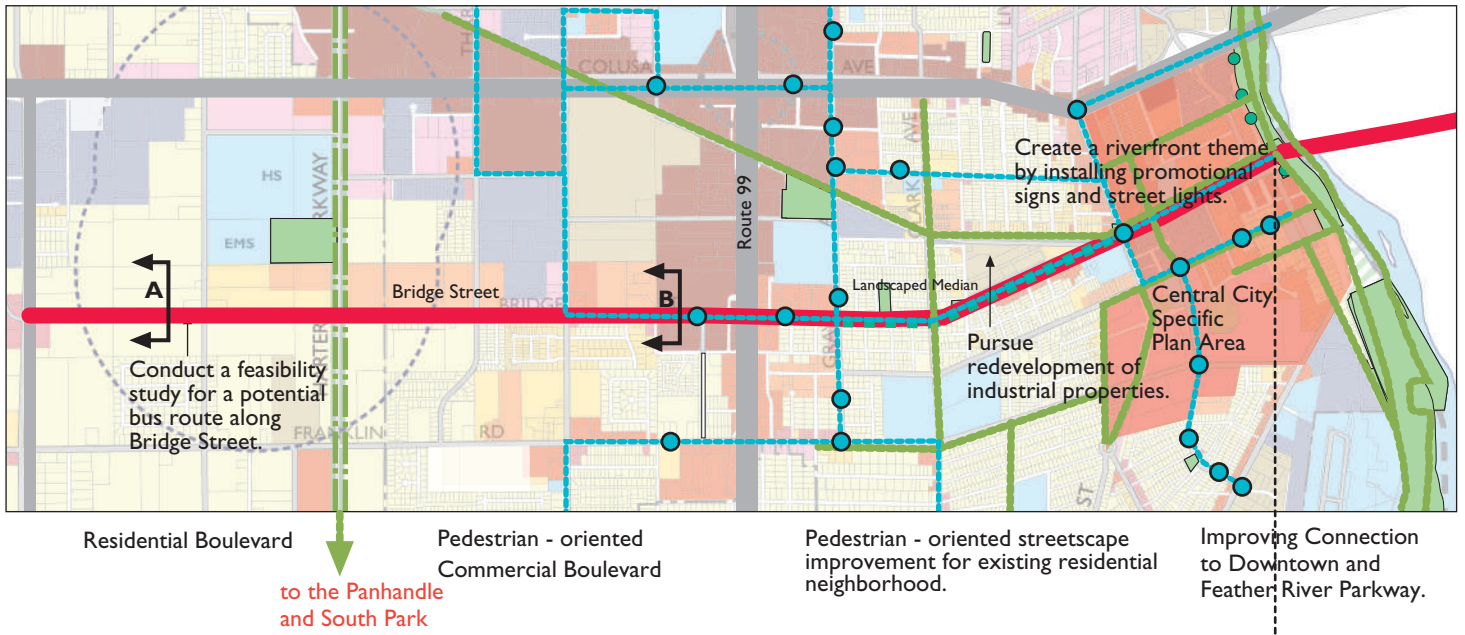


Figure 4-7

Sutter Street / Second Street / Garden Highway



B Street looking east toward the levee

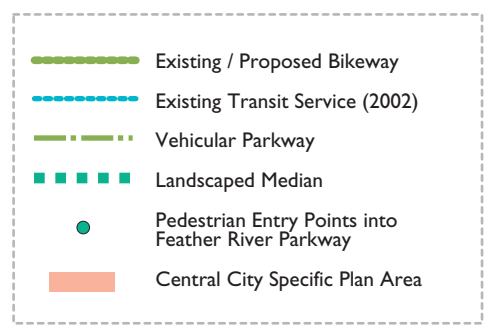
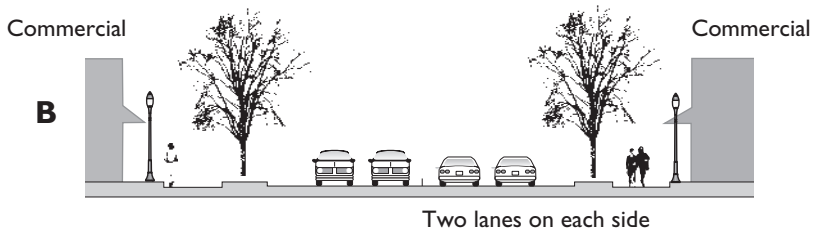


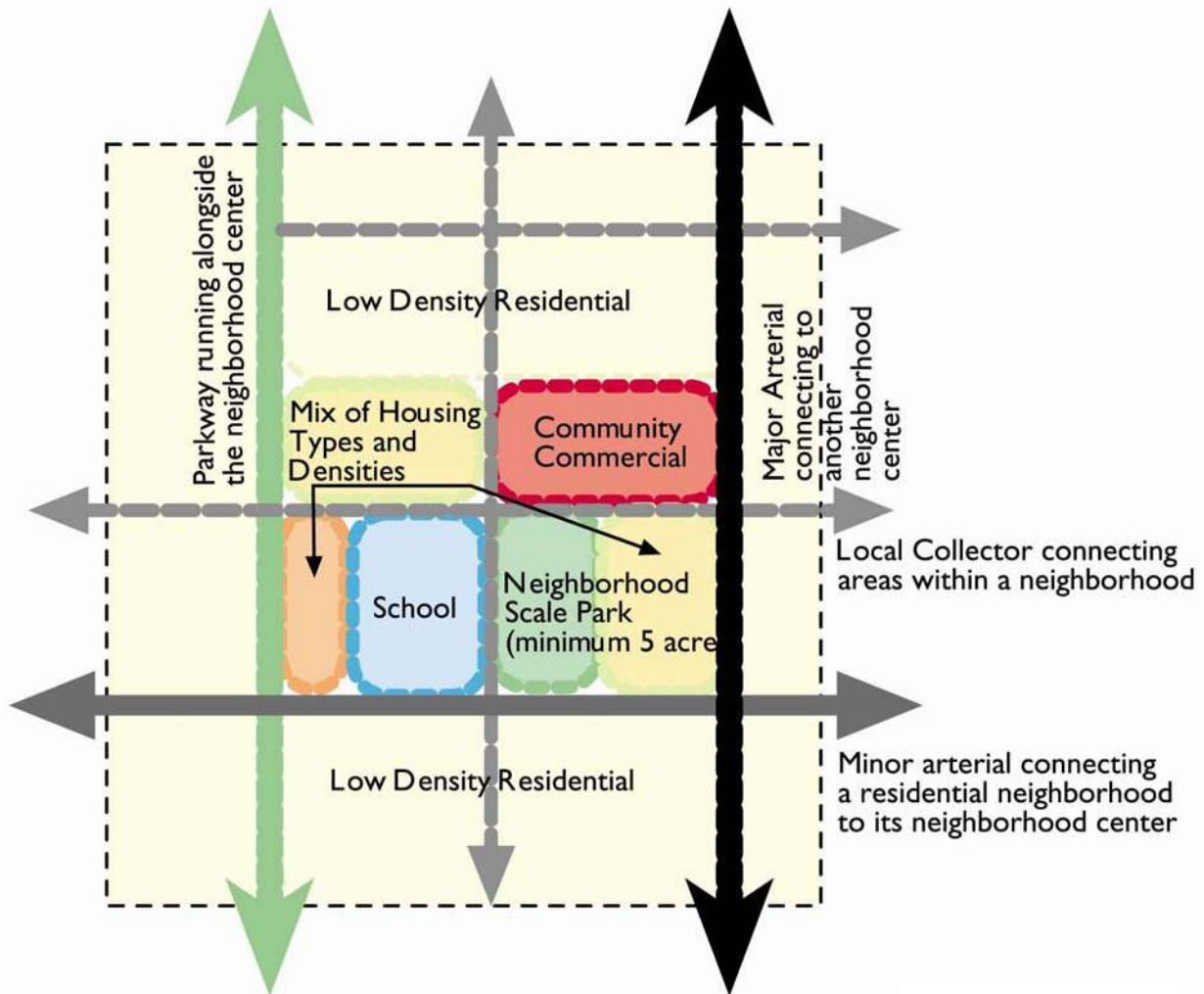
Figure 4-8
Bridge Street Corridor

Community Activity Centers

- 4.5-G-3 Design Community Activity Centers to include a mix of housing types, community scale retail, local offices, services, civic uses, community facilities, parks, and schools.
- 4.5-G-3 Create a pedestrian orientation with convenient access both with the centers and between the centers and adjacent neighborhoods.

The Central City Plan has made pedestrian oriented development a focal point, with significant success.

Figure 4-9: Community Activity Centers



IMPLEMENTING POLICIES

Regional Activity Centers

- 4.5-I-1 Using the Central City Specific Plan as an implementation tool, continue to advance downtown Yuba City as a focus of civic and cultural activity in the community, retain a strong pedestrian orientation and scale, create new uses in the Town Center development, preserve and enhance buildings of special historic and architectural interest, and seek new development opportunities for available re-use sites.
- 4.5-I-2 Using the Harter Specific Plan as an implementation tool, provide an additional employment and retail center on the former Harter Packing Company property; create a business park and commercial development opportunities; create an efficient circulation pattern; and provide a mix of uses as described in the Specific Plan.
- 4.5-I-3 Using a developer's master plan or a City-initiated Specific Plan, create two new Regional Activity Centers; one center northwest of the intersection of Route 99 and Bogue Road and one center on Route 20 between George Washington and Township Roads. These plans are to include provisions for the following:
- An integrated mix of regionally-oriented uses;
 - Highly landscaped business parks and office parks;
 - A unified design theme throughout the development, marked by consistent signage, plantings, street lighting, street furniture, roadway markings, and building design characteristics;
 - Pedestrian- and bicycle-friendly environments;
 - Facilities to ensure access by public transit;
 - Tree planting programs;
 - Appropriate internal circulation and adequate connections to arterials and State highways;
 - Landscaped buffers and edges with parkways, marked by berms, trees, and limited curb cuts, where applicable;
 - A mix of residential uses, with over 65 percent in the medium to high density category;
 - Pathway and local street connections to integrated residential development;
 - Public open space, plazas, and green space; and
 - Perimeter buffering to protect existing neighborhoods.

Community Activity Centers

- 4.5-I-4 Establish minimum standards for public open space and central plazas in at least 5 percent of the gross area in each center. Streets leading to the central plazas should provide a processional experience by incorporating elements such as continuous signage and street lights.

Squares and plazas should be at least 20,000 square feet in size and be centrally located, within a quarter mile of 90 percent of residents living in a Community Activity Center.

- 4.5-I-5 Cluster nonresidential uses in Community Activity Centers around public open spaces and plazas.

Secondary plazas and pocket parks can provide additional focal points.

- 4.5-I-6 Establish minimum standards for pedestrian-oriented circulation:

- Require non-residential buildings to be oriented toward the street. The ground-level façade facing the street should be transparent and be articulated to human scale to create pedestrian-oriented sidewalks.
- Allow credit for on-street parking. All streets in a neighborhood commercial core should provide on-street parking.
- Require parking areas to have centrally located pedestrian access with rows of canopy trees to provide shadow walkways.
- Divide off-street parking into small areas whenever possible and connect them to sidewalks or pedestrian pathways.
- Encourage buildings to be located at the street by establishing maximum setback or “build-to lines”, with appropriate step-backs for upper stories;
- Requiring awnings and canopies for pedestrian comfort, where appropriate; and

4.6 COMMERCIAL & INDUSTRIAL DEVELOPMENT

The policies and design concepts in this section are directed toward creating commercial and industrial developments that are attractive and well-integrated into the community. The recently-developed large-scale neighborhood and regional commercial centers in Yuba City are vehicle-oriented and the buildings have large setbacks from the street line for provision of parking lots.

Community commercial centers, located adjacent to residential neighborhoods, provide goods and services to local residents and are assumed to serve both vehicular and pedestrian traffic. Commercial uses inevitably need to provide parking spaces; however, careful site planning can provide better connections to neighborhoods and vehicular corridors.

Regional commercial areas will primarily service vehicular traffic. Located along highways, these areas will have less relationship with the street than community or neighborhood commercial areas. However, internal pedestrian pathways should provide safe and well-connected walking environment. The architecture of regional commercial buildings should be articulated to minimize “boxy” appearance.

GUIDING POLICIES

Commercial & Industrial Development

- 4.6-G-1 Ensure that the new large-scale commercial and industrial development responds to the surrounding development in its building scale, form, and buffering of adjacent uses.
- 4.6-G-2 Ensure that new large-scale commercial development provides pedestrian access to the surrounding neighborhoods and within the development itself.
- 4.6-G-3 Ensure that new large-scale industrial development is buffered from residential neighborhoods but allow design flexibility within these areas to promote economic development.

IMPLEMENTING POLICIES

Commercial & Industrial Development

- 4.6-I-1 Establish the following design standards for new commercial development:

- Orientation requirements so entries face streets. Where development is adjacent to an arterial or parkway, it also needs to be “outward looking” with the perimeter oriented to vehicular traffic.
- Prohibitions of blank walls along streets and other public visible building elevations.
- Build-to-lines – maximum setback distances along pedestrian-oriented streets.

Where a pedestrian environment exists or is desired, the City may want to create street segments with store fronts closer to the sidewalk. This concept would not apply where large format, auto-oriented retail uses are planned.

- Architectural articulation to modulate the horizontal and vertical scale of large-commercial buildings.
- Awnings and canopies on the street-fronting façade along pedestrian-oriented streets to provide weather protection for pedestrians.
- Pedestrian-scale signs throughout new commercial development.
- Landscaped strips to separate parking lot from street sidewalks.

- 4.6-I-2 Require publicly accessible, open space, such as outdoor eating areas, to be integrated into large-scale office and industrial developments.

This requirement would not apply to locations that are within walking distance of public parks.



Amenities, such as the fountain in the Yuba City Town Center can enhance office and industrial environments.

- 4.6-I-3 Require community and neighborhood commercial development to provide pedestrian access to the surrounding neighborhoods and within the development complex.
- 4.6-I-4 Require landscaped compatibility buffers and screening along the edges of industrial areas adjacent to residential areas and parkland.

4.7 NEIGHBORHOODS

While the policies presented previously in this chapter relating to edge conditions and roadway corridors have implications that apply to the City as a whole, this section addresses design and character at a more focused scale, within neighborhoods. A neighborhood is defined as an area of at least 160 acres, with an approximate quarter mile radius from its “center” that includes a mix of uses.

Creating and maintaining quality neighborhoods is a key initiative of this General Plan. Existing neighborhoods should be maintained and improved, and new neighborhoods in Yuba City should be developed with a strong sense of identity. Policies and design concepts in this section are intended to create a “sense of place” in new neighborhoods, by recognizing and strengthening the fundamental elements of traditional neighborhoods. These building blocks included a mix of housing types (as illustrated in Figure 4-10), parks, and community facilities; organized around a neighborhood focal point.

GUIDING POLICIES

Neighborhood Structure

- 4.7-G-1 Encourage development of diverse and distinctive neighborhoods.
- 4.7-G-2 Develop a sense of neighborhood identity through design elements and neighborhood focal points, such as commercial areas, schools, parks, community centers, or a combination of these elements.
- 4.7-G-3 Ensure that new street networks are coherent and provide multimodal access within and between neighborhoods.
- 4.7-G-4 Maintain and enhance the character of existing neighborhoods by undertaking streetscape and signage improvements.

IMPLEMENTING POLICIES

Neighborhood Structure

- 4.7-I-1 Require new neighborhoods to include components such as a mix of housing types, open spaces, and community facilities, oriented to a neighborhood center.
- 4.7-I-2 Continue to use the City’s Design Guidelines in development review and prepare a design standards “checklist” for new requirements established by this General Plan.
- 4.7-I-3 Provide a variety of lot sizes within a neighborhood to foster diverse housing types.

4.7-I-4 Continue to require on-site common open spaces in multi-family residential development

Street/Building Relationship

4.7-I-5 Require new housing to provide transitions between the street and building, with variable front setbacks, building articulation and massing.

Elements such as porches, bay windows, and landscaping can be designed to create a transition between public and private spaces.

4.7-I-6 Minimize the visual dominance of garages by establishing specific standards in the zoning ordinance, including:

- Limiting the front width of a house that can be occupied with a garage to be no more than one-half the building width; or
- Requiring garages to be setback from the front façade or located in the rear half of the lot; or
- Requiring additional setback if more than a two-car garage entrance is provided;
- Orienting garage doors 90 degrees from the street; or
- Encouraging use of alleys in new development, with garages accessed from the rear; and
- Incorporating design elements on the second level above the garages such as accessory dwelling units, bay windows or balconies.

Figure 4-12 shows the housing typology envisioned for this plan, including ideas about how to address garage location.

Streets and Blocks

4.7-I-7 Ensure that the Subdivision Regulations encourage a fine-grained and integrated pattern of streets that provide continuity between neighborhoods, have a human scale, and enhance the character of neighborhoods.

- Promote closer spacing between intersections of local streets and limit the maximum block length to 660 feet in low density residential areas and 500 feet in medium and high density residential areas.
- Limit use of cul-de-sacs to no more than ten percent of the length of all streets in a subdivision map.
- Where cul de sacs are used, require pedestrian and bicycle connections through the end to adjacent streets, if a connection is needed to a school, park, retail, or connector street.

4.7-I-8 Design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:

- Street tree planting adjacent to curb and between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate; and

- Sidewalks on both sides of streets, where feasible.

Neighborhood Identity & Boundaries

- 4.7-I-9 Place design elements that signify neighborhood identities at the neighborhood entrances and at neighborhood centers or focal points.

Elements such as a name plaque at the central open space and street lights with signs attached to them running along a main commercial street can instill a sense of neighborhood identity.

- 4.7-I-10 Create a sense of a neighborhood identity by gradually decreasing densities away from neighborhood focal points.

The focal points include plazas, squares and neighborhood centers.

- 4.7-I-11 Avoid using walls as a neighborhood boundary. Solid edges prevent fluid access in and out of neighborhoods.

Conserving & Enhancing Existing Neighborhoods

- 4.7-I-12 Work with neighborhood groups on initiatives that would improve or enhance:

- Street trees;
- Signage;
- Street and alley improvements;
- Neighborhood parks.

Undergrounding Utilities

- 4.7-I-13 Require new developments to underground all utilities needed to serve future buildings and their occupants and work with PG&E to establish undergrounding of utilities in existing residential neighborhoods, where financially feasible.

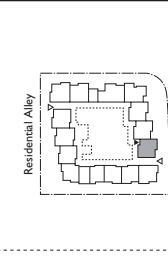
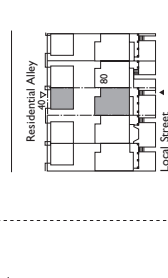
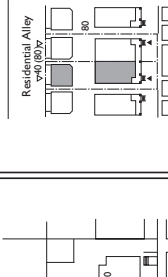

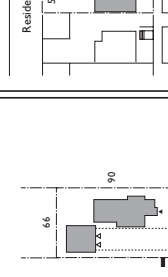
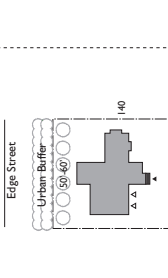


Building Type	Front Loaded Estate Typically at Urban / Rural Edge	Rear Loaded Low Density	Front Loaded Detached Zero-Lot Line	Rear Loaded Detached Zero-Lot Line	Rear loaded Detached	Rear loaded Townhouse	Apartments
							
Lot Size (sq. ft.)	12,800 sq. ft. 3,500 sq. ft.	6,000 sq. ft. 2,800 sq. ft.	4,500 sq. ft. 1,800 - 2,000 sq. ft.	4,500 sq. ft. 1,800 - 2,000 sq. ft.	3,200 sq. ft. 1,400 sq. ft.	3,200 sq. ft. 1,400 sq. ft.	n/a 1,000 sq. ft.
Number of Floors	2 - 2.5	1 - 2	2	2	2	2	1-2
Average Density (units / gross acre)	2	5	8-8.5	8-8.5	10-11	10-11	24
General Plan Density Range	2-8	2 - 8	6 - 14	6-14	6-14	6-14	12-36
General Plan Land Use Classification	Low Density Residential (Urban Edge)	Low Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Medium / High Density Residential

Figure 4-10
Housing Typology

5

Transportation

The Transportation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of Yuba City's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes provisions for roadway, transit, airport, pedestrian, and bicycle transportation modes, as well as parking.

The Transportation Element responds directly to the Government Code, which requires "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

State Law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and protect the environment.

The Land Use Element includes policies related to the physical framework for development that the circulation system is designed to serve, and includes policies for the Airport environs. The Community Design Element addresses landscaping along major streets and planning for new neighborhoods to ensure street connectivity. It also addresses how to create pedestrian-friendly environments and design for alternate modes. The Noise Element includes policies to alleviate noise generated by traffic

5.1 GUIDING PRINCIPLES

Yuba City's Transportation Element incorporates three strategies. First, transportation programs are based on circulation system planning and land use planning. Second, the City's traffic circulation planning efforts are integrated with those of the County and Caltrans in a cooperative, regional planning effort. Third, state of the art traffic engineering is used to bring planned improvements to reality. Only through the development and implementation of all these strategies can the City's commitment to a balanced, efficient circulation system be achieved.

Another objective of this Plan Element is to create a balanced transportation system that serves bicyclists and pedestrians as well as motor vehicles. The original street layout provided street connections linking neighborhoods with work places. As the community has grown, connections between neighborhoods, shopping areas, and business locations have not always served residents' transportation needs, so the General Plan provides for new routes in partially developed portions of the Planning Area, and expansion of capacity and efficiency of the existing system; the Plan also provides ways to reduce auto-dependence by facilitating use of alternate modes of travel.

5.2 ROADWAY SYSTEM

At the core of Yuba City's circulation network is the roadway system. All modes of transportation depend to some degree upon the roadway system. In Yuba City, this system is based on a traditional grid pattern. Although this pattern has been modified in recent years to include some suburban curvilinear streets in the southern and western portions of the City, the predominant pattern is grid-based and defined by major roadways such as Highway 99, State Route 20, Bridge Street, Live Oak Boulevard and Franklin Road. The roadway system is further defined by the Feather River due to the constraints it poses.



Several Yuba City roadways are planned for upgrades and improvements.

STREET SYSTEM

Yuba City's roadway system is set up around a hierarchy of street types, which are commonly referred to as functional classifications. The functional classifications for most major streets are as follows:

Freeways. Freeways serve regional and inter-city travel and should not become the optimum route for intra-city trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free flow speeds exceed 55 miles per hour.

Highways. Highways are designed to carry heavy traffic volumes at speeds of 40-55 miles per hour. Highways should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes moving in opposite directions.

Arterials. Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Yuba City and to adjacent jurisdictions. Major arterials are access controlled roadways emphasizing mobility between major portions of the city and to regional freeways and highways. Minor arterials provide mobility through the city and access to major residential, employment, and activity centers. On-street parking should not be provided on major arterials but may be appropriate for minor arterials that emphasize accessibility over mobility. Minor arterials should provide two travel lanes. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated within the right-of-way of minor arterials, depending on the right-of-way width.

Parkways. Parkways provide an attractive, limited access link between residential communities and commercial centers. Parkways should be tree-lined with landscaped medians. Curbs should be provided but curb cuts should be limited. On-street parking should not be provided. Parkways should provide four travel lanes and accommodate higher-speed travel.

Collectors. Collector streets provide a link between neighborhood streets and arterials. Collectors provide two travel lanes, in addition to any bike lanes where called for in the bikeway plan. In fact, all collectors should be designed to include bicycle lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Collector streets are shown on the General Plan Diagram. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated depending on the right-of-way available.

Neighborhood Streets. The primary function of neighborhood streets is to provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, landscaped parkstrips, and sidewalks. On-street parking may be restricted. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes and all neighborhood streets are considered to be bicycle friendly. Neighborhood streets are not shown on the General Plan Diagram or Figure 5.1: Roadway System and Functional Classifications.

LEVEL OF SERVICE

To determine the operating conditions of a roadway segment or intersection, the concept of level of service (LOS) is commonly used. The LOS grading system is a ratings scale ranging from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing congested conditions (see Table 5-1). This element establishes LOS policies for use in the development review process. In addition, the *Route Concept Report (RCR) – State Route 20*, Caltrans District 3, published in July 1989, identifies LOS E as the concept criteria for study intersections and roadways on State Route (SR) 20 segments located within the Yuba City limits.

Table 5-1: Traffic LOS Definitions.

LOS	Traffic Flow Conditions
A	Free-flowing; speed is controlled by drivers' desires, stipulated speed limits, or physical roadway conditions.
B	Stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.
C	Stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections.
D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersections, some motorists, especially those making left turns, may wait through one or more signal changes.
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.
F	Forced flow conditions; stoppages for long periods; low operating speeds. Delays at intersections average 60 seconds or more.

Also, based on the *Route Concept Report (RCR) – State Route 99*, Caltrans District 3, published in July 1989, SR 99 has a concept LOS of E from Bogue Road north to the junction with SR 20. North of SR 20, SR 99 has a concept LOS of D.

2001 TRAFFIC CONDITIONS

Roadway Segments

Traffic conditions, based on traffic counts conducted in October 2001, for forty road segments in Yuba City are shown in Table 5-2. Based on the roadway LOS thresholds, all the study roadway segments included in Table 5-2 operate at acceptable LOS except for the following locations:

- SR 20, east of Sutter, the Feather River Bridge, is operating at LOS F. The existing four lanes on the bridge cannot accommodate the high traffic volume of approximately 42,000 vehicles per day. The bridge becomes a “bottleneck” and reduces the transportation mobility between Yuba City and the City of Marysville.
- The Twin Cities Bridge is operating at LOS F. The existing two-lane bridge cannot adequately accommodate the high traffic volume of approximately 22,000 vehicles per day.
- Gray Avenue between Washington Avenue and State Route 20 carries approximately 18,600 daily trips and operates at LOS D.

Both of the existing bridges are exempted from the City’s roadway LOS requirements, as noted in policy 5.2-I-12.

Intersections

Traffic conditions, based on peak hour traffic counts conducted in October 2001, for fourteen intersections in Yuba City are shown in Table 5-3. Based on the intersection LOS thresholds, all the study intersections included in Table 5-3 operate at acceptable LOS or better, with the exception of the following locations:

- Queens Avenue/Stabler lane operates at LOS E in the a.m. peak hour.
- Queens Avenue/West Onstott Frontage Road operates at LOS E in both a.m. and p.m. peak hours. However, the methodology used to determine LOS for two-way stop-controlled intersections refers to the movement with the worst delay. The overall operation of the intersection is LOS C or better during both peak hours.

Table 5-2: Daily Roadway Segment Operations Summary – October 2001

Roadway	Segment	Functional Class	Daily Volumes	LOS
SR 99	Queens Ave. to Pease Rd.	Freeway	16,000	B
SR 99	Butte House Rd. to Queens Ave.	Freeway	18,000	B
SR 99	SR 20 to Butte House Rd.	Freeway	19,600	C
SR 99	Louise Ave. to SR 20	Highway	30,000	D
SR 99	Bridge St. to Louise Ave.	Highway	28,000	D
SR 99	Franklin Ave. to Whyler Rd.	Highway	30,500	D
SR 99	Hunn Rd. to Franklin Ave.	Highway	27,500	D
SR 99	Lincoln Rd. to Richland Rd.	Highway	20,200	C
SR 99	Smith Rd. to Lincoln Rd.	Highway	19,600	C
SR 99	Bogue Rd. to Smith Rd.	Highway	19,600	E
SR 99	Stewart Rd. to Bogue Rd.	Highway	16,100	E
SR 20	Township Rd. to George Washington Blvd.	Highway	12,400	B
SR 20	George Washington Blvd to El Margarita Rd.	Highway	16,000	B
SR 20	Walton Ave./Stabler Ln. to Civic Center	Highway	29,500	D
SR 20	Civic Center to SR 99	Highway	30,000	D
SR 20	SR 99 to Gray Ave.	Highway	36,000	C
SR 20	Orange St. to Live Oak Blvd.	Highway	47,000	D
SR 20	Live Oak Blvd. to Chestnut St.	Highway	44,000	D
SR 20	East of Sutter St. (Feather River Bridge)	Highway	42,000	F
Bogue Rd.	Walton Ave. to Highway 99	Minor Arterial	5,790	B
Bogue Rd.	SR 99 to Railroad Ave.	Minor Arterial	5,860	B
Bridge St.	Clark Ave to Plumas St.	Major Arterial	18,130	C
Bridge St.	East of Second St. (Twin Cities Bridge)	Minor Arterial	22,000	F
Butte House Rd.	Township Rd. to Royo Ranchero Dr.	Minor Arterial	3,770	B
Butte House Rd.	Tierra Buena Rd. to Harter Rd.	Minor Arterial	10,530	B
Butte House Rd.	Highway 99 to Gray Ave.	Minor Arterial	10,610	C
Franklin Rd.	Walton Ave. to Little John Rd.	Minor Arterial	11,560	C
Franklin Rd.	Gray Ave. to Clark Ave.	Minor Arterial	12,920	C
Franklin Rd.	Park Ave. to Percy Ave.	Minor Arterial	8,320	B
Garden Highway	Lincoln Rd. to Teesdale Rd.	Major Arterial	13,490	C
Gray Ave.	Washington Ave. to SR 20	Minor Arterial	18,400	D
Lincoln Rd.	Walton Ave. to Highway 99	Minor Arterial	10,590	B
Live Oak Blvd.	Pease Rd. to Northgate Dr.	Minor Arterial	7,910	C
Percy Ave.	Main St. to Garden Highway	Major Arterial	6,810	C
Market St.	Lynn Way to Ainsley Ave.	Minor Arterial	7,580	B
Queens Ave.	Clark Ave. to Live Oak Blvd.	Minor Arterial	8,420	B
Second St.	B St. to Franklin Rd.	Minor Arterial	13,240	C
Stabler Lane	Queens Ave. to Butte House Rd.	Minor Arterial	10,640	B
Stabler Lane	Butte House Rd. to Poole Blvd.	Major Arterial	11,100	C
Walton Ave.	Cherry Street to McCune Ave.	Minor Arterial	10,460	B

Source: Fehr & Peers Associates, 2001

Table 5-3: Peak Hour Intersection Operations Summary – 2002 Conditions

Intersection	Traffic Control	LOS (Delay in seconds per vehicle)	
		AM Peak Hour	PM Peak Hour
Queens Ave./Stabler Ln.	All-Way Stop	E (45.4)	B (11.6)
Queens Ave./W. Onslott Rd. Frontage	Side Street Stop	E (38.0)	E (38.9)
SR 20/Township Road	Signal	B (10.5)	B (10.3)
SR 20/George Washington Blvd.	Signal	B (12.8)	B (14.6)
SR 20/Harter Rd.	Signal	A (10.0)	B (10.6)
SR 20/Tharp Rd.	Signal	C (23.1)	B (14.7)
SR 20/SR 99	Signal	D (52.1)	C (30.5)
SR 20/Gray Ave.	Signal	C (34.5)	C (22.4)
SR 20/Plumas St.	Signal	C (30.3)	C (20.3)
Bridge St./Walton Ave.	Signal	D (38.8)	B (17.4)
Bridge St./Plumas St.	Signal	C (26.5)	C (22.2)
Franklin Rd./Walton Ave.	Signal	C (31.3)	C (26.5)
Franklin Rd./SR 99	Signal	C (34.5)	C (31.8)
Lincoln Rd./SR 99	Signal	D (47.5)	D (46.8)

Source: Fehr & Peers Associates, 2001

PLANNED IMPROVEMENTS TO ACCOMMODATE BUILDOUT

To achieve a balance between existing and future land use and traffic carrying capacity, improvements to the roadway network are planned. Major street improvements planned or programmed for Yuba City are listed in Table 5-4 and shown in Figure 5-1. These improvements include enhancements to Highway 99 and State Route 20. Highway 99 will be widened between Bogue Road and Lincoln Road to 6 lanes. State Route 20 from Highway 99 to Civic Center Drive is proposed to be widened from 4 to 6 lanes. Other key improvements include two new north-south parkways to provide better connections; a new bridge as an extension of Lincoln Road; and numerous new collector and local streets, as shown in Figure 5-1, to provide a well-connected circulation system.

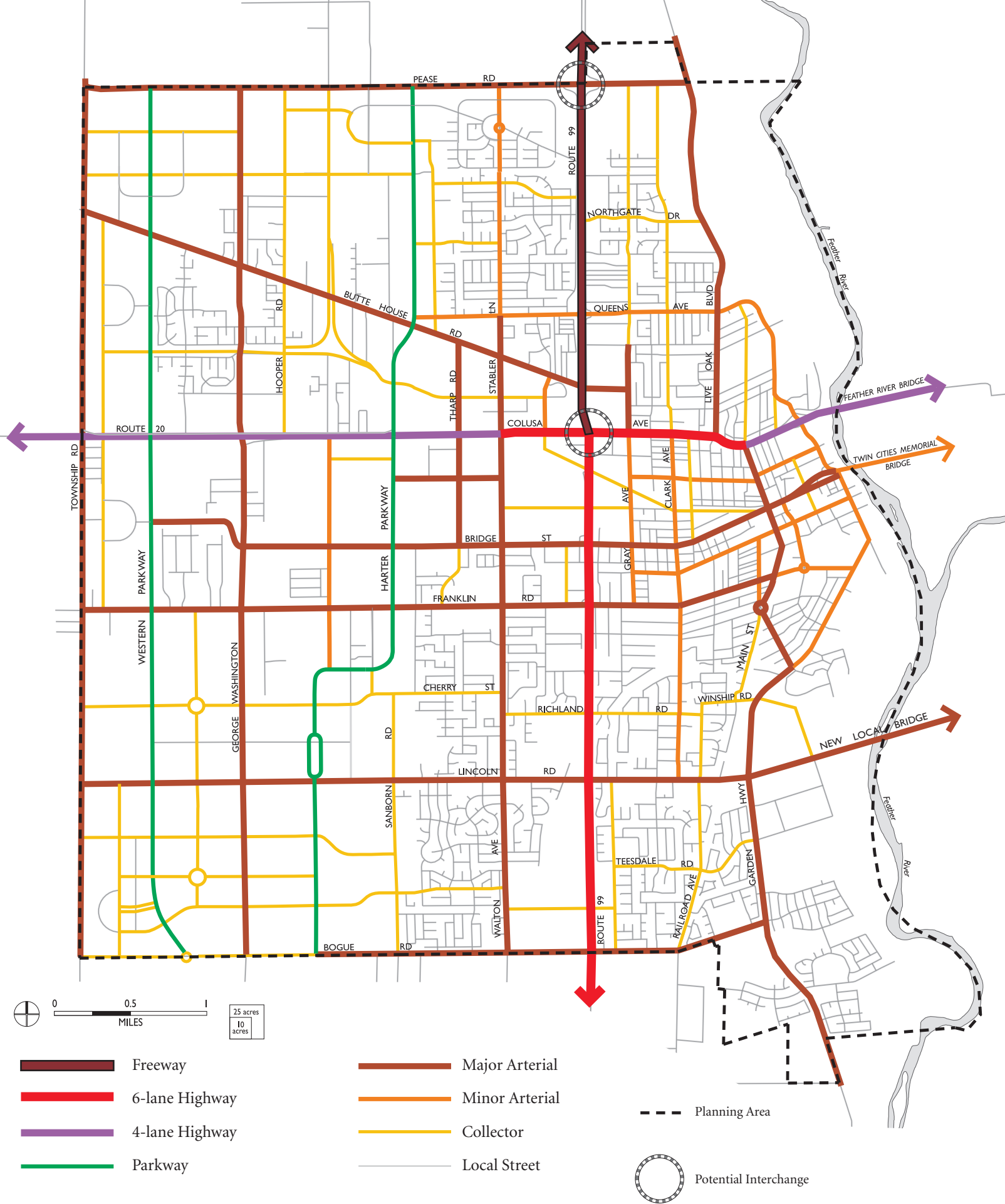


Figure 5-1
Roadway Network

Table 5-4: Major Planned Street Improvements

<i>Roadway</i>	<i>Improvement Description</i>
New Highway Interchanges	
Pease Road/SR-99	
SR-20/SR-99	
Highway Widening/Upgrading	
SR-20, SR-99 to Stabler Ln./Walton Ave.	Widen to 6 lanes
SR-20, Stabler Ln. to Township Rd.	Upgrade to urban arterial standard
SR-99, SR-20 to Bogue Rd.	Widen to 6 lanes and upgrade to urban arterial standard
SR-99, Bogue Rd. to Lincoln Rd.	Widen to 4 lanes with a continuous left-turn lane
Upgrade Existing Roads and Develop New Connections	
Pease Rd., Township Rd. to SR 99	Upgrade to 4-lane arterial
Butte House Rd., Township Rd. to SR 99	Upgrade to 4-lane arterial
Bridge St., Western Parkway to SR 99	Extend and upgrade to 4-lane arterial
Franklin Rd., Township Rd. to Plumas Blvd.	Upgrade to 4-lane arterial
Lincoln Rd., Township Rd. to Garden Highway	Upgrade to 4-lane arterial
Bogue Rd., George Washington Blvd. to Garden Highway	Upgrade to 4-lane arterial
Garden Hwy., Epley Dr. to Percy Ave.	Upgrade to 4-lane arterial
Plumas Blvd., Franklin Rd. to Bridge St.	Upgrade to 4-lane arterial
Walton Ave., Bogue Rd. to SR 20	Upgrade to 4-lane arterial
Stabler Ln., Butte House Rd. to Queens Ave.	Upgrade to 4-lane arterial
Tharp Rd., Butte House Rd. to Bridge St.	Upgrade to 4-lane arterial
George Washington Rd., Bogue Rd. to Pease Rd.	Extend and upgrade to 4-lane arterial
Lassen Blvd., Walton Ave. to Harter Parkway	Upgrade to 4-lane arterial
New 4-lane Bridge on Lincoln Rd.	Connects Lincoln Rd. and Erle Rd.
New Western Parkway	4-lane north-south connection through city
New Harter Parkway (extension of Harter)	4-lane north-south connection through city
El Margarita Rd., Harter Parkway to SR 20	Upgrade to 2-lane minor arterial
Wilbur Ave., Franklin Rd. to Bridge St.	Upgrade to 2-lane minor arterial
New east-west collector from Walton Ave. to Gray Ave.	North of Bridge St.
New Railroad Collector	Connects SR 20 and Bridge St.
Queens Ave, Butte House to SR 99	Extension
Clark Ave. (Bunce), Richland to Franklin Rd.	From Collector to 2-lane arterial

CONNECTIVITY

The traditional grid system in Yuba City’s older neighborhoods allows for through movement and good connections between and within neighborhoods. Short blocks offer a choice of routes and enable more direct connections. While Yuba City's traditional neighborhoods are based on an orthogonal grid, variations can also allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

In contrast, many of the recently-completed neighborhoods are built using many cul-de-sacs. This type of design promotes circuitous travel and results in traffic being distributed along fewer streets where heavy traffic walls-in neighborhoods and requires sound walls. More desirable is a grid-based development that balances sense of proximity and ease of access with the quieter environments of the newer neighborhoods.

In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists consistent with the Community Design Chapter, it is essential that:

- New development be more "connected" to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;
- Blocks be short to allow for more direct connections;
- Neighborhood streets be designed at a human-scale, without excessive cross-sections; and
- Traffic controls, including speed limits, signage and truck routes, restrict commercial traffic in neighborhoods.

GUIDING POLICIES

Circulation and Street System

- 5.2-G-1 Promote safe and efficient vehicle circulation.
- 5.2-G-2 Make efficient use of existing transportation facilities, and, through the arrangement of land uses, improved alternate transportation modes, and provision of more direct routes for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled per household.
- 5.2-G-3 Provide fair and equitable means for paying for future street improvements.
- 5.2-G-4 Coordinate local actions with state and County agencies to ensure consistency.

Traffic Level of Service

- 5.2-G-5 Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.

Arterial Roadways

- 5.2-G-6 Design arterial roadways to carry high-volume, higher-speed traffic, thereby minimizing through traffic residential streets. Develop a system of arterial roadways in the form of a grid of four-lane arterials that will distribute traffic evenly and will avoid excessive concentrations of traffic in any given area.
- 5.2-G-7 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, prohibiting residential access, and requiring sufficient off-street parking to meet the needs of each project.

- 5.2-G-8 Provide center turn lanes in areas with existing “front-on” development. Planted medians are preferred in areas without existing front-on development.

Parkways

- 5.2-G-9 Design parkways to provide attractive, higher-speed, tree-lined roadways with limited access between residential and commercial areas.

Collector and Local Roadways

- 5.2-G-10 Design and reconfigure collector and local roadways to improve circulation and to connect residential and commercial areas of the City.

IMPLEMENTING POLICIES

Circulation and Street System

- 5.2-I-1 Locate arterials and collectors according to the general alignments shown in Figure 5-1. Minor variations from the depicted alignments will not require a General Plan amendment.
- 5.2-I-2 Establish precise alignments and cross-sections based on the General Plan Diagram and Figure 5-1 in order to identify future right-of-way needs.

This can be done by adjusting an “official map” that delineates future right-of-way lines.

- 5.2-I-3 Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right of way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right of way dimensions where necessary to maintain neighborhood character.
- 5.2-I-4 Require all new developments to provide right-of-way and improvements consistent with street designations on Figure 5-1 and City street section standards.
- 5.2-I-5 Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements based on traffic generated and impacts on service levels.
- 5.2-I-6 Require city-wide traffic impact fees on all new development to ensure that transportation improvements keep pace with new development.

The objective of this policy is to establish a secure funding source to enable timely construction of traffic improvements. Citywide impact fees have been an extremely successful way of accomplishing infrastructure improvements throughout California. The City intends to ensure that no additional development is approved without a concurrent commitment by the City and/or the developer to construct commensurate transportation improvements, as needed, or to pay appropriate fees in lieu of, to serve the development and maintain acceptable levels of service on roadways and intersections.

Transportation

- 5.2-I-7 When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.
- 5.2-I-8 Continue to work with Caltrans to achieve timely construction of programmed freeway and interchange improvements and state highway improvements.
- 5.2-I-9 Work with Caltrans and regional authorities to develop a minimum of four additional traffic lanes of cross-river capacity by the end of the General Plan period.

This would be accomplished by a 3rd bridge.

- 5.2-I-10 Work with SACOG to ensure that General Plan amendments are incorporated in the regional traffic model and incorporated into analysis required for Metropolitan Transportation Improvement Plan updates.
- 5.2-I-11 Maintain the street network through a regular maintenance program, repave streets on a regular basis, and require that any pavement that has been damaged or dug up be returned to its original condition, with no bumps or ruts.

Street maintenance and repaving programs should be based on current technology and accepted practices to maximize available revenues and improvements.

Traffic Level of Service

- 5.2-I-12 Develop and manage the roadway system to obtain LOS D or better for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River nor does the policy apply to state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the Council shall be added to the list of exceptions below:

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

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

- 5.2-I-13 Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.
- 5.2-I-14 Require traffic impact studies for all proposed new developments that will generate significant amounts of traffic.

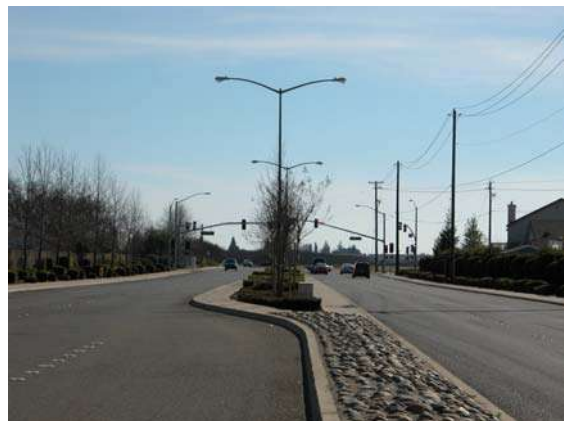
Specific thresholds will be based on location and project type, and exceptions may be granted where traffic studies have been completed for adjacent development.

- 5.2-I-15 Improve intersections as needed to maintain LOS standards and safety on major arterials.
- 5.2-I-16 Establish and implement additional programs to maintain adequate levels of service at intersections and along roadway segments as circumstances warrant, including the following actions:
- Collect and analyze traffic volume data on a regular basis and monitor current intersection and roadway segment levels of service on a regular basis. Use this information to update and refine the City's travel forecasting model so that estimates of future conditions are more strongly based upon local travel behavior and trends.
 - Consider, on a case by case basis, how to shift travel demand away from the peak period, especially in those situations where peak traffic problems result from a few major generators (e.g. outlying employment locations), and how major roadway capital investments can be deferred and/or reallocated to more pressing needs.
 - Perform routine, ongoing evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial street utilization (e.g., timing and phasing for turn movements, peak period and off-peak signal timing plans).
- 5.2-I-17 Monitor regional/arterial street LOS at regular intervals to determine if the LOS standard is being met, and provide information needed to maintain a calibrated citywide traffic model.

Parkways

- 5.2-I-18 Develop two parkways along the alignments shown in Figure 5-1.

These parkways should have four travel lanes, a planted median, turn pockets where appropriate, Class I or II bicycle lanes, detached sidewalks, and generous planting strips.



Left-turn pockets should be integrated into landscape medians.

- 5.2-I-19 Prohibit on-street parking along parkways where there is “front-on” development.
- 5.2-I-20 Require a minimum average distance of one quarter mile between parkway intersections, except in commercial areas or other high volume traffic areas.

See also Chapter 4: Community Design policies on parkways.

Collectors and Neighborhood Streets

- 5.2-I-21 Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, traffic circles, and other traffic calming devices among these measures.

5.2-I-22 Provide for greater street connectivity by:

- Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g. at least two access points for every 10 acres of development);
- Encouraging circles and roundabouts over signals.
- Requiring the bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets.
- Requiring new residential communities undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.

5.3 TRANSIT

Transit service and facilities in Yuba City are provided by both public and private operators. The following outlines each service and identifies major facilities.

Public Transit

Yuba-Sutter Transit is the public transit operator for Yuba City, providing many transit options for residents and visitors. Yuba-Sutter Transit currently operates four fixed routes within the City with loops connecting major activity centers, residential neighborhoods, Caltrans Park & Ride facilities, and the City of Marysville. A Dial-A-Ride service is provided for senior citizens, disabled persons, or residents that live beyond one-quarter mile from a fixed-route. The Yuba-Sutter Transit fixed-routes are shown on Figure 5-2, as are major transit stops and transfer stations.

Service outside Yuba City includes a weekday commuter express service to and from Sacramento and Lincoln. A weekday regional service is also provided which includes round trips to and from Live Oak, Wheatland, and the foothills.

Private Service

Private transit service in Yuba City is provided by taxi and limousine services.

GUIDING POLICIES

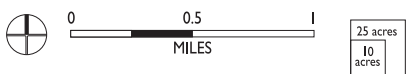
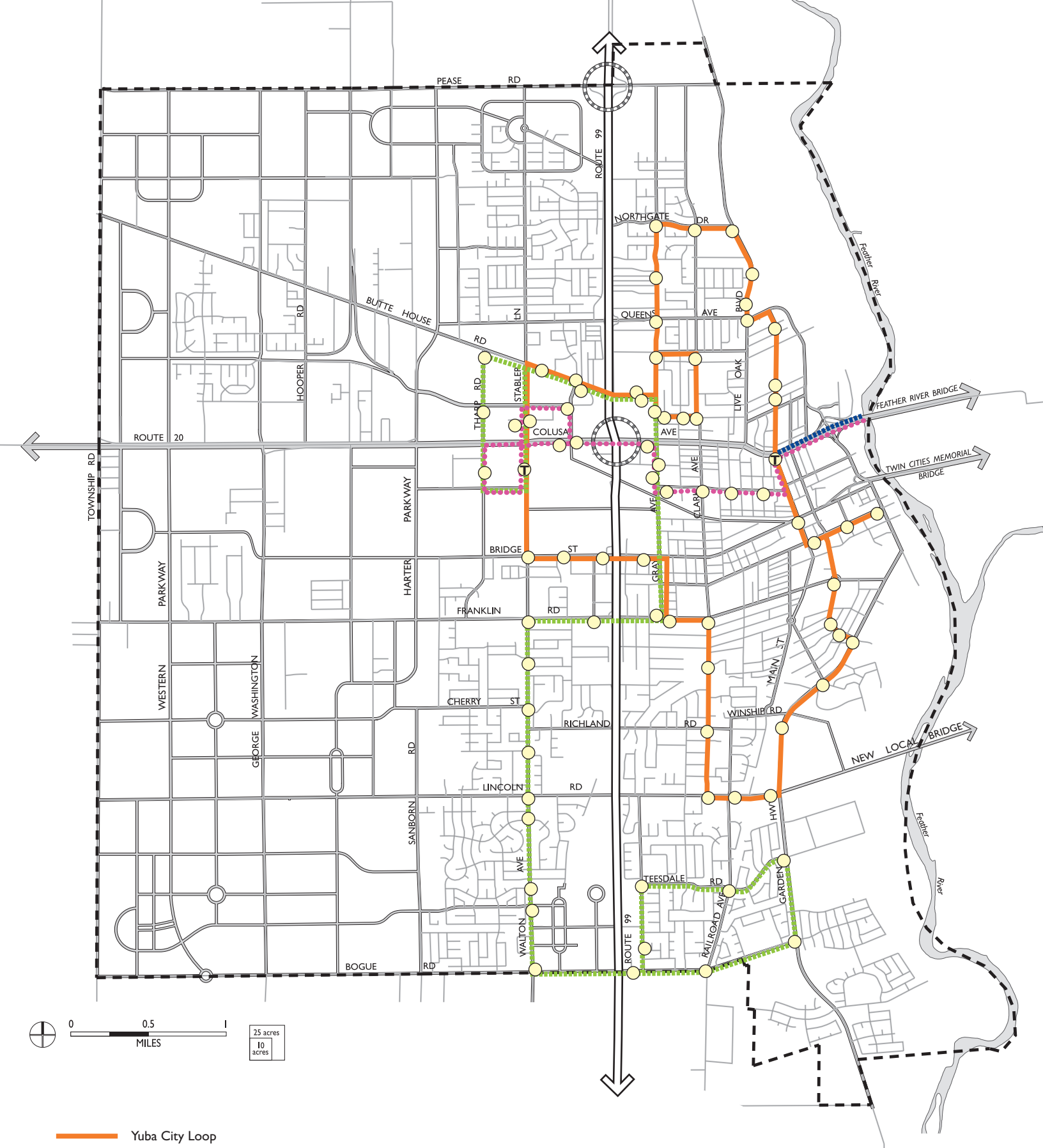
5.3-G-1 Continue to expand and improve the existing transit network to provide convenient and efficient public transportation to workplaces, shopping, and other destinations.

5.3-G-2 Preserve options for future transit use when designing improvements for roadways.

IMPLEMENTING POLICIES

5.3-I-1 Cooperate with public agencies and other jurisdictions to promote local and regional public transit service in Yuba City.

- 5.3-I-2 Work with Yuba-Sutter Transit to situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provision of shelters, benches, and other amenities.
- 5.3-I-3 Coordinate with Caltrans and Yuba-Sutter Transit to identify and implement Park & Ride sites with convenient access to public transit.



- Yuba City Loop
- - - Southwest Yuba City
- - - Yuba City to Yuba City College
- - - Marysville Lop
- Ⓣ Transfer Station
- Bus Stop

Figure 5-2
Existing Transit Service

Require new development to provide transit improvements, where needed. This includes:

- Direct pedestrian access to transit stops;
- Bus turnouts and shelters; and
- Lane width to accommodate buses.

5.3-I-5 Ensure that new development is designed to make transit a viable choice for residents. Design options include:

- Have Neighborhood focal points with sheltered bus stops;
- Locate medium-high density development whenever feasible near streets served by transit; and
- Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths.

5.3-I-6 Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.

Provision of transportation services at large facilities will reduce demand on the Dial-A-Ride and fixed-route transit systems.

5.4 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling and walking are important modes of transportation and are inexpensive, energy conserving, and non-polluting. Yuba City's flat topography and warm climate, make choosing to walk or bicycle a attractive transportation option.

Although bicycle and pedestrian facilities are provided in Yuba City, some gaps still exist in the transportation networks for these modes. Some bicycle paths and bicycle lanes exist, but they are not continuous. As pedestrian and bicycle travel is directly related to perceived safety and convenience, providing a safe and complete network of pedestrian and bicycle facilities should continue to increase the use of these modes of travel, especially when crossing heavily traveled roads such as State Route 20 and Highway 99.

BIKEWAYS

There are three types of bikeway classifications, as shown in Table 5-5. A "Class I" bikeway, also referred to as a bike path, is a right-of-way that is completely separated from any street. A "Class II" bikeway, or bike lane, is a one-way, striped, and signed lane on a street. A "Class III" bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs.

In Yuba City, existing and planned bicycle facilities are identified in the Yuba-Sutter Bikeway Master Plan. This document also contains the goals and policies for providing bicycle facilities in Yuba City. Existing bicycle facilities in Yuba City primarily consist of Class II bike lanes on arterials and collectors.

Table 5-5 Bikeway Classifications

<i>Classification</i>	<i>Function</i>	<i>Access Control</i>	<i>Right-of-Way</i>
Class I - Bike Paths	Provide exclusive right-of-way for bicyclists with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Mid-block crossings should assign right-of-way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, a minimum of 12 feet for a two-way facility should be provided.
Class II - Bike Lanes	To provide preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access should be controlled to minimize intersection and driveway crossings. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.
Class III - Bike Routes	Provides a right of way designated by signs or permanent markings and shared with pedestrians and motorists.	Access should be controlled to minimize driveway crossings.	The width of a Class III bike route varies. It is desirable to have a minimum bicycle travel way, however, due to various constraints/conditions, a minimum width has not been established.

Source: Fehr & Peers 2003

PEDESTRIAN CIRCULATION

Pedestrian flow patterns show similarities to vehicular traffic stream characteristics. Speed, flow rate, and density are interrelated. Capacity and density for pedestrians are dependent on width of the walking facility and the type of walking facility (e.g., walkways, crosswalks, and street corners). For crosswalks, pedestrian capacity and waiting time is affected by turning vehicles, signal timing, pedestrian/vehicle right-of-way laws, and pedestrian platoons meeting in the middle of the street. Street corners at signalized intersections are holding areas as well, and can be a critical location in the sidewalk network.

While sidewalk capacity is not an issue, in general, all areas should be designed to a scale that accommodates pedestrians and bicyclists. Improvements in areas within the City that currently have undersized or no pedestrian facilities should be made a priority so that the pedestrian system will be better connected. The new neighborhood centers should also be designed to be "pedestrian friendly." In these areas, wider sidewalks should be considered to accommodate increased flows and to give

preferential treatment to pedestrians. Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas.

GUIDING POLICY

5.4-G-1 Develop a system of sidewalks and bikeways that promote safe walking and bicycle riding for transportation and recreation.



Downtown streetscape improvements have provided attractive spaces for pedestrians.

IMPLEMENTING POLICIES

5.4-I-1 Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, and other trips. Design bike routes with the safety of cyclists as a priority.

5.4-I-2 Develop bicycle routes that provide access to schools, parks, and the Feather River Parkway.

5.4-I-3 Require bicycle parking, storage, and other support facilities as part of new office and retail developments, and public facilities.

5.4-I-4 Provide bicycle lanes with a minimum width of five feet (six feet along all parkways) on new streets and existing streets whenever they are widened to more than two travel lanes.

5.4-I-5 Plan for reuse of abandoned rail rights-of-way, and seek to acquire suitable rights-of-way for separate bicycle paths, as they become available.

State and Federal funding for “rails-to-trails” programs can help the City implement this policy. An example of how a bikeway and road can be developed along the abandoned railroad is shown in Figure 5-3.

5.4-I-6 Work with Sutter County and other agencies to update the Yuba-Sutter Bikeway Master Plan, implement a regional bikeway system and, maintain a regularly updated map of local and regional bikeways.

5.4-I-7 Increase bicycle safety by:

- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed;
- Providing bicycle paths or lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;

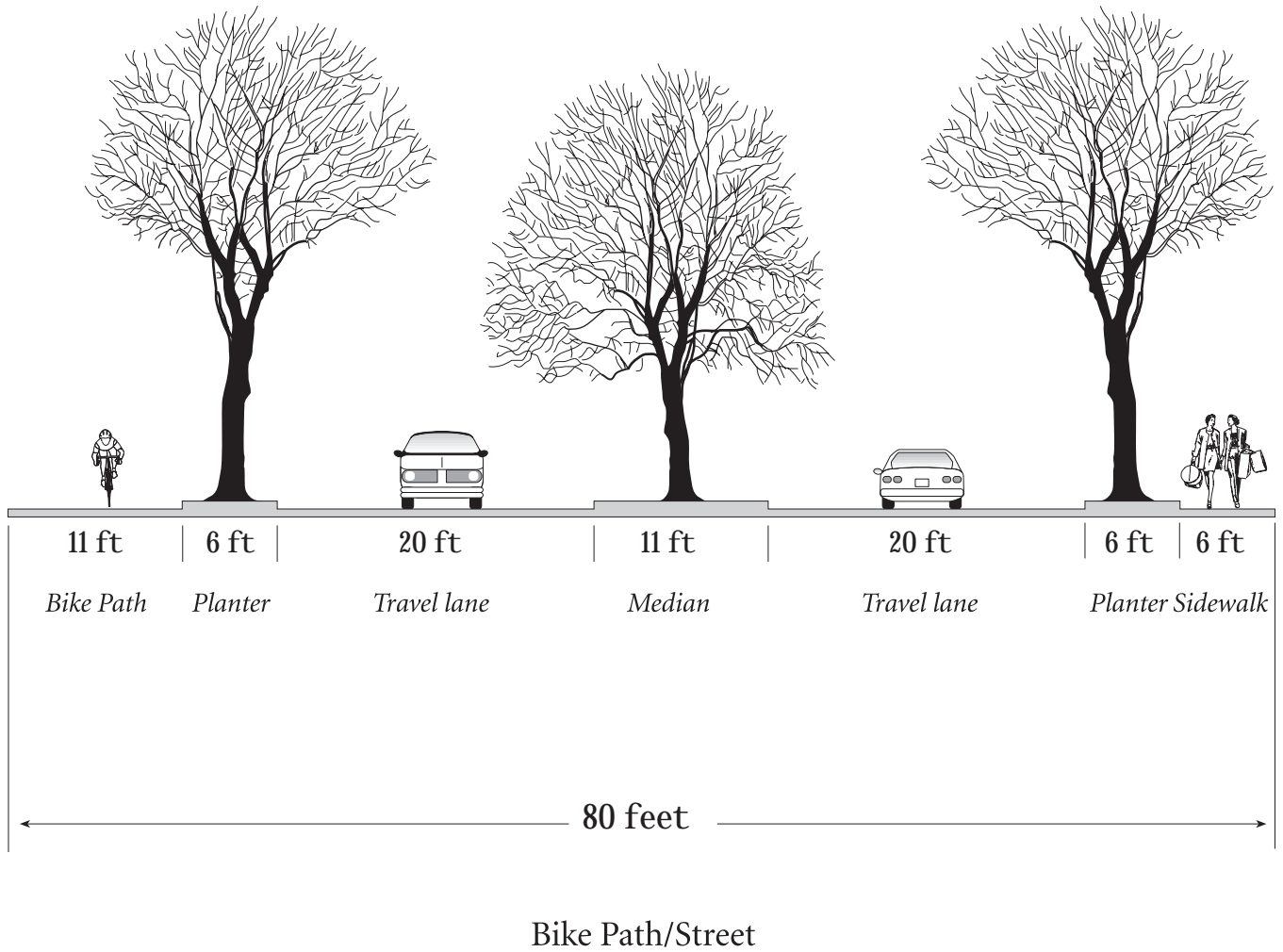


Figure 5-3
Bike Path/Street along UPRR Right-of-Way

- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and
 - Work with the Yuba City Unified School District to promote classes on bicycle safety in the schools.
- 5.4-I-8 Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.
- 5.4-I-9 Develop a series of continuous walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.
- 5.4-I-10 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:
- Providing intersection "bump outs" to reduce walking distances across streets in the Downtown and other high use areas;
 - Providing pedestrian facilities at all signalized intersections;
 - Providing landscaping that encourages pedestrian use; and
 - Constructing adequately lit and safe access through subdivision sites.
- 5.4-I-11 Establish specific standards for pedestrian facilities to be accessible to physically disabled persons, and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

5.5 PARKING

It is important to balance the need for enough parking to sustain existing activity and attract new development with the need to reserve curb space for bus stops and with the City's financial ability to meet other public needs. Parking decisions affect land use and development patterns, as well as travel behavior. The placement and type of parking must accommodate the needs of businesses (who view parking as a marketing tool), pedestrians (who can view parking as a barrier when parking blocks walking paths), motorists (who want to park as close to their destination as possible), and residents (who desire both on-street and off-street parking).

GUIDING POLICIES

- 5.5-G-1 Provide attractive and convenient parking facilities.

IMPLEMENTING POLICIES

- 5.5-I-12 Use parking standards to support trip reduction goals by:
- Allowing parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed-use developments; and

- Requiring projects preferential parking for carpools and vanpools in non-retail projects with more than 100 employees.

5.5-I-13 Expand public parking programs for the downtown area to alleviate future shortages.

5.5-I-14 Allow shared parking facilities and/or off-site parking facilities, whenever possible, to reduce the number of new parking stalls required.

5.5-I-15 Continue to limit non-residential parking in residential neighborhoods that serves adjacent commercial areas by adopting parking control strategies such as zoning restrictions, signs, or permit systems, where appropriate.

5.6 GOODS MOVEMENT

In addition to moving people, the roadway system in Yuba City carries a substantial number of trucks moving goods. Specific truck routes have been designated throughout the City and are shown on Figure 5.4. These routes are designed to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic.

GUIDING POLICY

5.6-G-1 Provide adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery.

IMPLEMENTING POLICIES

5.6-I-1 In consultation with Sutter County and Caltrans, designate and provide signed truck routes, ensure that adequate pavement depth, lane widths, bridge capacities, loading areas, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries.

Require that a truck route be provided for any approved development zoned regional commercial, community commercial, business technology and light industrial, or manufacturing, processing, and warehousing.

5.6-I-2 Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements.

5.6-I-3 Continue to ensure adequate truck access to off-street loading areas in commercial areas.

5.6-I-4 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.



Truck routes keep trucks out of neighborhoods.

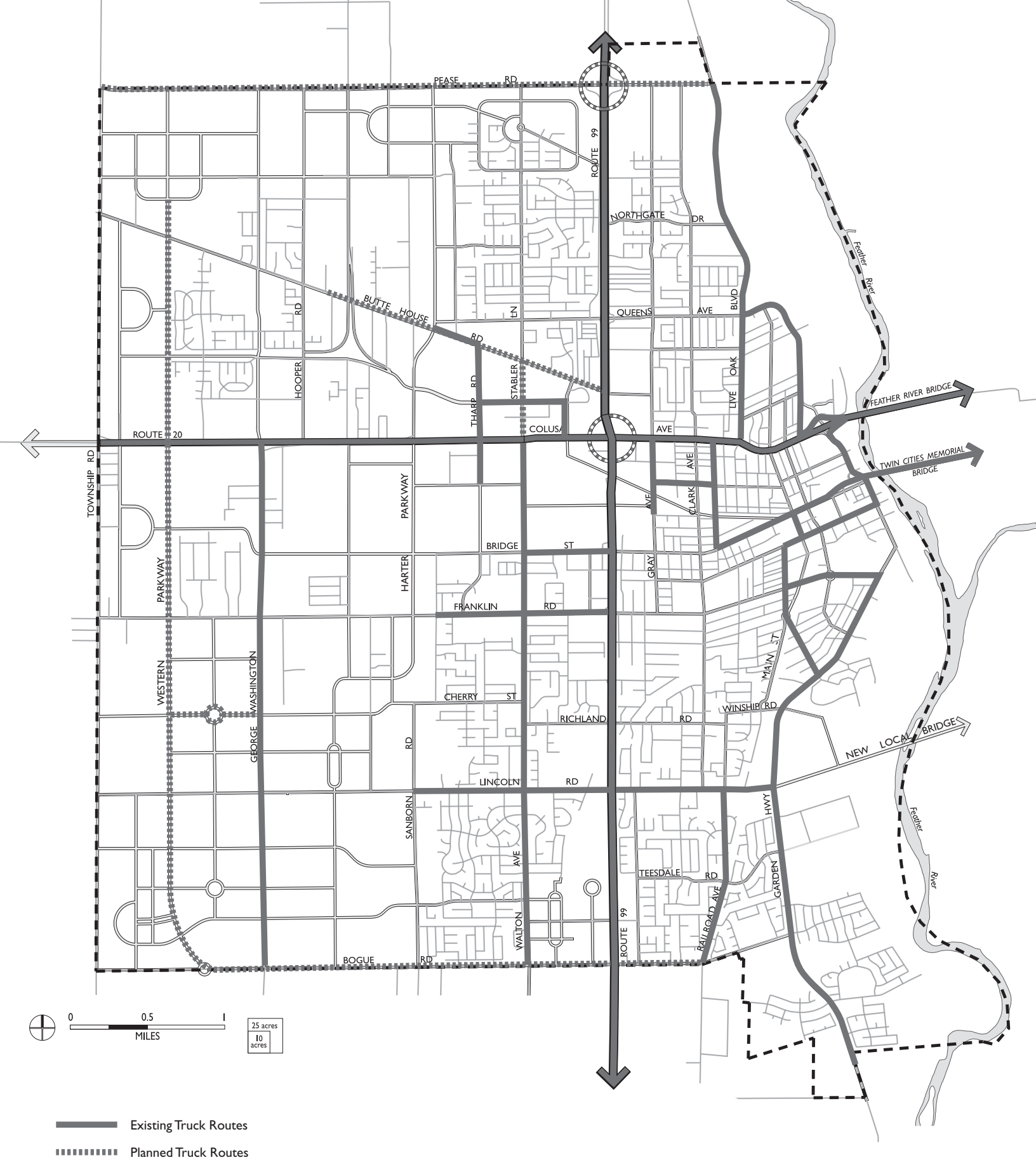


Figure 5-4
Truck Routes

5.7 AVIATION

Aviation facilities are provided by the Sutter County Airport, which is located between the Garden Highway and the Feather River. The airport is owned and operated by Sutter County and currently includes one runway, Runway 17/35, which is 3,040 feet long and 75 feet wide.

The airport is currently used primarily for agricultural aerial-spraying purposes and private use. Other uses include flight instruction, aircraft rentals, and aircraft sales. Approximately 110 flights a day occur at this airport.

5.8 REGIONAL COORDINATION

The Transportation Element identifies future circulation needs for a long-range planning horizon. These projects will be studied later in greater detail, and funding and implementation sources will be identified. Many of the projects, in order to be funded, must be part of local and regional programs, including the City's Capital Improvement Program, the Sutter and Yuba Counties Congestion Management Program (CMP), and the Regional Transportation Improvement Program (RTIP). Once a project is in the RTIP, it is available for consideration in the State Transportation Improvement Program (STIP).

The CMP ensures that an integrated approach to transportation programming decision making is followed. The CMP is intended to maintain transportation mobility in Sutter and Yuba Counties by establishing standards that encourage a balance of transportation modes, and by incorporating the transportation implications of land-use decisions in planning efforts. Cities within the County are responsible for conformance with the adopted service level standards on the principal arterial system defined by the CMP, and for transit standards. They are also responsible for the adoption and implementation of a trip-reduction and travel-demand ordinance and for developing a program to analyze the impacts of land use decisions. Where deficiencies in the system exist, deficiency plans must be adopted and methods of correcting the deficiencies identified. If deficiencies go unmitigated, the City could lose a portion of its gas tax revenues. Projects on the CMP are eligible for the RTIP and STIP.

Additional funding sources are available through the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which revamped the nation's surface transportation programs (e.g., highway, transit, pedestrian, and bicycle facilities) to give state and local agencies increased funding, greater flexibility, and greater responsibility to select the mix of projects best suited to meet local needs. The ISTEA legislation allows Yuba City greater flexibility in determining federal funding for various surface transportation modes. This flexibility will help provide a more balanced transportation system and could impact the current funding structure if funds are shifted from street projects to transit projects or vice versa. No additional funds are available initially to the City, but this could change in the future.

GUIDING POLICY

5.8-G-1 Actively participate in local and regional transportation planning.

IMPLEMENTING POLICIES

5.8-I-1 Develop and implement action plans for routes of regional significance, in cooperation with Sutter County, SACOG, and the State of California.

5.8-I-2 Explore alternative circulation network improvements to accommodate regional through-traffic, focusing on regional/arterial street circulation and regional transportation routes.

5.8-I-3 Identify the impacts of land use decisions on regional as well as local transportation facilities.

5.8-I-4 Support regional air quality objectives through effective management of the City's transportation system.



The Sutter County airport is a key component of the regional transportation system.

6

Parks, Schools, & Community Facilities

This chapter presents Yuba City’s long term program for the development and maintenance of parks, schools, and community facilities. As described in the key initiatives presented in Chapter 1, Introduction & Overview, these facilities are viewed as fundamental building blocks of neighborhoods and communities and comprise the backbone of the General Plan.

6.1 PARKS

This General Plan chapter will serve as a guiding document for any implementation documents prepared by the City Parks & Recreation Department that plan for and develop parks in Yuba City. Under this plan, Yuba City will be committed to creating parkland in Yuba City and maintaining a park system that meets citizens’ recreational needs and contributes to the City’s positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of the City.

The City’s new goal for a functional standard for public parkland is 10 acres per 1,000 residents, comprised of one acre of neighborhood parks (those serving residents living within a half mile radius), 1.5 acres each of community parks (those serving residents within a three-mile radius), and city parks, and six acres of special use or regional parkland and passive open space. This standard is achievable under this General Plan if the City is successful in securing the proposed public parkland. This proposed public parkland set forth in this plan seeks to correct the existing deficiency in parkland and maintain the proposed standard for new residents.



Parkland in Yuba City is a prized community asset

2002 FACILITIES

In 2002, the Yuba City park and recreation system comprises 19 City-owned parks and recreational grounds, including a Senior Center, Town Square, and the Plumas Tower Plaza. Also in the Planning Area are three County parks and two parks owned by Yuba City Unified School District with which the City has use and maintenance agreements. Private and/or nonprofit organizations manage two Little League fields and other recreational facilities.

Yuba City's parks range in size from the 0.1-acre Clark-Ainsley Mini Park to the 13-acre Blackburn-Talley Park. The City has a municipal pool, a three-field softball complex, and an older single-field softball facility. Youth basketball and youth enrichment programs are dependent on the use of school facilities. The Yuba City Unified School District has four gymnasiums used by Parks and Recreation Department programs, two located at Yuba City High School and one each at Andros Karperos Middle School and Gray Avenue Middle School. Many of the schools have multi-purpose rooms for community use.

For the 57,030 residents living in the Planning Area in 2000, on average, there is currently 1.3 acres of public and non-profit improved parkland per 1,000 residents, as well as other city and county owned acreage intended for future park development. This is below the City's goal of 10 acres per 1,000 persons.

CLASSIFICATION AND STANDARDS

The City provides its residents with several types of parks and facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. Park types are classified as followed.

- *Neighborhood Park:* A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. These facilities include pocket parks, and neighborhood playgrounds. The standard for this type of park is 1.0 acre per 1,000 residents of the City.
- *Community Park:* A larger park or facility developed to meet the park and recreational needs of those living or working within a three-mile radius. Community parks vary from 5 to 20 acres and having playing fields and community recreation facilities. The standard for this type of park is 1.5 acres per 1,000 residents of the City.
- *City Park:* A park having a wide range of improvements not usually found in neighborhood and community parks and designed to meet the recreational needs of the entire city population. A city park must be over 80 acres in size. Recreational facilities might include a nature area, golf course, zoo, or lawn and play areas. Structures, such as gymnasiums, community centers, and public or private educational institutions may also be permitted. Parks may also be themed, such as a park dedicated to the agricultural heritage of the area. The standard for this type of park is 1.5 acres per 1,000 residents of the City.
- *Specialized Recreation Area:* A recreation area or facility devoted to a very specific activity or use. A linear park or trail is one example. Other parks with a mix of public and private passive and active space, such as parts of the Feather River Park, are also examples. Plazas and green space within commercial developments, such as in the Harter Specific Plan, also fall into this category. The standard for this type of park is 6.0 acres per 1,000 residents of the City.

The above listed parks generally require primarily flat land (functional acreage) that can be developed into sports fields, tennis courts, basketball courts, picnic areas and children's play areas, as well as grass areas for informal play. 2002 parkland is summarized in Table 6-1.

Table 6-1: 2002 Parkland

<i>Parkland Type</i>	<i>Acres</i>	<i>Percent of Total</i>
Specialized Recreation Area	24	32%
City Parks	0	0%
Community Parks	31	42%
Neighborhood Parks	19	26%
Total	74	100%

PARK DEMAND

The process for determining demand of parkland in Yuba City is based on the following components:

- Implementing the parkland standards for neighborhood parks, community parks, city parks, and specialized recreation areas;
- Making up the existing deficiency in parkland for current residents in Yuba City with new parkland; and
- Providing parkland to meet new demand by new residents in Yuba City.

As of the year 2002, 74 acres of public and private parkland service a population of 57,030 within the Urban Growth Boundary, resulting in 1.3 acres of parkland per 1,000 residents. In order to meet the goal of 10 acres per 1,000 residents for the existing population, a total of 570 acres of parkland is needed. Subtracting out the existing 74 acres, 496 new parkland acres are needed to make up the 2002 deficiency.

As discussed in Chapter 3: Land Use, the buildout of the General Plan Diagram would result in approximately 51,000 new residents in Yuba City, with a total population of about 108,000. Using the 10 acres per 1,000 residents standard, this new population would require 510 acres of new parkland. Combined with the acreage needed to meet the needs of current residents, 1,006 acres new parkland acres are needed. A summary is presented in Table 6-2.

Table 6-2: Parkland Demand Summary, Plan Buildout

Acreege Required to Address Existing Deficiencies	496
Acreege Required for New Population	510
Total New Parkland Acreege Needed	1,006

PLANNED PARK SYSTEM & OPEN SPACE NETWORK

The Planned Park System and Open Space Network includes the following components:

- *New Parkland.* Existing and new park facilities are depicted on Figure 6-1, including Specialized Recreation Areas, City Parks, Community Parks, and approximate locations for Neighborhood Parks. Quarter- and half-mile radii are shown around parks. The Feather River parkland areas, consistent with the Feather River Parkway Strategic Plan, have been divided into “City Park” and “Specialized Recreation Area” categories. Total acreages for newly planned parkland are presented in Table 6-3.

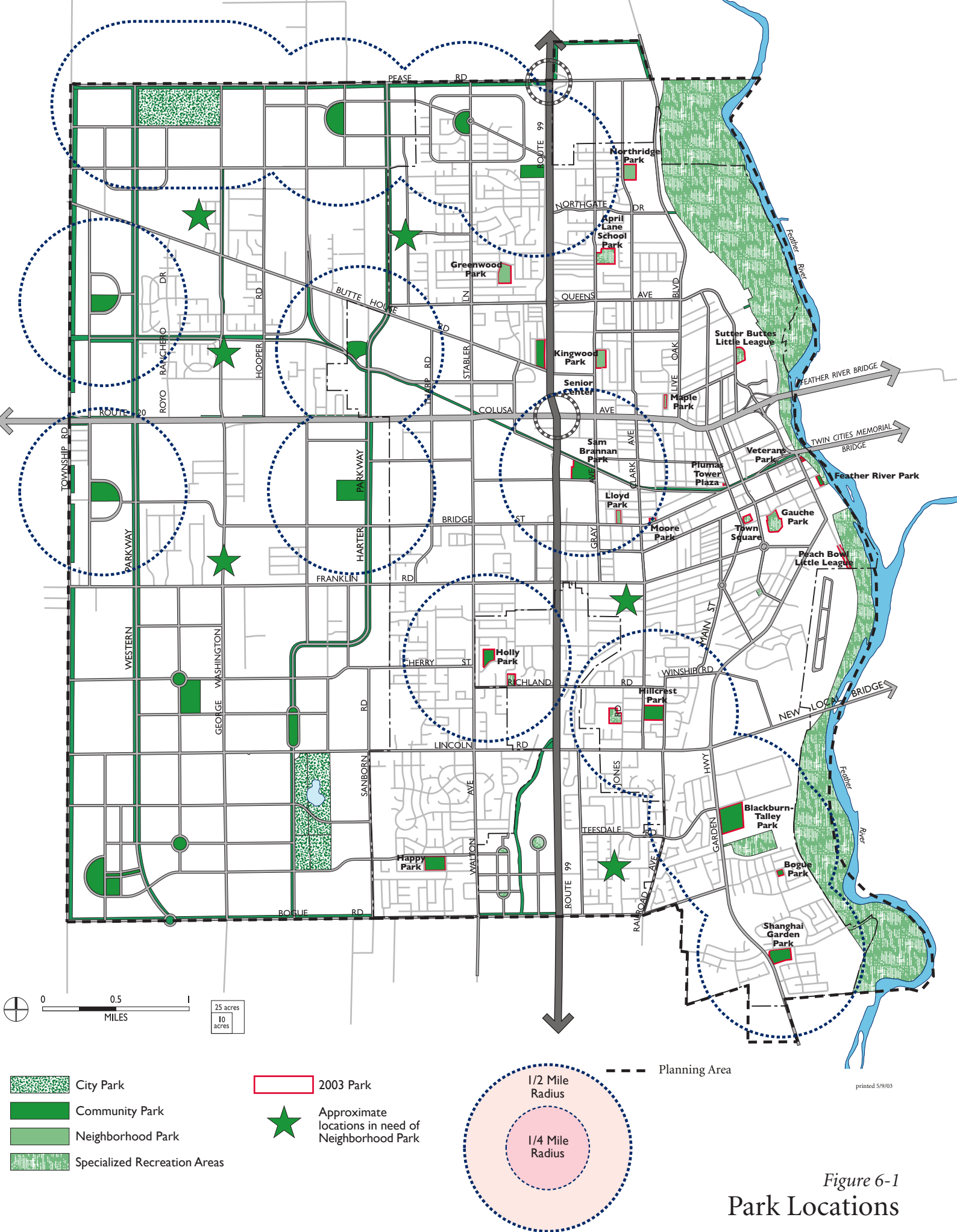


Figure 6-1
Park Locations

- *Joint School-Park Facilities.* The co-location of Park & School Facilities is depicted in Figure 6-1.
- *Open Space Network.* A proposed network of linear open space, including trails, bikeways, and pathways intended to link all parks and recreation facilities in a comprehensive network.

Table 6-3: 2002 and Planned Parkland

Parkland Type	2002 Acres	Planned Acres	Total	Percent of Total	Acres per 1,000 Residents ¹
Specialized Recreation Areas	24	860	884	68%	8.0 ²
City Parks	0	172	172	13%	1.5
Community Parks	31	106	137	11%	1.5
Neighborhood Parks	19	81 ³	100	8%	1.0
Total	74	1219	1293	100%	12

¹Assumes a buildout population of 108,000; data are rounded

²Includes additional land in the Feather River Corridor beyond the target of 6 acres per 1,000 residents

³Assumes the Neighborhood Parks depicted in Figure 6-1 and other parkland added as part of new subdivision development in the form of pocket parks will total approximately 75 acres. This additional acreage is not included in the parkland totals in Table 3-2.

CITY PARKS

Two large-scale parks are proposed in the western portion of the planning area. One park is located in the southern portion of the City and is intended to accommodate a range of active recreational activities. Proposed low/medium and medium/ high density residential developments surround the park. A quarter mile long, 300 foot wide extension of this park is proposed from it's northwest corner. This "panhandle" integrates the park with a proposed north south vehicular parkway and provides community-scale recreational uses to adjacent residential developments. A second city park is planned near the northwestern edge of urban area and abuts rural agricultural land. This park is intended to be less active in nature than the southerly park and could include a heritage park component tying Yuba City to its agricultural heritage.



The California Citrus Park in Riverside is a good example of a heritage park.

FEATHER RIVER PARK PROJECT

The Feather River marks the eastern edge of Yuba City. The Feather River Parkway Strategic Plan (2002) is a comprehensive strategic plan that was developed to establish a framework for improvements for lands on the western bank of the Feather River. The waterfront area of the Feather River has a large amount of undeveloped open space that is part of the flood plain and is visually

inaccessible due to the existing levee; the plan presents a framework of uses for these areas. Proposed uses include a trail system, beaches, river viewing pavilions, boating facilities, and active recreational facilities, such as a golf course. The plan also addresses issues of waterfront accessibility, park space creation, and connections between the waterfront and Yuba City. The policies presented in this General Plan have been developed to ensure that the Feather River Parkway Strategic Plan will be implemented. A map of the planned facilities as part of the Feather River Parkway Strategic Plan is presented in Figure 6-2.

GUIDING POLICIES

- 6.1-G-1 Create a hierarchy of new open spaces that accommodates a diverse range of recreational needs.
- 6.1-G-2 Develop new parkland in order to address existing parkland deficiencies and to meet the park acreage standards for new residents.
- 6.1-G-3 Ensure adequate funding for parks and recreation facilities acquisition, development, and maintenance.
- 6.1-G-4 Provide varied recreational opportunities accessible to all City residents.

It is the City's goal to ensure that parks in Yuba City are easily accessible to its citizens, including the physically disabled, and to provide recreational equipment that people of all ages and abilities can use.

IMPLEMENTING POLICIES

General

- 6.1-I-1 Establish and maintain a standard of 10 acres of public parks per 1,000 residents.
Specific standards are as follows: 1 acre of Neighborhood Parks, 1.5 acres of Community Parks, 1.5 acres of City Parks, and 6 acres of Specialized Recreation Area per 1,000 residents.
- 6.1-I-2 Establish minimum sizes of 2 acres for Neighborhood Parks and 10 acres for Community Parks in Yuba City.
- 6.1-I-3 Require residential developers to either build parks or pay in-lieu fees in order to contribute to the City's park system.
- 6.1-I-4 Create a park dedication standard for new development in order to be consistent with and implement the Quimby Act.

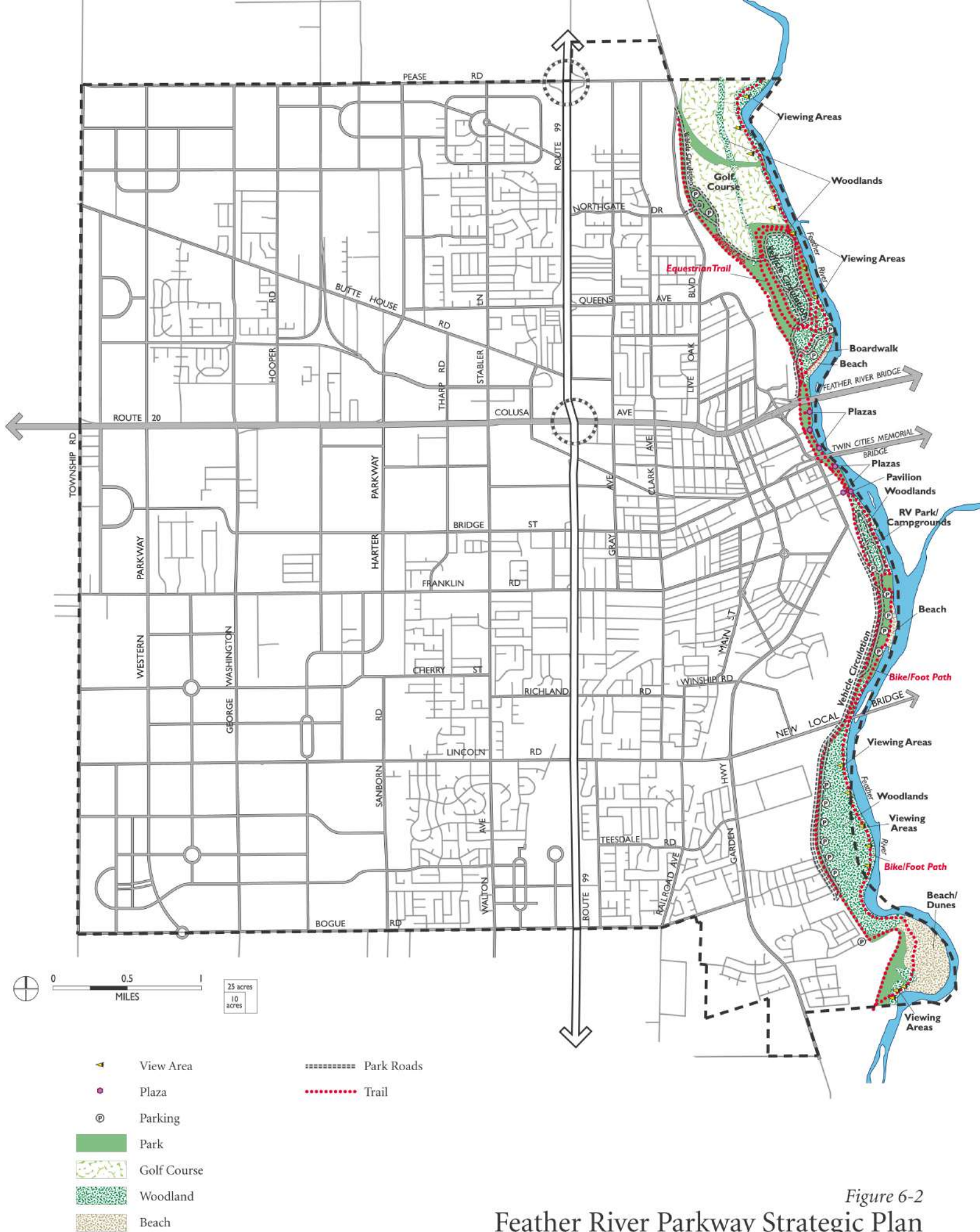


Figure 6-2
Feather River Parkway Strategic Plan

- 6.1-I-5 Establish a program for contributions to the City’s park system by non-residential developers, based on their proportional share of needs generated and use of facilities.
- 6.1-I-6 Establish dedication and reservation requirements for the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new residential developments.
- 6.1-I-7 Cooperate with the Yuba City Unified School District to promote joint development and use of school sites located within the City and within the UGB.
- 6.1-I-8 Under review of the Parks & Recreation Department and Commission, prepare, adopt and implement a 10-year Parks and Community Facilities Master Plan, to be reviewed biennially and updated quadrennially.
- 6.1-I-9 Require a high level of maintenance service with respect to all parks and recreational facilities.

The maintenance and upkeep of parks and recreational facilities is necessary for the economic health of the community.

- 6.1-I-10 Implement the Feather River Parkway Strategic Plan in a manner consistent with the plans and programs put forth in that document and consistent with policies in the Open Space and Conservation Chapter (Chapter 8). Proposed actions include:
 - Improved pedestrian access to the riverfront;
 - Provide a mix of active- and non-active recreational and open space in those areas delineated in the Feather River Parkway Strategic Plan; and
 - Ensure that the open spaces proposed in the Feather River Parkway Strategic Plan be designed in a manner flexible enough to accommodate a variety of activities.

City Parks

- 6.1-I-11 As illustrated in Figure 6-1, locate and develop two large City parks in the western portion of the planning area to accommodate a variety of activities.
- 6.1-I-12 Evaluate feasibility and community interest in taking advantage of the north park’s location abutting agricultural fields to create an “Agricultural Heritage Park” marked by orchard rows and other local agricultural products.

As successful model for this type of facility is the California Citrus Park located in Riverside, California. The park incorporates hands-on exhibits, working citrus farms, preserved orchards, a museum, and other cultural amenities.

- 6.1-I-13 Allocate the southern portion of the south park, adjacent to the proposed high school, for active recreational uses, such as sports fields.
- 6.1-I-14 Allocate the central area of the south park for more passive uses, including walking, strolling, picnicking, and unorganized field games.

6.1-I-15 Incorporate the following design characteristics into the creation of the new City parks:

- Park edges that provide subtle transitions from residential developments.
- Visual permeability, created by leaving 15 feet of space between trees at park edges in order to create an open, landscaped, accessible environment.
- Multi-purpose bike / pedestrian pathways along the edges and through the parks.

Neighborhood & Community Parks

6.1-I-16 Place neighborhood and community parks at the core of new neighborhoods.

6.1-I-17 As depicted in Figure 6-1, co-locate community parks and school sites where possible.

6.1-I-18 Incorporate the following design characteristics into the creation of community, neighborhood, and pocket parks:

- Permeability; so interior portions of the park can be viewed from the street;
- Lighting, in order to maintain safety;
- Pedestrian access, and in Neighborhood Parks, limited parking;
- Pathways leading from parks to local neighborhoods; and
- Lush landscaping.

Greenways, Pathways, and Trails

6.1-I-19 Develop a unified and consistently signed and marked trail system throughout the City, including “rails-to-trails” programs, bikeways, pathways, sidewalks, and other trails.

This non-motorized transportation network will connect new neighborhoods, existing neighborhoods, parks, community activity centers, and community facilities.

6.1-I-20 Establish a linear, usable “panhandle” attached to the south park and integrated as a portion of the southern extension of the planned Harter Parkway.

The panhandle is a block-wide linear green space that runs for about ¼ of a mile. It will exist as a portion of Harter Parkway and will provide a transitional link between the parkway and the South Park. At 300 feet in width, it is large enough to provide usable open space to residents nearby as well as creating a visual amenity for motorists using the Harter Parkway.

6.1-I-21 On non-motorized portions of roadways, create a landscaped, signed environment and safe connections to destination points, using crosswalks, planting buffers, and signal pre-emption as necessary.

6.2 EDUCATIONAL FACILITIES

FACILITIES, 2002

The Yuba City Unified School District (YCUSD) serves most of the areas within the UGB as well as a large portion of central and southern Sutter County. In 2003 the District operated 12 elementary schools, two middle schools, one high school, one continuation high school, and an alternative school (grades K-12).

Within the UGB, the District operates eight elementary schools (grades K-5), two middle schools (grades 6-8), one K-8 school (Tierra Buena), and one high school. A second high school was under construction in 2003.

The Franklin Elementary School District and Sutter Union High School District are coterminous in the region and include a small portion of the western edge of the Yuba City Planning Area south of State Route 20.

Existing public school facilities are illustrated on Figure 6-3.

Several private and parochial schools also exist in Yuba City, including Adventist Christian, Covenant Christian, Faith Christian, First Lutheran, Grace Christian Academy, and St. Isidore's schools. The Yuba City Charter School, also known as the Whitney Academy, is publicly-funded but not a part of the Unified School District. Post-secondary educational opportunities in the region include Yuba College in Marysville, the California State University campuses at Chico and Sacramento, and the University of California at Davis.

ENROLLMENT AND CAPACITY

Based on peak enrollments for 2001-2002 school year, approximately 11,000 students from within the UGB attended local schools listed in Table 6-4. Although official capacity numbers are not recorded, many of the City's schools are presently at, if not over, capacity.

Table 6-4: Schools and Enrollment, 2001-2002

<i>School</i>	<i>Enrollment</i>
Yuba City Unified School District	
Elementary (K-5)	
April Lane Elementary School	584
Bridge Street Elementary School	550
Butte Vista Elementary School	300
King Avenue Elementary School	425
Lincoln Elementary School	939
Lincest Elementary School	928
Park Avenue Elementary School	634
Tierra Buena K-8 School	759
Middle (6-8)	

Table 6-4: Schools and Enrollment, 2001-2002 (Cont.)

<i>School</i>	<i>Enrollment</i>
Yuba City Unified School District	
Andros Karperos Middle School	1,116
Gray Avenue Middle School	887
High (9-12)	
Yuba City High School	2,792
Albert Powell Continuation High School	211
Alternative Education (K-12)	
Yuba City Unified Alternative School	138
Total	10,263
Franklin Elementary School District	
Franklin Elementary School	417
Sutter Union High School District	
Sutter Union High School	663
Butte View Continuation High School	20

Sources: Yuba City Unified School District, Franklin Elementary School District, Sutter Union High School District

PROJECTED ENROLLMENT

Buildout of the General Plan will result in the addition of 19,220 housing units, with a total buildout population of approximately 108,000. Student generation factors and school size assumptions for households in the planning area are as follows:

- K-5: 0.28 students per household, 550 students per school.
- 6-8: 0.12 students per household, 880 students per school.
- 9-12: 0.175 students per household, 2,100 students per school.

The number of students added for each school type represents a significant increase over current levels. School age population and school needs are detailed in Table 6-5.

Table 6-5: Buildout Student Population & School Demand

	<i>Households in Buildout</i>	<i>Generation Factor</i>	<i>Added Students</i>	<i>Students Per School</i>	<i>New Schools Needed</i>
K-5	19,220	0.28	5,382	550	10
6-8	“	0.12	2,306	880	3
9-12	“	0.175	3,364	2,100	2
Total			11,052		15

Source: Dyett & Bhatia, 2003.



Figure 6-3
School Locations

The student population projection does not take into account the potential for the development of K-8 schools. The YCUSD has a policy of building new school facilities for grades K-8 at one school site; however, the YCUSD does not believe that all future schools will be built in this manner or that existing facilities will be converted. It is therefore difficult to determine or assign a generation factor or determine need specifically for K-8 facilities. As a result, the YCUSD agreed that the total combined demand for K-5 and K-8 facilities could be reduced through the development of K-8 facilities.

PLANNED FACILITIES

Figure 6-3 illustrates planned school sites in the Planning Area. Within the YCUSD, two new high schools are planned (one under construction at the time of Plan preparation) and seven flexible K-5, 6-8, or K-8 sites. Within the Sutter High School/Franklin Elementary School District, three flexible K-5, 6-8, or K-8 sites are planned. Where possible, schools and community parks are co-located.

GUIDING POLICIES

- 6.2-G-1 Provide superior educational opportunities for children and all members of the community.
- 6.2-G-2 Ensure that adequate school sites are made available in conjunction with new growth in the planning area.
- 6.2-G-3 Maintain good communication with area school districts on all matters pertaining to the need for and the provision of school sites and facilities. Integrate the land and infrastructure planning efforts of the City and the school districts.
- 6.2-G-4 Encourage the development of institutions of higher learning within Yuba City.

IMPLEMENTING POLICIES

- 6.2-I-1 Cooperate with school districts to ensure safe and convenient access for school children.
- 6.2-I-2 Assist the various school districts in developing school sites and facilities to serve all neighborhoods in the City, and to respond to the educational needs of various sectors of the population.
- 6.2-I-3 Cooperate with school districts to ensure that, within the limits of the law, educational facilities with sufficient permanent capacity are constructed to meet the needs of current and projected enrollment.
- 6.2-I-4 Require that residential development pay fees to school districts for the acquisition of school sites to provide adequate, permanent classroom space or, alternatively, provide land.
- 6.2-I-5 Work closely with school districts to ensure that all new school facilities are within close proximity to the neighborhoods they are intended to serve, as illustrated in Figure 6-3 and on the General Plan Diagram.
- 6.2-I-6 Require subdividers to reserve school sites as shown on the General Plan Diagram for school district acquisition for a reasonable period of time.

- 6.2-I-7 Support efforts to locate a community college or commuter campus in Yuba City, either in cooperation with the Yuba Community College District or through private academic institutions.
- 6.2-I-8 Support school district efforts to mitigate significant impacts of new projects on school facilities, consistent with State law.

State law limits the fee that can be imposed on residential development to mitigate school impacts and prohibits denial of a project on the basis of the inadequacy of school facilities or school impact fees.

6.3 COMMUNITY FACILITIES & INSTITUTIONS

Community facilities and institutions are the network of public and private facilities that support the civic and social needs of the population. New community facilities are not specifically sited on the General Plan Diagram. Small-scale community facilities are appropriately sited as integral parts of neighborhoods and communities. Larger-scale community facilities are to be integrated in Urban Activity Centers.

Community facilities and institutions in Yuba City are categorized as follows:

- *Community Centers.* Facilities designed to meet the needs of the population for civic meetings, recreational activities, social gatherings, and cultural enrichment, such as the Yuba City Senior Center (YCSC). The Senior Center is host to recreational activities, workshops, support groups, and a senior meal program and is used by approximately 100 people each day.
- *Cultural Facilities.* These facilities house scientific and historical exhibits or offer space for artistic performance and presentations. The Community Memorial Museum of Sutter County and the Yuba-Sutter Regional Arts Council building in Marysville are examples of these types of facilities. Artists studio space and performance spaces can often be coupled with Arts Centers.
- *Civic Buildings.* Includes City and County administrative and public buildings.
- *Libraries.* Facilities in which literary, artistic, and reference materials are kept for public use and circulation. The main branch of the Sutter County Free Library (SCFL) is located at 750 Forbes Avenue in Yuba City; four smaller branches are dispersed through the remainder of the County. The collection at the main branch includes approximately 100,000 volumes. While the library is predominantly used by Yuba City area residents, it is a County service which receives only literacy block grants from the City. The main branch is currently at capacity use and will require larger facilities to meet the area's needs through General Plan buildout. There is no room for expansion at the current site.
- *Religious Facilities.* Includes houses of worship and other related uses.
- *Medical Facilities.* Hospitals, clinics, care facilities, and medical offices.

GUIDING POLICIES

- 6.3-G-1 Provide public and cultural facilities that contribute to the City's positive image and enhance community identity, and meet the civic and social needs of the community.

- 6.3-G-2 Promote the development of medical facilities in Yuba City to serve a local and regional population.

IMPLEMENTING POLICIES

Community Centers

- 6.3-I-1 Locate new Community Centers, to be operated by the Yuba City Parks and Recreation Department, in mixed-use Community Activity Centers or Downtown.
- 6.3-I-2 Offer incentives for developers who set aside land for the development of community centers.
- 6.3-I-3 Co-locate community facilities in or adjacent to parks.
- 6.3-I-4 Maintain for developing youth services programs and supporting facilities.

Cultural Facilities

- 6.3-I-5 Work with the Yuba-Sutter Regional Arts Council to locate permanent arts space in Yuba City.
- 6.3-I-6 Offer incentives for developers who set aside land for the development of cultural facilities.
- 6.3-I-7 Promote the development of shared cultural facilities at school sites.
- 6.3-I-8 Explore the long term demand and feasibility of developing a regional-scale performing arts center or museum facility in downtown Yuba City.
- 6.3-I-9 In conjunction with the development of an Agricultural Heritage Park in the northern part of Yuba City, create a museum facility related to the agricultural history of Yuba City and the regional area.

Libraries

- 6.3-I-10 Provide library facilities necessary to meet the needs of the community.
- 6.3-I-11 Offer incentives for developers who set aside land for the development of libraries.
- 6.3-I-12 Work with the Sutter County Free Library to create either a new large library facility or several satellite branches to service additional population in Yuba City.
- 6.3-I-13 Use existing City collected, library-specific impact fees for the development of new library facilities.
- 6.3-I-14 Assist the library administration in its attempts to secure State and federal funds for facilities and services.
- 6.3-I-15 Create and maintain performance standards for planning and development of new libraries.

- 6.3-I-16 Require new development to pay its fair share of the costs of expanding library services to maintain current service levels.

Institutions

- 6.3-I-17 Work with health care providers to maintain a full range of health care facilities and services designed to meet regional and community needs.
- 6.3-I-18 Facilitate the provision of safe, affordable, and quality elder care and child care facilities and services for families who reside or work in Yuba City.
- 6.3-I-19 Ensure accessibility for disabled persons to all buildings offering health and social services, consistent with the Americans for Disabilities Act of 1990.
- 6.3-I-20 Actively work with public, private, and non-profit service providers to create and expand opportunities for elder care facilities, programs, and services in Yuba City.
- 6.3-I-21 Make provisions for houses of worship and day care facilities in residential areas on arterial or collector streets.

7

Public Utilities

This chapter of the General Plan establishes policies and provisions for public utilities, including water supply, wastewater treatment, and solid waste handling. The provision of adequate public facilities is a critical component to successful implementation of the General Plan.

7.1 WATER SUPPLY AND CONSERVATION

WATER PROVIDERS

The Yuba City Utilities Department provides water within the City limits, and with the purchase of the Hillcrest Water Company (HWC) in 2001, now also provides water service beyond the City limits. In 2002, Yuba City had approximately 9,020 surface water connections; the City obtains its surface water supply from the Feather River, under four water supply contracts:

- State Water Resource Control Board (SWRCB) Permit 14045;
- State Water Resource Control Board Permit 18558;
- Yuba County Water District (YCWD); and
- Department of Water Resources, State Water Project.

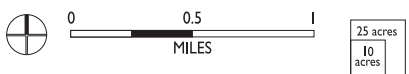
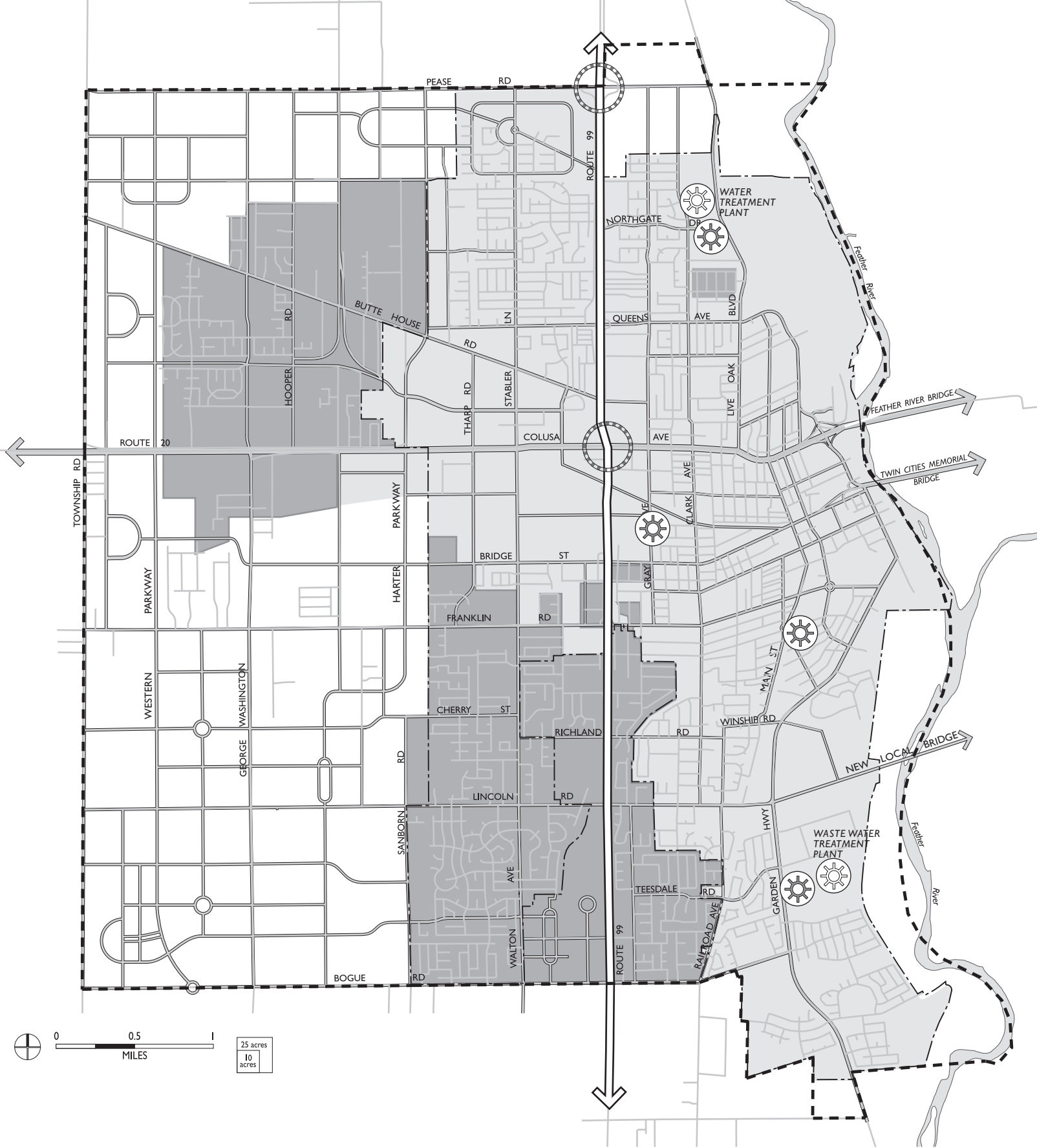
The City surface water supply also has access to a limited water supply from a back-up water well.

Most residents in the Sphere of Influence outside the City limits obtain their water from either private wells or the HWC, which had approximately 4,500 water service connections in 2002. Yuba City purchased HWC in May 2001 and had assumed responsibility for water service, renaming the area Yuba City Groundwater Service. This water service system consists of three water treatment plants and 15 wells.¹ There are several other small private water districts such as Wildwood East, Wildwood West, and El Margarita Water District. These districts serve over 250 homes. The water service area is shown in Figure 7-1.







Groundwater supplied to customers is generally hard water, has higher levels of some minerals—such as iron, manganese, arsenic—and some areas also contain nitrates. Not all of the wells will meet the arsenic standards approved by the Federal EPA. Yuba City is evaluating options related to converting these customers from groundwater supply to surface water supply, or treating the groundwater to meet all primary and secondary standards.²

¹ Bill Lewis, Yuba City Utilities Director, written comments, December 10, 2001.

² Ibid.



Source: City of Yuba City, 2001.

-  Water Tanks
-  Waste Water or Water Treatment Facility
-  Surface Water Source
-  Ground Water Source
-  Yuba City Utility District Water Service Area
-  City Limits



-  Planning Area
-  Potential Interchange

Figure 7-1
Water & Wastewater Facilities

SUPPLY AND PROJECTED DEMAND

Under SWRCB Permits 14045 and 18558 the City can obtain up to 15,500 acre-feet of water per year (see Table 7-1)—provided there are no curtailments—at no cost; however, SWRCB Permit 14045 does not license diversion during July and August and Permit 18558 does not provide water from July through September. Permit 14045 provides the basis of the City supply outside summer months and Permit 18558, though awarded in 1978, was used for the first time in 2000.

Yuba City negotiated a contract for water supply with Yuba County Water District (YCWD) to provide a base summer water supply, and water supply under this contract has never been curtailed. This contract will expire in 2010; by then, the City expects to have renegotiated this contract or replaced this supply by other means. The State Water Project contract is presently used to supplement YCWD during the months of July and August, though water from this contract can be used in any month.

The Yuba City surface water system maintains one well that has a capacity of approximately 3 million gallons per day. In the event of a significant water shortage, this well could be blended with the available treated surface water to meet demand.

Table 7-1: Water Supply History and Projections (Acre Feet Per Year)

<i>Water Supply Sources¹</i>	<i>2000</i>	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>
SWRCB Permit 14045	6,500 ²	6,500	6,500	6,500	6,500
SWRCB Permit 18558	9,000	9,000	9,000	9,000	9,000
Yuba County Water District	4,500	4,500	4,500	0	0
State Water Project	9,600	9,600	9,600	9,600	9,600
Future Water Rights	-	-	10,000	15,000	15,000
Total	29,600	29,600	39,600	40,100	40,100

¹ All current contracts are for set amounts of water. Note that the YCWD contract expires after 2010, at which point the City expects to have replaced it with water from another source. All contracts may be subject to curtailments, reviewed, or replaced.

² The Urban Water Management Report incorrectly listed the amount as 9373; the maximum annual usage was reduced to 6500 acre-feet in 1982.

Source: Yuba City Urban Water Management Plan, 2000; Bill Lewis, City of Yuba City 2003.

Despite the fact that 40,100 acre feet of raw water supply is projected for 2020, the City's Urban Water Management Plan (UWMP) uses a more conservative estimate of 32,573 acre feet in the analysis of supply versus demand. This number does not assume as yet undetermined future water rights, nor does it assume that Yuba County Water District supply is curtailed.

City Water Supply System

The existing surface water supply system includes 9.25 million gallons (MG) of distribution system storage from the 20 million gallons per day (mgd) Yuba City Water Treatment Plant (WTP), Sam Brannan, Rowe Avenue, Burns Drive (Garden Highway), Forbes Avenue, and Plumas Street tanks, though the City normally does not store water in the Forbes or Plumas tanks. Taking emergency

storage requirements into account, there is a current storage deficit of 3.4 MG. Future growth will require an additional 2.9 MG beyond the current deficit, totaling an additional 6.3 MG by 2020.³

The above water supply system does not include surface water to groundwater customers. Yuba City surface water and groundwater pipelines are very near each other along the west City boundary. Some groundwater customers are literally next door to surface water customers. During the past droughts, groundwater wells were able to meet the needs of their customers. If surface water supplies were inadequate to meet the needs of Yuba City, a minimal amount of pipe could be added to interconnect the two systems. Areas served by surface water and groundwater are illustrated in Figure 7-1.

Historic and Projected Water Demand

As Table 7-2 shows, surface water use has grown 28 percent from 1990 to 2000, and total water use in the service area is projected to more than double in the next 20 years. This is based on a combination of natural population increase and expansion of the service area within the City's planning area.

Yuba City is in the process of converting from a flat rate system to a metered system. It is anticipated that 100 percent of the accounts will have meters installed by the end of 2003.

Demand peaks in the summer, when temperatures regularly exceed 100 degrees Fahrenheit and residential and commercial irrigation demand is at its height. Average demand for 1993-1995 was 273 gallons per capita per day (gpcd); in 1995, average total demand for the City was 9.15 million gallons a day (mgd) with a maximum-day demand of 17.90 mgd and peak-hour demand of 31.6 mgd.⁴ These figures are expected to rise with overall demand.

Assuming General Plan buildout in 2025, a total of 27,474 acre feet will be required in year 2025. With an expected annual supply of 32,573 acre feet, average demand will not exceed supply. However, there are other factors, such as peak summer demand and unexpected supply curtailments that contribute to supply shortfalls. According to the City's UWMP, in all cases Yuba City is able to meet the full needs of its customers without mandatory water conservation through the year 2014.⁵ If the SWP allocation were lower than 50 percent, mandatory water conservation measures would be required prior to 2014. 2001 SWP allocation was 36 percent of total. Based on increased environmental water demands, mandatory water rationing may be required earlier than 2014 unless additional water rights are obtained. Yuba City anticipates acquiring additional water rights to supplement or replace the YCWD contract that expires in 2010.

³ Yuba City Water System Master Plan (WSMP), 1997, p 4-3.

⁴ WSMP, 1997, p 2-5.

⁵ UWMP, 2000, p 17, based on a 50 percent SWP allocation.

Table 7-2: Past, Current, and Projected Water Use (Acre Feet Per Year)

Water Use Sector	1990*	1995	2000	2020	2025	Change from 2000 to 2025	% Change 2000 to 2025
Single Family Residential (metered)	N/A	2,546	3,855	8,140	9,436	5,581	245%
Multi Family (metered)	N/A	1,396	1,633	3,625	4,202	2,569	257%
Commercial	N/A	N/A	2,161	4,715	5,466	3,305	253%
Industrial	N/A	1,503	1,834	3,210	3,712	1,887	203%
Landscape	N/A	N/A	568	1,230	1,426	858	251%
Other	N/A	N/A	1,569	2,780	3,223	1,654	205%
Total	9,095	10,239	11,620	23,700	27,474	15,854	230%

* Due to the lack of significant customer metering for individual sectors, historical usage records do not exist for 1990.

Sources: 1995: Public Water System Statistics Report to DWR prepared by Yuba City Finance Department, 2000: Customer usage report by account type and total raw water from water plant reports, backwash information from 2000 DHS reports, 2005-2020: Yuba City Urban Water Management Plan 2000, which assumes a 3% annual increase in overall water use; 2025: Dyett and Bhatia, using a 3% annual increase in water use. The urban Water Management Plan did not include estimated for future conversion of existing groundwater customers to surface water.

PLANNED IMPROVEMENTS

The City is in the midst of a 10-year Capital Improvement Program (in two phases, estimated cost of each phase being \$5.6 and \$2.3 million) to accommodate projected future needs. Improvements to the Water Treatment Plant already completed include upgraded filters, new fluoride system, repair to intake structure, and reliable capacity increased to 20 mgd. Uncompleted improvements include new storage reservoirs with booster pumping stations and new 12- and 16-inch distribution grids.⁶

There are no significant improvements planned in the short term until resolution is reached regarding how to serve current groundwater customers who need to be integrated into the City's water system. If these customers are converted to surface water, significant improvements will be required at the water treatment plant, and on the distribution system.⁷

CONSERVATION

The City Ordinance allows the City Council to declare an emergency condition and institute mandatory water conservation programs. Such measures include:

- Irrigation limitations to two times per week;
- No use of water on impermeable surfaces;
- All evaporative coolers must be recirculating type;
- Shutoff nozzles on all hoses;

⁶ Ibid, pp 4-11 and 4-12; Response to General Plan Update Questionnaire.

⁷ Bill Lewis, Response to General Plan Update Water Service Questions, August 20, 2001.

- Large water users must submit a conservation plan;
- Car wash limitations;
- Water requirements for trees, shrubs and other plant materials except lawns;
- Prohibition of fountains, ponds, etc.; and
- Restaurant restrictions.

Yuba City normally operates its water distribution system at a pressure of 50 to 60 pounds per square inch (psi). In the event of significant water shortages, the system pressure could be reduced. System pressure is maintained using variable speed pumps. There are no elevated water storage tanks still in use. The pressure reduction would reduce demand and reduce the amount of distribution system leakage. Water savings from the existing State conservation ordinances, including that attributed to the replacement of conventional water-using devices with water-saving devices, are estimated to account for approximately 10 percent over the next 25 years.

GUIDING POLICIES

- 7.1-G-1 Ensure that an adequate supply of water is available to serve existing and future needs of the City.
- 7.1-G-2 Ensure that necessary water supply infrastructure and storage facilities are in place prior to construction of new development.
- 7.1-G-3 Maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission facilities.
- 7.1-G-4 Encourage water conservation with incentives for decreased water use and active public education programs.

IMPLEMENTING POLICIES

- 7.1-I-1 Evaluate the adequacy of water infrastructure in areas where intensification of land use is anticipated to occur, and develop a strategy to implement projects in the Water Supply Master Plan to offset deficiencies in capacity.
- 7.1-I-2 Coordinate capital improvements planning for all municipal water service infrastructure with the direction, extent, and timing of growth.
- 7.1-I-3 Decline requests for extension of water beyond the SOI, except in cases of existing documented health hazards and in areas where the City has agreements to provide services.
- 7.1-I-4 Establish equitable methods for distributing costs associated with providing water service to development, including impact mitigation fees where warranted.
- 7.1-I-5 Explore ways to encourage use of reclaimed water for irrigation and landscaping purposes.

Utilizing reclaimed water is currently not cost-effective. Should the costs of reclaimed water become more attractive, the City should define a program for encouraging reclaimed water use.

- 7.1-I-6 Establish guidelines and standards for water conservation and actively promote use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings.

7.2 WASTEWATER COLLECTION AND TREATMENT

SEWER SERVICE, 2002

Sanitary sewer service in Yuba City is provided by the City Utilities Department. In the unincorporated areas of the SOI, with limited exceptions, municipal sewage treatment has not been available to county residents. As Yuba City incorporates these areas, sewage service will be available if these residents want to connect. Due to the high connection costs (about \$10,000), most residents in annexed areas do not connect until their septic systems fail.⁸

The 1997 Yuba City Wastewater System Master Plan (WWSMP) describes the City's existing sewage collection system and addresses sewage collection system capacity and operational needs. It also recommends a long-term capital improvement program to provide the facilities necessary to accommodate General Plan buildout. The locations of the City's wastewater facilities are shown in Figure 7-1.

WASTEWATER DISPOSAL SYSTEM, 2002

The City constructed its first municipal sewage treatment plant and collection system near the State Route 20 Bridge. In the early 1970s, the original sewage treatment plant was abandoned and the current Wastewater Treatment Facility (WTF), located farther south, was constructed. The treatment plant uses a pure oxygen activated sludge secondary treatment process, with disinfection and dechlorination.⁹ The system includes 13 lift stations throughout the City, built between 1949 and 2001. Pipe sizes range in diameter from six to 36 inches.¹⁰

At the City's WTF, wastewater is sent through a grit remover, primary and secondary clarifiers, aeration basin, disinfection facility, and chlorine contact basin, and is exposed to anaerobic digesters.¹¹ Treated wastewater is discharged to rapid infiltration and evaporation ponds in the feather River floodplain from May 15 to October 31 and to the Feather River downstream of its confluence with the Yuba River during other times of the year.¹² Discharges to the Feather River may change, depending on the requirements of a new discharge permit, which took effect on August 1, 2003. The Regional Board adopted Cease and Desist Order No. R5-2003-0086 concurrently with the new NPDES permit. The order was adopted because the City cannot currently meet all of the new effluent limitations. This Order contains a schedule for the City to bring the treatment facility into compliance with discharge requirements.

⁸ UWWMP, 2001, p 22.

⁹ Ibid.

¹⁰ Yuba City Wastewater System Master Plan (WWSMP), 1997, p 3-2.

¹¹ WWSMP, 1997, p 5-1.

¹² UWWMP, 2001, p 25-26.

The current wastewater plant has a rated capacity of seven million gallons per day (mgd) and is currently treating approximately 6.5 mgd. The City has proposed to expand the capacity to nine mgd, and an engineering design project is currently underway. According to Finding 45 of the new NPDES discharge permit (Order No. R5-2003-0085), State Water Resources Control Board policy requires “that increases in wastewater flows achieve the highest quality of water consistent with the maximum benefit to the people of the state. It must be demonstrated that the wastewater treatment facility, with an increased flow rate, provides best practicable treatment, meets waste discharge requirements, and will not unreasonably affect beneficial uses.”

Wastewater discharge is regulated by the California Regional Water Quality Control Board (RWQCB). Under RWQCB regulations, the bypass or overflow of wastewater from treatment plants and collection systems is prohibited.

Wastewater Flow Components

Design flows for wastewater collection systems are based on two major components: base wastewater flow (BWF) and infiltration/inflow (I/I). BWF is the sanitary and process flow from residential, commercial, industrial, and institutional uses. BWF rates differ depending on the type of land use and typically vary throughout the day and between weekdays and weekends. I/I is extraneous groundwater and stormwater that enter the system through sewer defects and direct storm drainage connections.

Groundwater enters the collection system through defects in pipes, pipe joints, and other sewer structures. The amount of infiltration depends on the condition of the system and the elevation of the groundwater table relative to sewer lines. The rate of groundwater infiltration is generally constant over short durations, but tends to increase during the wet weather season.

Stormwater flow is directly related to amount of rainfall. It is also sensitive to soil moisture and tends to be greatest late in the wet weather season when soil is highly saturated. Stormwater can enter the system through cross-connections between the storm drain and sanitary sewer systems or through illegal connections.

I/I often represents the dominant component of wastewater flow in older portions of a collection system, since it is highly dependent on the age of sewers as well as soil and topographic characteristics. In January 1997, when approximately 90 percent of Yuba City residents were evacuated due to the potential flooding of the Feather River, the water plant continued to produce approximately 1.5 mgd while flows entering the City’s WTF totaled approximated 2.5 mgd. As such, the I/I component of wastewater flow in the City at that time was approximately 1.0 mgd, or 40 percent.

Unit Flow Factors

Base wastewater flow factors represent average flow in gallons per day (gpd). The estimated per capita wastewater flow for residential and commercial is 110 gallons per day. There is not a convenient way to separate commercial from residential contribution. Industrial contribution is highly variable. The

largest industry, Sunsweet, averages 1.1 mgd Monday through Friday, and a much lower flow on weekends.¹³ Industrial flow contributes an average of 20 percent of the total flow into the WTF.¹⁴

DEFICIENCIES AND PLANNED IMPROVEMENTS

Yuba City was originally a rural city with sewage treatment provided by individual septic systems. Since 1950, new development connected to the municipal system, and existing commercial and residential properties were provided an opportunity to connect. Connection to the sewage system was never made mandatory for existing customers utilizing septic tanks, though the Sutter County Department of Health Services can require a customer to connect to the municipal system if their individual septic tank or leach system fails. This results in customers within the City Limits who have retained their septic systems and are not connected to the municipal system. It is not known how many individual septic tanks are in use, or when they will fail.¹⁵

Although the UWWMP states that the wastewater plant is already running at 93 percent of capacity (6.5 of 7 mgd),¹⁶ the WWSMP states that “the results of the [wastewater system] modeling [performed in 1997] do not indicate major sewer deficiencies for both current and future flow conditions.”¹⁷ Yuba City is in the midst of renewing its wastewater treatment discharge permit with the RWQCB, who controls the type and quantity of treated wastewater discharges. The expansion plans, which are spelled out in the 1997 WWSMP, include numerous improvements that will allow the city to reliably treat an average dry weather flow (adwf) of 9 mgd. The Master Plan also identifies Phase III projects, intended to provide for 12 mgd of adwf by 2020, as well as additional projects that would further increase capacity to meet future demand.¹⁸

PROJECTED NEEDS

The City’s Urban Water Management Plan projects wastewater disposal amounts of 12 mgd in the year 2020, based on population projections of 97,000, average per capita demand of 110 gallons per day, and relatively steady industrial demand (1.2 mgd). The UWMP does not include projections for the year 2025, however, projected demand for the buildout population can be made using the same methodology used to calculate 2020 projections. Assuming a buildout population of 108,000 and slightly increased industrial use (1.3 mgd), about 13.2 mgd of wastewater treatment capacity will be needed in year 2025. Although wastewater treatment improvements to meet this demand have not been funded, projects have been identified in the WSMP. These projects will be developed when the need arises for increased treatment capacity. Several of the new projects being built as part of improvements to the wastewater treatment system are being sized to handle future demand levels.

¹³ Bill Lewis, Response to Wastewater Service Questions, 20 Aug 2001.

¹⁴ WWSMP, 1997, p 2-2.

¹⁵ All information this paragraph, UWWMP, 2001, p 22.

¹⁶ UWWMP, 2001, p 23.

¹⁷ WWSMP, 1997, p ES-4.

¹⁸ WWSMP, 1997, pp 6-3.

WASTEWATER RECLAMATION

According to recent studies summarized in the UWMP, water reclamation in Yuba City is feasible, but is not economically desirable. Costs to produce reclaimed water are greater than the cost of fresh water supplies for both agriculture and urban uses. Until these costs are somehow offset or reduced, there is no incentive for potential customers to use reclaimed water. If the cost of fresh water supplies increases substantially over the next 20 years, reclaimed water may become more attractive to potential users.

GUIDING POLICY

7.2-G-1 Ensure that adequate wastewater treatment capacity is available to serve existing and future needs of the City.

IMPLEMENTING POLICIES

7.2-I-1 Maintain existing levels of wastewater service by preserving and improving infrastructure, including replacing sewer mains as necessary.

7.2-I-2 Evaluate the adequacy of sewer infrastructure in areas where land use intensification is anticipated to occur, and develop a strategy to address potential deficiencies in capacity.

7.2-I-3 Coordinate capital improvements planning for all sewer service infrastructure with the direction, extent, and timing of growth.

7.2-I-4 Decline requests for sewer extensions beyond the UGB, except in cases of existing documented health hazards and in areas where the City has prior agreements to provide services.

7.2-I-5 Establish equitable methods for distributing costs associated with providing wastewater services to development, including impact mitigation fees where warranted.

7.3 SOLID WASTE MANAGEMENT AND RECYCLING

SOLID WASTE DISPOSAL VOLUMES AND TRENDS

Franchised solid waste collection and disposal for Yuba City is provided by Yuba-Sutter Disposal, Inc. (YSDI). YSDI also provides recycling services to the City.¹⁹ Yuba City has a 10-year contract to send its waste to the Ostrom Road Landfill in Wheatland, ten miles to the southeast in Yuba County. No solid waste management facilities or transfer stations are located within Sutter County.²⁰ Although the City's contract with YSDI expires in 2011, there is no limitation to the number of renewals to this contract.²¹

¹⁹ Alyson F. Burleigh, Aurora Associates (consultant to Regional Waste Management Authority), memorandum to the City, August 13, 2001.

²⁰ Sutter County General Plan 2015, 1996.

²¹ Terrel Locke, Yuba City Administrative Services, personal communication, November 28, 2001.

Yuba City's solid waste disposal rose about 22 percent in the past six years, from 45,590 tons in 1996 to 55,085 tons in 2001 (see Table 6-4). Waste diversion rates, the percentages of generated waste not disposed in landfills, are only calculated for the Regional Waste Management Authority (RWMA) as a whole, which comprises Yuba and Sutter Counties. The diversion rate in this region rose from 20 percent in 1996 to 27 percent in 2001. There is no documented significance attached to the large change in disposal tonnage in 1997, however the amount may be due to the flood that caused widespread damage in January of that year. Flooding resulted in many water-damaged household items that were disposed as solid waste.

Table 7-4: Yuba City Solid Waste Disposal and Regional Diversion Rates (1996-2000)

<i>Year</i>	<i>Disposal (tons)</i>	<i>Diversion Rates (percent)</i>
1996	45,590	20
1997	68,010	22
1998	46,985	23
1999	46,348	29
2000	49,345	34
2001	55,085	27

Source: Aurora Associates, November 30, 2001, April 11, 2003.

REUSE AND RECYCLING

To guide the waste diversion process, the California Integrated Waste Management Act of 1989 promotes an integrated solid waste management approach which establishes the following hierarchy of goals: (1) source reduction; (2) recycling and composting; (3) environmentally safe transformation and disposal of wastes. The statewide mandated goal for waste diversion was 50 percent by the year 2000; due to the shortfall of the RWMA (27 percent diverted in 2001), the Authority has requested a three-year extension.²²

On October 1, 2001, RWMA implemented one of the most liberal curbside recycling programs in the state, in order to help reach the 50 percent goal by the end of 2003. Separate bins for greenwaste, recyclable materials, and nonrecyclable waste were distributed to households through the region. All paper (including magazines and cereal boxes), glass, plastic (#1 through #7), and aluminum products and tin cans are accepted by the recycling system in a single stream (combined bin). While recycling is not mandatory, households are charged for waste disposal based on the volume of nonrecyclable household waste produced. There is no limit to the volume of greenwaste and recyclable materials picked up.²³ Several redemption recycling centers are distributed within the City.

²² Keith Martin, RWMA Administrator, personal communication, December 11, 2001.

²³ Ibid.

FUTURE DEMAND

Assuming a 50 percent diversion rate for buildout year 2025, the estimated solid waste disposal demand would be about 78,473 tons per year.²⁴ The Ostrom Road Landfill has an expected life span to the year 2030.

GUIDING POLICIES

- 7.3-G-1 Meet the City's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.
- 7.3-G-2 Manage solid waste so that State diversion goals are exceeded and the best possible service is provided to the citizens and businesses of Yuba City.
- 7.3-G-3 Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.

IMPLEMENTING POLICIES

- 7.3-I-1 Continue contracting for garbage and recycling collection services.
- 7.3-I-2 Expand recycling efforts in multi family residential and commercial projects, and continue to encourage recycling by all residents.
- 7.3-I-3 Require builders to incorporate interior and exterior storage areas for recyclables and convenient access to recycle areas into new commercial and residential remodeled buildings, and encourage remodeled buildings (both residential and commercial) to make recycling activities more convenient for those who use the buildings.
- 7.3-I-4 Provide and promote opportunities to reduce waste at home and in businesses, through public education information.
- 7.3-I-5 Encourage existing commercial businesses and residential development to install recycling receptacles on their premises.
- 7.3-I-6 Comply with State requirements for proper handling and storage of solid waste and recyclables and diversion of solid waste from landfills.
- 7.3-I-7 Obtain input from the public to ensure that solid waste programs effectively address community needs and issues.

²⁴ This number is derived by calculating the per capita disposal amount for year 2000, multiplying it by the buildout population, and adjusting the total to reflect increased diversion rate to 50 percent.

8

Environmental Conservation

This Environmental Conservation Chapter of the General Plan provides direction regarding the conservation, development, and use of open space and natural resources. Topics addressed include open space, agriculture, cultural resources, biological resources, and air quality. Water resources are addressed in Chapter 7.

Yuba City's setting – within an agricultural county and on the banks of the Feather River—includes natural resources that are important, not only for aesthetic value, but also for environmental quality, habitat protection, recreation, water resources, and agriculture. These many functions of open space underscore the importance of careful land use planning.

This chapter also encourages rural conservation within the County through compatible development that preserves natural features, sensitive habitats, and agricultural resources. A goal of the General Plan is to preserve the viability of agriculture production in surrounding unincorporated areas, while accommodating projected growth within the urban growth area. Air quality is a key component of conservation and the quality of life in Yuba City. As such, this element includes policies to preserve and enhance air quality in the planning area by working closely with responsible regional agencies and by incorporating these considerations into land use planning decisions. Finally, the preservation of archaeological, paleontological, and historic resources is also a goal of this General Plan, and relevant policies are included in this element.

8.1 OPEN SPACE

Open space areas within and around Yuba City are valuable resources. In addition to providing natural scenic qualities that contribute to the overall perception of the community, open space preserves wildlife habitats and natural resources. According to Government Code Section 65910, four types of open space must be considered in the General Plan:

- Open space for the preservation of natural resources, which includes soil conservation, open space conservation, biological resources habitat; and rivers, streams, and watersheds;
- Open space for the managed production of resources, which, in the case of Yuba City, is focused on farmland resources, but could also include areas required for ground water recharge and areas with mineral deposits;
- Open space for outdoor recreation, such as parks and outdoor recreational facilities (addressed in Chapter 6), and areas of outstanding scenic, historic, and cultural value; and
- Open space for public health and safety, including flood hazard areas, fault zones, and other hazardous areas (addressed in Chapter 9).

The policies contained in this section focus on the first two categories of open space, as they relate to environmental conservation, and on scenic and cultural resource open space. Agriculture is addressed separately in Section 8.2 of this chapter. As the City grows within the Planning Area, open space protection around the City becomes more important.

EXISTING OPEN SPACE AND PLANNED OPEN SPACE AREAS

With the exception of Marysville to the east, Yuba City is surrounded primarily by agricultural open space and undeveloped lands in the unincorporated areas. Open space areas currently exist within the Planning Area along the northern and western edges of the city, and a substantial amount of open space lies within the southwest section of the Planning Area. However, the City lacks large public open space areas. Although the Feather River provides an open space feature that forms the eastern boundary of the city and separates it from Marysville, this area is overgrown and underutilized. The City is currently developing a parkway plan for the Feather River, which will improve the open space qualities of the adjacent flood plain corridor. The Parkway Plan goals include preserving and restoring natural areas, as well as creating a safe public place. See Chapter 6 for additional information on the proposed Feather River Parkway Plan.

Chapter 3: Land Use calls for several open space areas (mainly parkland) within the City. Chapter 3 of this General Plan emphasizes the planning principles of utilizing land within the Planning Area for urban purposes to ensure a compact urban form, minimize sprawl, and preserve agriculture in outlying areas. The majority of lands within the Urban Growth area are needed to accommodate future growth projections. Therefore, the focus of open space land protection is on the perimeter of the City and in rural unincorporated lands.

CITY BUFFERS/GREEN BELTS

To delineate the urban/rural edge, the Land Use Element calls for an open space or greenway buffer around the perimeter of the urban growth area. This greenway would provide the interface between urban and rural land uses. In addition to providing a transition between urban and rural land uses, the greenway will provide visual relief from the internal urban landscape.

GUIDING POLICIES

The policies of this section reflect general open space provisions to ensure continued preservation of open space lands in the Planning Area. Specific policies related to agriculture, biological habitats, and cultural resources are in subsequent sections of this chapter.

- 8.1-G-1 Preserve open space around the perimeters of the urban growth area, through joint efforts with the County and LAFCO.
- 8.1-G-2 Enhance the open space features of the Feather River.
- 8.1-G-3 Preserve and enhance the visual and scenic resources of the Planning Area.

IMPLEMENTING POLICIES

- 8.1-I-1 Coordinate with Sutter County in the creation of a greenway/open space buffer around the perimeter of the City's urban growth area. Explore regulatory incentives (e.g., Williamson Act) and financing mechanisms necessary to ensure preservation of these lands as open space.

Open space lands may be publicly or privately owned. One mechanism to ensure open space is to develop a Memorandum of Understanding (MOU) with the County for establishing long

term agricultural zoning outside the UGB and for reciprocal review of projects along the urban/rural edge.

8.1-I-2 Use open space in new development at the edge of the urban growth area to help create greenbelts that delineate the edge of urban areas. (See also community design policies in Chapter 6.)

8.1-I-3 Work with public and private entities to implement open space features of the Feather River Parkway Plan.

Open space within the parkway will provide visual amenities, as well as habitat protection. The Friends of Yuba City Parks and Recreation Foundation may be able to help the City in funding site acquisition and development of facilities and programs because its status as a charitable organization.

8.1-I-4 Where feasible, encourage restoration of degraded open space areas in the Feather River Parkway planning area to an environmentally valuable and sustainable condition.

The Feather River Parkway Plan calls for maintenance and restoration of natural areas within the floodplain areas next to the River.

8.1-I-5 Work with the County to maintain viable agricultural land on the periphery of the urban growth area for purposes of resource and view protection and establish design standards that protect views of these lands, including orchards and other rural areas.

8.2 AGRICULTURE

Agriculture is the most prominent open space use in the Yuba City Planning Area. Agriculture also is an important contributor to the City's economy. California State Law requires that a general Plan address agricultural resources from both a soil conservation and open space perspective.

AGRICULTURAL PRODUCTION

Agriculture continues to be a significant component of the Sutter County economy. In the year 2000, the County's gross agricultural production topped \$340 million.¹ Yuba City's location on the Feather and Sacramento River plains means that soils in the Planning Area are highly productive for agricultural use. The valley floor area between the Feather and



Agricultural uses, such as these almond groves, are prevalent within the planning area.

¹ Sutter County. *Sutter County Crop Report*. Office of the Agricultural Commissioner Sealer of Weights and Measures, July 2000.

Sacramento Rivers provides rich, course soils with abundant water that is ideal for the production of orchard crops; the areas further from the rivers have more clayey soils that are well suited to the production of rice.² The ten leading crops in the County by value include:

- Rice
- Prunes
- Peaches
- Walnuts
- Tomatoes
- Melons
- Nursery products
- Almonds
- Cattle and calves, and
- Alfalfa hay

Orchards are the primary agricultural uses occupying most of the undeveloped land in the western and northern parts of the City's Planning Area. Very little agricultural land exists within the current City limits.

FARMLAND BY TYPE IN PLANNING AREA

About 70 percent of the total area of Sutter County is comprised of prime lands or lands of statewide significance. In 2002, agricultural lands accounted for approximately 50 percent of the land area within the Yuba City Planning Area.

This farmland, along with farmland across the state, has been classified by the California Department of Conservation with respect to its potential for agricultural productivity. The State applies seven farmland categories:

- *Prime Farmland:* Land with the best combination of physical and chemical features for production of agricultural crops.
- *Farmland of Statewide Importance:* Land with a good combination of physical and chemical features for the production of agricultural crops.
- *Unique Farmland:* Land of lesser quality soils used for the production of the state's leading agricultural cash crops.
- *Farmland of Local Importance:* Non-irrigated land with prime and statewide soil mapping units.
- *Grazing Land:* Land on which the existing vegetation is suited to the grazing of livestock.
- *Urban and Built-up Land:* Land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately 6 structures to 10 acres.
- *Other Land:* Land which does not meet the criteria of any other category.

² Sutter County. *County of Sutter General Plan 2015: Draft Environmental Impact Report*, May 1996. Pg. 4.2-1.

As shown in Table 8-1 below, about 75 percent of farmland in Yuba City is classified as farmland of statewide importance, and another 15 percent is classified as prime farmland. The remaining farmland area is classified as unique farmland and grazing land; none of the land within the planning area is classified as farmland of local importance. Figure 8-1 illustrates the distribution of farmland type within the Planning Area. It should be noted that these classifications do not reflect actual agricultural use, or agricultural viability due to parcel size.

Table 8-1 Distribution of Farmland in the Yuba City Planning Area, 2002

<i>Type of Farmland</i>	<i>Acreage</i>	<i>Percent of Total</i>
Prime Farmland	913	15.5
Farmland of Statewide Importance	4432	75.4
Unique Farmland	273	4.6
Farmland of Local Importance	0	0
Grazing Land	264	4.5
Total	5882	100.0

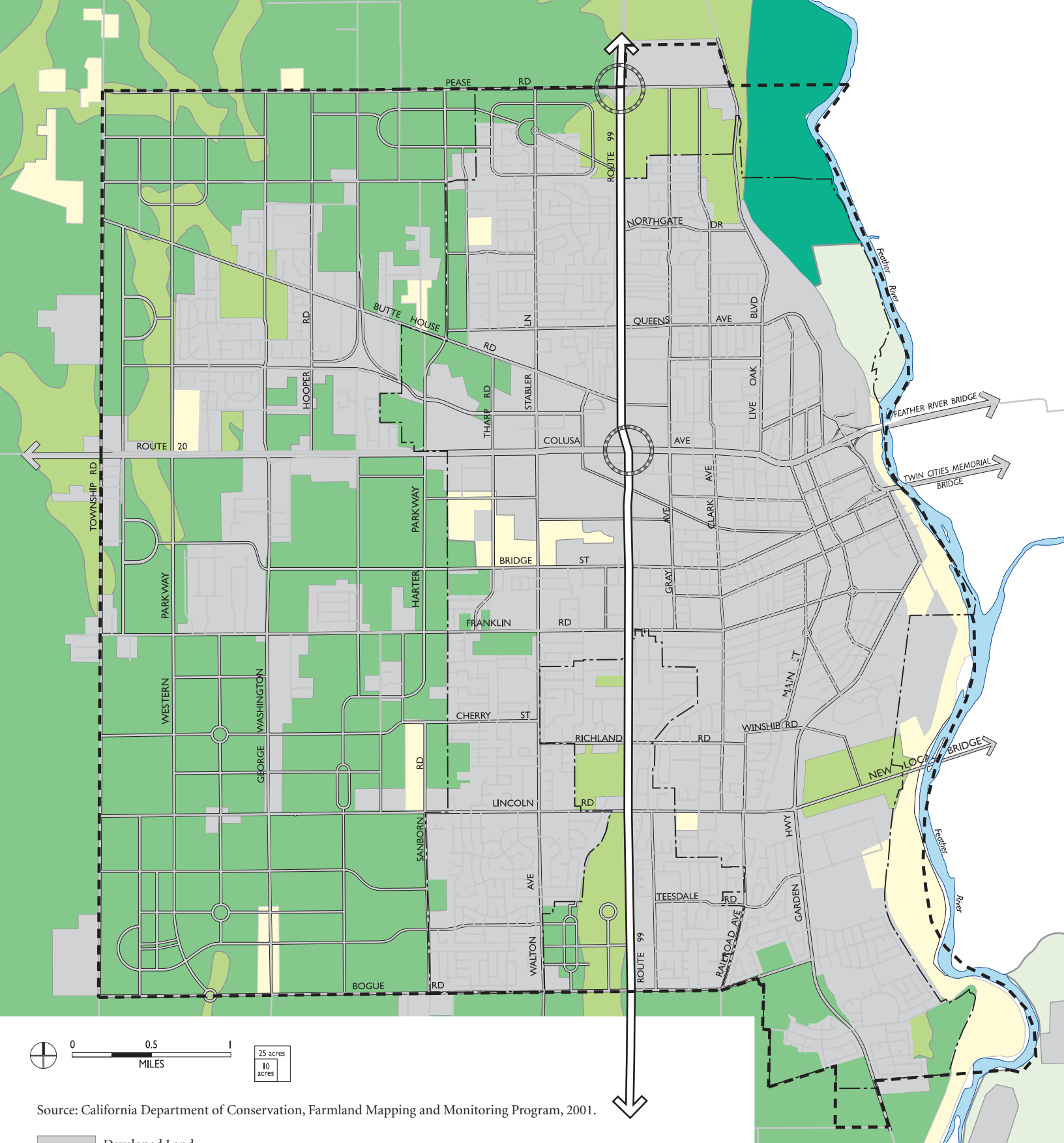
Source: California Department of Conservation Farmlands Mapping and Monitoring Program.

Sutter County has just created a Williamson Act program, which will help preserve lands not slated for urban development. Williamson Act lands allow landowners to limit the use of their land to agricultural uses for at least 10 years in exchange for tax assessment of the land based on agricultural production rather than market value. In addition, conversion of these lands to urban uses is not permitted until 10 years following notice of non-renewal given by the owner.

AGRICULTURE PROTECTION ISSUES

As noted in Chapter 3: Land Use, significant agricultural land area within the Planning Area is likely to be converted to urban uses over the next 20 years, in order to accommodate the growth projected for the area. Continued conversion of agricultural lands to urban uses and rural residential uses could erode the County’s agricultural economic base. For that reason, the land use element of the Yuba City General Plan establishes a fairly compact urban growth area, encouraging infill development and new growth adjacent to or near existing urban uses, thus minimizing sprawl and unnecessary conversion of agricultural lands.

As more lands within the Planning Area are developed with urban uses, conflicts between existing agricultural uses and new development may occur.



- Developed Land
- Farmland of Statewide Significance
- Prime Farmland
- Unique Farmland
- Grazing Land
- Other Land

- Planning Area
- Potential Interchange

Figure 8-1
Farmlands

GUIDING POLICY

8.2-G-1 Promote preservation of agriculture outside of the urban growth area.

IMPLEMENTING POLICIES

8.2-I-1 Work with the County to preserve agricultural uses in areas outside the Urban Growth Boundary and within greenbelts established around the exterior of the UGB.

The City should work with Sutter County to encourage the continuation of farming activities outside the City's and Urban Growth Boundary. Programs such as conservation easements and Williamson Act contracts should be pursued.

8.2-I-2 Facilitate the continuance of agricultural activities within the City's urban growth area until the land is needed to accommodate population and employment growth. During this interim, minimize conflicts between agricultural uses and urban/suburban uses through site design techniques (not necessarily structural barriers).

8.2-I-3 Require property developers adjacent to sites where agricultural uses are being conducted to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers.

8.2-I-4 Require anti-vandalism designs (appropriate fencing or other landscape features) to ensure that new development has conditions that minimize increased vandalism of adjacent agricultural activities.

8.2-I-5 Work with the Economic Development Corporation to assist proponents in continued and new agricultural processing uses in the proposed industrial area in order to support agricultural activities in the County.

8.2-I-6 Work with government agencies and non-profit land trusts to assist owners of undeveloped lands (sufficient in size to allow continued agricultural uses) to remain in agricultural open space on the perimeter of the urban growth area.

Potential programs may include purchase of conservation easements or creation of agricultural land trusts.

8.3 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The Yuba City Planning Area includes lands that were likely inhabited by various Native American tribes. Also, there are sites that have historic value.

Several State laws, most notably the California Environmental Quality Act (CEQA) Guidelines §15064.5(f) and Public Resources Code §5020-5029 and 21083.2, protect archaeological and historical resources. To protect historic resources, the State has formed the State Historical Resources Committee that conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Resources.

POTENTIAL RESOURCES

The region within which Yuba City lies is part of a valley that was formerly composed of extensive wetlands and broad, shallow lakes. Because of this location and availability of resources, it is believed that different tribes occupied the area on a year-round basis, for about ten thousand years. However, due to siltation of the area over the years, prehistoric sites have been buried at such depths that very little, if any, evidence remains at the surface. Original land clearing and a hundred years of farming have further diminished any likely archaeological sites.

As new development occurs within the Planning Area, there is the potential to uncover archaeological sites. CEQA requires assessment of the impacts on unique archaeological resources or Native American culturally significant sites. If a development project is found to cause damage to the resource, reasonable efforts may be required to preserve the resources or leave them in an undisturbed state, or undertake additional mitigation measures if avoidance is not possible.

GUIDING POLICY

8.3-G-1 Identify and preserve the archaeological, paleontological, and historic resources that are found within the Yuba City Planning Area.

IMPLEMENTING POLICY

8.3-I-1 Encourage the preservation of historic sites, buildings, and structures.

8.3-I-2 Undertake an inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.

The State Office of Historic Preservation has determined that buildings or structures 45 years or older have the potential to be historically significant. Sections 5020-5029 of the State Public Resources Code addresses historic resource assessment and protection. The inventory conducted for the previous General Plan should be updated.

8.3-I-3 Promote the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.

8.3-I-4 Consult with the local Native American community in the cases where new development may result in disturbance to Native American sites.

8.3-I-5 Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:

- Requiring a records review for development proposed in areas that are considered archaeologically sensitive;
- Studying the potential effects of development and construction (as required by CEQA);
- Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and
- Implementing appropriate measures to avoid the identified impacts.

- 8.3-I-6 In accordance with CEQA and the State Public Resources Code, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are discovered.

In the event that historical or archaeological resources are accidentally discovered during construction, grading activity in the immediate area should cease and materials and their surroundings shall not be altered or collected. A qualified archaeologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports that should be used as guidelines.

8.4 BIOLOGICAL RESOURCES

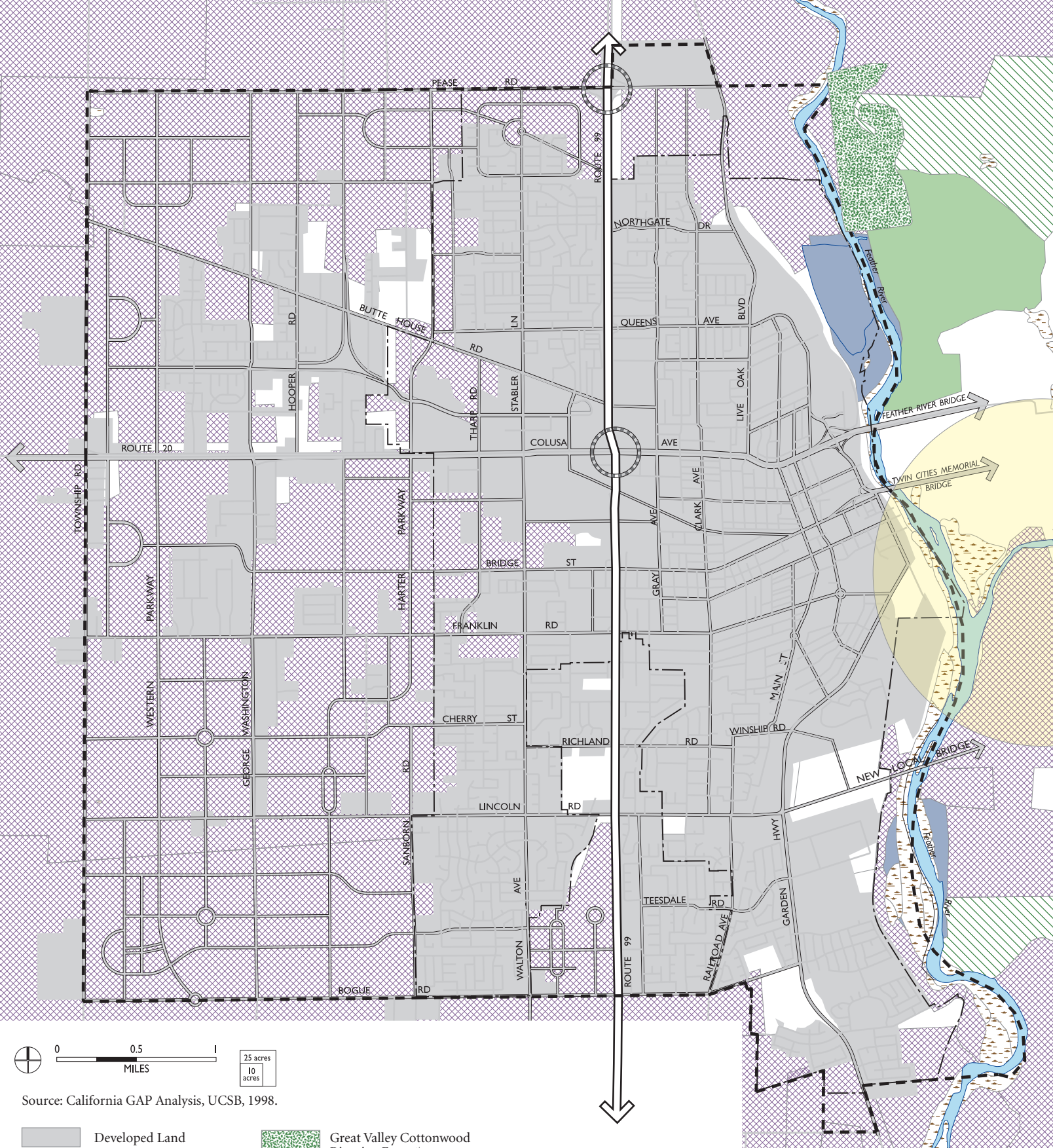
Parts of the City's Planning Area contain significant biological resources, which are outlined below and illustrated in Figures 8-2 and 8-3. Additional detailed information is included in the *Existing Conditions and Future Prospects Working Paper*, on file at City offices and in the Sutter County Library.

VEGETATION AND WILDLIFE HABITATS

Flora

As shown in Figure 8-2, almost all of the non-urban land area in the Yuba City Planning Area is covered by orchards. Although agricultural land uses provide limited habitat for wildlife, nevertheless these areas provide important habitat, forage, and travel opportunities for some wildlife species. Natural vegetation communities such as riparian corridors and wetlands provide important habitat for most native California special status species. When a habitat becomes altered, dependent species that are unable to move elsewhere or adapt to the alterations decline in number. Such dependent species are designated by the California Department of Fish and Game (CDFG) as "special status" species, meaning that should a decline in number continue, these species would require listing as threatened or endangered.³ Such species are protected under the Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA) for the purposes of conserving, protecting, restoring, and enhancing endangered species and their habitats. The California Natural Diversity Data Base (CNDDDB) is then used to track the locations and condition of the state's rarest species and natural communities. Listed species are generally given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

³ Ibid., pg. 9-51.



Source: California GAP Analysis, UCSB, 1998.

- Developed Land
- Grassland
- Riparian
- Orchard & Vineyard
- Irrigated Field
- Croplands
- Wetlands
- Great Valley Cottonwood Riparian Forest*
- Hartweg's Golden Sunburst*
- * Special Status Species

- Planning Area
- Potential Interchange

Figure 8-2
Vegetation

Fauna

Only about two percent of the non-urban land area in the Planning Area is not under agricultural production. In general, agricultural lands do not benefit wildlife species as much as natural communities; however, these lands can provide suitable substitute habitat for some species. Most row crops and orchards provide low habitat values, and generally such areas are much more useful to bird species than to mammal, reptile, and amphibian species. Food diversity is also low.

Rivers in Sutter County are the most important habitat for wildlife species. The Feather River, which forms the eastern boundary of the Yuba City Planning Area, provides habitat for several special status bird species, although none of these species appear to exist within the urban growth area according to the CDFG. The quality of aquatic habitats is influenced by several factors, including the presence and duration of standing or flowing water, water quality, bank stability, invasive non-native vegetation, and the proximity of aquatic habitats to open, undisturbed, adjacent habitats.

SPECIAL STATUS SPECIES & HABITATS

A very small portion of the land area in the Planning Area is considered natural, and therefore provides little suitable habitat for special status species. The only designated special-status vegetation species in the SOI is the Hartweg's Golden Sunburst, a flowering plant that occurs primarily in nonnative grasslands and is threatened mostly by the conversion of habitat to urban uses⁴. The habitat area for this species occurs at the extreme eastern boundary of the Planning Area at the confluence of the Feather and Yuba Rivers (see Figure 8-3).

One other special-status habitat exists in the immediate vicinity of the Yuba City Planning Area: Great Valley Cottonwood Riparian Forest. Located just across the Feather River from the northeast corner of the UGB, this habitat includes such tree species as the Goodding's black willow, box elder, sycamore, walnut, and Fremont's cottonwood.⁵ This habitat supports a lush understory of tree saplings, shrubs, and vines, and provides a sheltered area for wildlife with an abundant food and water supply. Although no special status wildlife species exist within the Planning Area, the nearby Cottonwood Riparian Forest provides habitat for the special status Bank swallow and the Western yellow-billed cuckoo. About 90 percent of the Western yellow-billed cuckoo's riparian habitat throughout the west has been modified.⁶ Several other special-status wildlife species are known to occur or have the potential to occur in such habitats, including the Cooper's hawk, tricolored blackbird, great blue heron, great egret, bald eagle, double-crested cormorant, among others.

FEATHER RIVER RIPARIAN HABITAT

Although the CNDDDB does not list any riparian-related special status vegetation species in the Yuba City Planning Area, the Feather River provides important fish and riparian habitat areas⁷. As such, the City recently began the preparation of a strategic master plan for the 750 acre Feather River corridor, the purpose of which is to create a vision for the River, one that would make the most of the River as a recreational resource, while providing habitat for a variety of wildlife.

⁴ U.S. Fish and Wildlife Service Website: <http://endangered.fws.gov/wildlife.html>.



⁵ Sutter County, pg. 9-51.



⁶ USFWS, Website: <http://endangered.fws.gov/wildlife.html>.

⁷ There may be suitable habitat (elderberry with stems one inch or larger in diameter) along the Feather River to support the Valley Elderberry Longhorn Beetle (VELB) which is a federally listed threatened species.



Source: CNDDDB; California Department of Fish and Game, 2001.

-  Developed Land
-  Bank Swallow*
-  Western Yellow-Billed Cuckoo*
-  Great Valley Cottonwood Riparian Forest*
-  Hartweg's Golden Sunburst*

-  Planning Area
-  Potential Interchange

* Special Status Species

Figure 8-3
Special Status Biological Resources

The Feather River study area can be divided into three distinct divisions. The northern portion is typified by orchards and riparian habitat that has overtaken the City's abandoned sewage lagoons. The central portion extends through the downtown area to the "Mosquito Beach" boat launch area. The southern portion includes riparian woodlands and "Shanghai Bend", which is a large sandbar and offers a beach-like atmosphere.

While the study is in the very early stages, it is assumed that the study area will remain, for the most part, as natural as possible so that environmental impacts are very limited. The Strategic Plan calls for preservation and restoration of natural areas and wildlife habitat, as part of the overall plan to develop the corridor as a public parkway. Passive recreational uses, such as trails for pedestrians and cyclists, fishing piers, picnic areas, and open space, are likely to be least intrusive on habitats. However, there is also the potential for commercial uses along the levee in some locations and potential for a golf course in the northern portion.

The City is working with the CDFG and Sutter County to determine ways to protect the Feather River bottom while possibly incorporating passive recreational uses. Not only would such area provide much needed parkland for City residents—see Chapter 6: Parks, Schools and Community Facilities , for further information—but also it would help to preserve and enhance the most important natural feature in the Planning Area.

GUIDING POLICIES

- 8.4-G-1 Protect special status species, in accordance with State regulatory requirements.
- 8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.
- 8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.
- 8.4-G-4 Where appropriate, incorporate natural, wildlife habitat features into public landscapes, parks, and other public facilities.
- 8.4-G-5 Support the preservation and enhancement of fisheries in the Feather River.

IMPLEMENTING POLICIES

- 8.4-I-1 Require protection of sensitive habitat areas and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

These priorities are in accordance with the California Department of Fish and Game guidelines. When habitat preservation onsite is not feasible (i.e., preserved parcels would be too small to be of any value), then offsite mitigation should occur.

- 8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.
- 8.4-I-3 Require, to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.
- 8.4-I-4 Require measures, as part of the Feather River Parkway Plan, to protect and enhance riparian zones, natural areas and wildlife habitat qualities; and establish and maintain a protection zone along the river where development shall not occur, except as part of the parkway enhancement (e.g., trails and bikeways). For park improvements, require a buffer zone along the river in which no grading or construction activities will occur, except as needed for shoreline uses such as boat docks.

According to the California Department of Fish and Game, restoration plans should include performance standards such as vegetation types and timing of planting, as well as contingency plans if re-planting is not successful. Construction materials, spoils, or fill should not be placed in the river or located so that they can be washed into the river.

- 8.4-I-5 Establish wildlife corridors in conjunction with implementation of the Feather River Parkway Plan to minimize wildlife-urban conflicts.

Successful wildlife corridors along the Feather River would provide routes for wildlife movement and access to the water, without a physical barrier. Factors such as smell, noise, and terrain also influence the success of the wildlife corridor. Wildlife tends to feel most secure in somewhat dark corridors with little human activity.

- 8.4-I-6 Work with California Department of Fish and Game and other agencies to enhance and preserve fisheries in the Feather River.

8.5 WATER QUALITY

This section addresses surface and groundwater quality. Water supply and conservation are addressed in Chapter 7: Public Utilities.

SURFACE HYDROLOGY

Sutter County is generally located between the Sacramento River in the west and the Feather River in east and lies entirely within the Sacramento River watershed.⁸ The Feather River is the primary hydrological feature in Yuba City and forms the eastern boundary of the Planning Area (see Figure 8-2). The river provides for recreational activities, agricultural irrigation, and wildlife habitat; it also provides a significant component of the Yuba City drinking water supply, as discussed in more detail in Chapter 7: Public Utilities. The Gilsizer and Live Oak Sloughs, which were constructed for flood control purposes, are the only other hydrological features in the Planning Area. Drainage and flooding hazards in Yuba City are addressed in Chapter 9: Noise and Safety.

⁸ Sutter County. County of Sutter General Plan 2015: Background Report, November 1996. Pg. 9-31.

GROUNDWATER

Sutter County lies within the Sacramento Valley groundwater basin. The major sources of groundwater in Yuba City include rainfall, infiltration from nearby rivers and streams, and the percolation of applied irrigation water in agricultural areas. On average, rainfall in Yuba City ranges between 17 and 21 inches annually; however, there is no estimate of what percentage of rainfall reaches the groundwater supply. Groundwater in the Planning Area flows from north to south at a relatively flat gradient, a situation that has not changed significantly since the mid-1940s when groundwater in the area was first studied in detail⁹. It is likely that, according to early studies, the majority of groundwater recharge in Yuba City is the result of rainfall and infiltration from the Feather River.¹⁰ Yuba City maintains one water well that could supplement the existing supply, particularly in periods of drought, as well as several wells supplying residents who were served by the former Hillcrest Water company. A discussion regarding drinking water supply is included in Chapter 6: Public Facilities and Utilities.

Groundwater Quality

Groundwater quality in Sutter County ranges from poor to very good and includes contaminants in some areas resulting from both natural conditions and human influence. Countywide mapping of groundwater quality has been completed for several natural and manmade chemical contaminants. The maximum contaminant levels (MCL) for potable water mapped are established by the U.S. EPA and by the California Department of Health Services.¹¹ Primary MCL reflects a health standard, while secondary MCL reflects aesthetic and taste standards. The majority of tested wells in the Yuba City Planning Area reflect a primary MCL for arsenic of between 10 and 50 micrograms per liter ($\mu\text{g}/\text{liter}$), and two small areas reflect a primary MCL greater than 50 $\mu\text{g}/\text{liter}$.¹² Arsenic occurs naturally in some rocks and soil. The majority of tested wells in the Planning Area also reflect a primary MCL greater than 50 $\mu\text{g}/\text{liter}$ for manganese¹³ and a secondary MCL greater than 200 $\mu\text{g}/\text{liter}$ for iron.¹⁴ Manganese and iron, like arsenic, occur naturally in some rocks and soil.¹⁵ Finally, the majority of tested wells in the Yuba City Planning Area reflect a primary MCL greater than 45 $\mu\text{g}/\text{liter}$ for nitrate, which is applied as a fertilizer and is also produced from on-site sewage disposal.¹⁶

Regulations Protecting Groundwater Quality

The protection of groundwater quality in the Planning Area and countywide is the responsibility of the Central Valley Regional Water Quality Control Board (CVRWQCB), which has prepared a Basin Plan that includes regulations to ensure the highest possible groundwater quality. The CVRWQCB also enforces the criteria for dischargeable allowances into groundwater in the County as set by the State Water Quality Control Board.¹⁷

⁹ Sutter County, pg. 9-33.

¹⁰ Ibid., pg. 4.4-7.

¹¹ Ibid., pg. 5-10.

¹² Ibid., Figure 5.3-3.

¹³ Ibid., Figure 5.3-6.

¹⁴ Ibid., Figure 5.3-7.

¹⁵ Ibid., Pg. 5-10.

¹⁶ Ibid., Figure 5.3-5.

¹⁷ Ibid., pg. 9-35.

NONPOINT POLLUTION SOURCES

The quality of groundwater and water flowing into the Feather River is most likely to be affected by nonpoint pollution sources in the City, simply because they are not as rigorously regulated as point sources. Development can pose a threat to surface and groundwater quality through construction sediment, materials used on site, and related increases in automobile use.

GUIDING POLICIES

- 8.5-G-1 Enhance the quality of surface water and groundwater resources and prevent their contamination.
- 8.5-G-2 Enhance the natural condition of the Feather River waterway.
- 8.5-G-3 Ensure that the City's drinking water continues to meet or exceed water quality standards.

IMPLEMENTING POLICIES

- 8.5-I-1 Establish conservation programs and measures for Yuba City employers, residents, and service providers.
- 8.5-I-2 Comply with the Central Valley Regional Water Quality Control Board's regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
- 8.5-I-3 Continue to control stormwater pollution and protect the quality of the City's waterways, by preventing oil and sediment from entering the river.
- 8.5-I-4 Encourage State and regional agencies to monitor groundwater supplies and take steps to prevent overuse, depletion, and toxicity.
- 8.5-I-5 Continue to regularly monitor water quality to maintain high levels of water quality for human consumption and ecosystem health.
- 8.5-I-6 Protect waterways by prohibiting the dumping of debris and refuse in and near waterways and storm drains.
- 8.5-I-7 Require new construction to utilize best management practices such as site preparation, grading, and foundation designs for erosion control to prevent sediment runoff into waterways, specifically the Feather River.

Best management practices include:

- *Requiring that low berms or other temporary facilities be built between a construction site and drainage area to prevent sheet-flooding stormwater from entering storm drains and waterway;*
- *Requiring installation of storm drains or other facilities to collect stormwater runoff during construction; and*
- *Requiring onsite retention where appropriate.*

- 8.5-I-8 Prepare and disseminate information about the potentially harmful effects of toxic chemical substances and safe alternative measures.
- 8.5-I-9 If areas of groundwater contamination are identified, the City shall develop plans to limit further contamination and to protect public health.
- 8.5-I-10 Support the application of reclaimed water to reduce the demand on municipal water supplies, if economically feasible.

Water reclamation not only extends water supplies, it can also reduce wastewater disposal costs, save users' costs, save energy, and reduce the discharge of pollutants to the environment. The City supports only safe and practical applications of reclaimed water.

8.6 AIR QUALITY

This chapter addresses air quality as it relates to Yuba City, which is located in the Sacramento Valley Air Basin. While air quality is largely a regional issue, the protection of air quality is vital to the overall health of the environment and to the attractiveness of the community.

CLIMATE

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. In general, the climate of central California is characterized by hot, dry summers and cool, moist winters. Summer temperatures average approximately 90 degrees Fahrenheit during the day and 50 degrees Fahrenheit at night. Winter daytime temperatures average in the low 50s and nighttime temperatures are mainly in the upper 30s. Rainfall occurs generally from late October to early May, averaging 17.2 inches a year, but varying widely from year to year.

Winds control the rate and dispersion of local pollutant emissions. During the summer, prevailing winds are from the south. Winds from the south remain predominate during the winter, but atmospheric conditions cause north winds to be more frequent than during the summer.

In addition to wind direction, Sutter County experiences two kinds of inversions that affect the vertical depth of the atmosphere through which pollutants can be mixed. In summer, sinking air forms a 'lid' over the region leading to photochemical smog problems by confining pollution to a shallow layer near the ground. Inversions occur on over 90 percent of summer days; they persist throughout the day and tend to intensify in the afternoon. The second inversion occurs mostly during winter nights when air cools near the ground while the air higher in the atmosphere remains warm. This can lead to localized pollution 'hot spots' near emission sources due to poor dispersion. Winter inversions occur on 70 percent of winter nights and generally are dispersed by daytime heating. Although these two inversions are present throughout much of the year, they are much less dominant during spring and fall.¹⁸ In the fall both types occur together to produce the heaviest pollution potential.

¹⁸ Sutter County General Plan 2015 Background Report, 1996.

REGULATORY CONTEXT

Criteria Air Pollutants

The State of California and the Federal government have established ambient air quality standards for a number of pollutants, which are referred to as Criteria Pollutants. These standards are categorized as primary standards, designed to safeguard public health, or as secondary standards, intended to protect crops and to mitigate such effects as visibility reduction, soiling, nuisance and other forms of damage. Air quality is also regulated through emissions limits for individual sources of criteria air pollutants. The State standards are generally more stringent than the federal standards, particularly for ozone and PM-10 (particulate matter, less than 10 microns in diameter).

The Federal Clean Air Act requires the U.S. Environmental Protection Agency (U.S. EPA) to identify National Ambient Air Quality Standards. Currently, U.S. EPA has established national standards for the following pollutants, which together form the criteria air pollutants:

- Ozone (O₃);
- Carbon monoxide (CO);
- Nitrogen dioxide (NO₂);
- Sulfur dioxide (SO₂);
- Suspended particulate matter (PM-10 and PM-2.5); and
- Lead (Pb).

Pursuant to the California Clean Air Act of 1988, California has adopted stricter ambient air quality standards for the criteria air pollutants and has adopted ambient air quality standards for some pollutants for which there are no corresponding national standards.

Under the California Clean Air Act and amendments to the Federal Clean Air Act, U.S. EPA and the State Air Resources Board are required to classify Air Basins, or portions thereof, as either “attainment” or “nonattainment” for each criteria air pollutant, based on whether or not the national and state standards have been met. Yuba City is located in the Northern Sacramento Valley Air Basin (NSVAB). The NSVAB consists of the northern half of the Central Valley. Air Quality monitoring has been conducted in the NSVAB for the last fifteen years and the monitoring results have shown that the principal pollutants of the NSVAB, including Yuba City, are ozone and particulate matter. The Feather River Air Quality Management District (FRAQMD) was established in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties.

Toxic Air Contaminants

Regulation of toxic air contaminants is achieved through federal and state controls on individual sources.¹⁹ Toxic air contaminants are air pollutants with short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects, for which no ambient air quality standards have been established. The 1990 Federal Clean Air Act Amendments offer a comprehensive plan for

¹⁹ Federal environmental laws refer to “hazardous air pollutants” and California environmental laws refer to “toxic air contaminants.” The two terms generally encompass the same constituent toxic compounds.

achieving significant reductions in both mobile and stationary source emissions of certain designated toxic air contaminants.

The Feather River Air Quality Management District (FRAQMD) administers the state-mandated Air Toxics “Hot Spots” Program for Yuba and Sutter Counties. This program is intended to reduce public exposure to toxic air contaminants from stationary sources. FRAQMD is currently working to control toxic air contaminant impacts from local “hot spots” and to reduce toxic air contaminant background concentrations. The control strategy involves reviewing new stationary sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing stationary sources of toxic air contaminants, and developing new rules and regulations to reduce toxic air contaminant emissions. The FRAQMD works closely with sources to reduce their toxic emission inventory.

Regulation of toxic air contaminants from mobile sources has traditionally been implemented through emissions standards for on-road motor vehicles and through specifications for gasoline and diesel fuel sold in California, rather than through land use decisions, air quality permits or regulations addressing how motor vehicles are used by the general public. In 1998, Diesel exhaust particulate matter from internal combustion engines was designated a toxic air contaminant (TAC) for cancer. Now land use decisions must include mitigation efforts for heavy duty diesel equipment operated during construction phases.

Regulatory Agencies

The U.S. EPA sets national ambient air quality standards and oversees implementation of Federal requirements by State air quality agencies. California’s air quality management agency, the California Air Resources Board (CARB), regulates most types of mobile emissions sources and oversees the activities of regional/County air districts. CARB is responsible for establishing emissions standards for on-road motor vehicles sold in California. Emissions standards for on-road motor vehicles were developed primarily as a means to reduce emissions of carbon monoxide and ozone precursors (such as reactive organic gases, ROG), but by reducing such emissions, such standards also serve to reduce toxic air contaminants.

The FRAQMD is the agency empowered to regulate stationary sources of air pollutant emissions in Yuba and Sutter Counties. FRAQMD is responsible for implementing emissions standards and other requirements of federal and state laws; it controls stationary source emissions by issuing air quality permits that require the implementation of Best Available Control Technology (BACT) if specified trigger levels are exceeded. Also, for stationary sources, FRAQMD requires Toxics-BACT (T-BACT) if screening thresholds for toxic air contaminants are exceeded.

The FRAQMD has combined with districts from Shasta, Tehama, Glenn, Butte, and Colusa counties to form the Northern Sacramento Valley Air Basin (NSVAB) and jointly prepare and adopt a uniform air quality attainment plan. The most recent version of this plan was published in 2000.

The Sacramento Area Council of Governments (SACOG) also has a role in regulating air quality through review of federally-funded transportation plans, programs and individual transportation projects for air quality effects. SACOG regulates Sacramento-area transportation projects through its approval, funding and environmental clearance processes.

The California Environmental Quality Act (CEQA) requires that City planners review applicable projects to determine their environmental impact. The Feather River Air Quality Management District (FRAQMD) has established thresholds of significance for which the estimated emissions of any project can be compared to determine the potential impacts on air quality impact. With impacts identified, it is then possible to incorporate feasible mitigation measures. The FRAQMD is a local resource for air quality mitigation measures in the Planning Area.

2002 CONDITIONS AND TRENDS

The California Air Resources Board (CARB) operates a regional network of air pollution monitoring stations that provide information on ambient concentrations of criteria air pollutants and toxic air contaminants. In Sutter County, CARB measures certain air pollutants, such as carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), and particulate matter less than ten microns in diameter (PM-10). Data is collected at three air quality stations, one of which is located in Yuba City.²⁰ Data from the monitoring stations indicate that the air quality in Yuba City is fair, meeting federal standards, although both ozone and suspended solids continue to exceed State ozone and particulate standards.

Criteria Air Pollutants

Ozone²¹

Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x). ROG and NO_x are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursor presence for approximately three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production. On-road motor vehicles are a major source of ozone precursors in the NSVAB.

Once formed, ozone acts as a strong irritant that attacks the body's respiratory system. Symptoms include shortness of breath, chest pain when inhaling deeply, wheezing and coughing.²² Additionally, ozone causes substantial damage to leaf tissues of crops and natural vegetation and damages many materials by acting as a chemical oxidizing agent.²³ As shown in Table 8-2, the State ambient air quality standard for ozone was violated on an average 4.67 days per year in the Planning Area between 1995 and 2000. The northern portion of Sutter County, where Yuba City is located, is designated a moderate nonattainment area for the 1-hour ozone standard by CARB as well as a transitional nonattainment for the federal 1-hour ozone standard. The northern portion of Sutter County is in attainment of the federal 8-hour ozone standard. However, the southern portion of the county has higher levels of ozone.

²⁰ 733 Almond St, Yuba City: CO, NO₂, O₃, PM₁₀, TEOM, PM_{2.5}, Outdoor Temperature, Wind Speed, Wind Direction

²¹ Ozone at ground-level, where it is associated with adverse health and welfare effects, is distinguished from ozone in the upper atmosphere where it performs the essential function of absorbing ultraviolet radiation.

²² 2000 Air Quality Attainment Plan

²³ Indirect Sources Review Guidelines, FRAQMD 1998

Table 8-2: Yuba City Monitoring Station Ozone Data

Year	Number of Days Standard Exceeded			1-hr Ozone Concentrations (ppm)				8-hr Ozone Concentrations ppm			
	State 1-hour	Federal 1-hour	Federal 8-hour	1st High	2nd High	3rd High	4th High	1st High	2nd High	3rd High	4th High
2000	3	0	1	.108	.097	.095	.093	0.087	0.080	0.079	0.079
1999	6	0	1	.115	.103	.102	.098	0.092	0.084	0.084	0.083
1998	8	0	5	0.119	0.102	0.101	0.099	0.097	0.092	0.090	0.088
1997	0	0	0	0.092	0.090	0.085	0.084	0.079	0.075	0.074	0.072
1996	11	0	4	0.109	0.108	0.103	0.102	0.090	0.089	0.087	0.085
1995	8	0	4	0.109	0.102	0.101	0.101	0.094	0.092	0.090	0.085

*The Expected Peak Day Concentration (EPDC) is calculated based on data for 3 successive years, listed by the last year of the three year period. The EPDC represents the ozone concentration expected to occur once per year.

Source: California Air Resources Board, 2001.

While ozone concentrations in the NSVAB are expected to decline given existing emission controls strategies and the additional measures, the State standard for ozone is still not expected to be achieved at all times in all places in the NSVAB in the immediate future. Much of the ozone within the northern portion of Sutter County originates in the broader Sacramento area. A 1993 study by the Air Resources Board revealed that “overwhelming” transport of pollutants from the broader Sacramento area into the northern Sacramento Valley occurs.²⁴ Each air district within the area must include sufficient measure in its air quality plan to demonstrate expeditious attainment of the state standard in the northern Sacramento Valley, including Yuba City.

Carbon Monoxide

Carbon monoxide is an odorless, invisible gas usually formed as the result of incomplete combustion of organic substances. Ambient concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic, but are also influenced by wind speed and atmospheric mixing. Under inversion conditions, concentrations may be distributed more uniformly over an area out to some distance from vehicular sources. Carbon monoxide’s adverse health effects are related to its affinity for hemoglobin in the blood. High concentrations of carbon monoxide can impair the ability of the human body to absorb oxygen into the bloodstream, thereby aggravating cardiovascular disease and causing fatigue, headaches, and dizziness.

Since the introduction of oxygenated fuels in 1992, background carbon monoxide concentrations no longer exceed state standards even during stagnant wintertime conditions. However, concentrations in the vicinity of congested intersections and highway segments would be expected to be higher than the monitoring data in Table8-3. Future carbon monoxide concentrations are expected to continue declining due to the natural replacement of older, more heavily polluting automobiles with newer, cleaner-running models.

²⁴ ARB has three classifications for the transport of pollutants from one area to another. They are inconsequential, significant, and overwhelming. Overwhelming transport occurs when ozone violations are caused entirely by the transport of pollutants from upwind sources.

Table 8-3: Yuba City Monitoring Station 8-Hour Carbon Monoxide Averages

Year	Number of Days 8-hr Standard Exceeded		Highest Daily Maximum 8-hour Carbon Monoxide Averages (parts per million)			
	State (9 ppm)	Federal (9ppm)	1 st High	2 nd High	3 rd High	4 th High
2000	0	0	3.60	3.59	3.53	3.47
1999	0	0	4.37	4.23	3.84	3.73
1998	0	0	4.86	3.85	2.95	2.86
1997	0	0	4.08	3.91	3.90	3.66
1996	0	0	4.66	4.14	3.68	3.18
1995	0	0	4.68	4.06	4.06	3.78

Source: California Air Resources Board, 2001.

Suspended Particulate Matter

Suspended particulate matter (PM-10) consists of particulates 10 microns or less in diameter. These small particles can remain suspended in the air, are transported by winds, and can be inhaled and cause adverse health effects. Particulates in the atmosphere result from many kinds of dust- and fume-producing industrial and agricultural operations, construction, fugitive sources (such as roadway dust), and atmospheric photochemical reactions involving ROG and NO_x. Extended exposure to PM-10 can increase the risk of chronic respiratory disease.²⁵ Total PM-10 emissions are expected to increase in the future due to an overall increase in vehicle miles traveled within the region. Sutter County, as with most of the state of California, is in non-attainment for the state mandated PM-10 standards. Table 8-4 includes the five-year monitoring for PM-10 in Yuba City.

Toxic Air Contaminants

The ambient background of toxic air contaminants is the combined result of many diverse human activities, including emissions from gasoline stations, automobiles, dry cleaners, industrial operations, hospital sterilizers, and painting operations. Table 8-5 shows the results of monitoring since 1990 for toxic air contaminants in Sacramento Valley Air Basin.

Table 8-4: Yuba City Monitoring Station Particulate Matter Data

Year	Number of Days Standard Exceeded		Daily PM 10 Measurements (micrograms per cubic meter)			
	State (50)	Federal (150)	1 st High	2 nd High	3 rd High	4 th High
2000	21	0	70	66	62	52
1999	48	0	150	106	99	99
1998	24	0	60	54	53	51
1997	18	0	98	83	54	52
1996	21	0	82	69	63	59

Source: California Air Resources Board, 2001.

²⁵2000 Air Quality Attainment Plan.

In 1987, the California State legislature enacted through Assembly Bill 2588 the Air Toxics Hot Spots Information and Assessment Act which requires companies in California to provide information to the public about emissions of toxic air contaminants (TACs) and their possible impact on public health. FRAQMD implements AB2588 through the local Air Toxics “Hot Spots” Program. Toxic air contaminants are pollutants that occur at relatively low concentrations and are associated with carcinogenic and other adverse health effects, but for which no ambient air quality standards have been established. Impact is measured as “maximum individual cancer risk” which is the likelihood that a person exposed to concentrations of TACs over a lifetime will develop cancer. There were no facilities in the Yuba City urban growth area identified as a significant risk.

The Air Resources Board maintains an inventory of toxic air contaminants. Total emissions in the year 2000 from stationary sources of TACs in Yuba City included: 11,160 lbs. of ammonia; 1,640 lbs. of propylene; 1,530 lbs. of sulfuric acid; 144.2 tons of CO; 50 lbs. of copper; 910 lbs. of formaldehyde; 100 lbs. of HCl; 100 lbs. of benzene; 1,090 lbs. of ethylene glycol butyl ether (EGBE); 290.9 tons of NOX; 2.3 tons of ROG; 0.3 tons of SOX; and 17.9 tons of TOG.

FRAQMD regulates toxic air contaminants from stationary sources through their permit process. Mobile sources of toxic air contaminants are regulated indirectly through vehicle emissions standards (or ROG) and through fuel specifications. Cities play a role in reducing public exposure to TAC’s by enforcing zoning ordinances and ensuring proper buffer zones between stationary sources that emit toxic contaminants and sensitive receptors located down wind.

Sensitive Receptors

Some people are more sensitive than others to air pollutants. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and duration of exposure to air pollutants. Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses or others who are especially sensitive to the effects of air pollution. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. Residential areas are considered sensitive to poor air quality because people in residential areas are often at home for extended periods. Sensitive receptors and emissions generators could be considered incompatible land uses, and should not be located in close proximity to one another.

In addition to the policies listed in this section, transportation policies in Chapter 5, land use policies in Chapter 3, and community design policies in Chapters 4 promote alternative modes of transportation and land use designs that are intended to reduce overall vehicle emissions.

Table 8-5: Sacramento Valley Air Basin Toxic Air Contaminants (1990-2000)

<i>Toxic Air Contaminants - Annual Average Concentrations and Health Risk</i>												
TAC*	Conc./Risk	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Acetaldehyde	Annual Avg.	1.29	--	--	1.37	1.04	0.39	1.03	1.05	0.92	1.23	--
	Health Risk	6	--	--	7	5	2	5	5	5	6	--
Benzene	Annual Avg.	2.02	1.88	1.35	1.00	1.02	0.80	0.56	0.55	0.50	0.56	0.45
	Health Risk	187	174	125	93	95	74	51	51	47	52	42
1,3-Butadiene	Annual Avg.	0.38	0.33	0.28	0.29	0.22	0.19	0.18	0.16	0.15	0.13	0.119
	Health Risk	142	125	106	108	83	70	66	60	58	48	45
Carbon Tetrachloride	Annual Avg.	0.12	0.12	--	0.11	--	0.10	0.08	--	--	--	0.094
	Health Risk	33	33	--	29	--	26	21	--	--	--	25
Chromium (Hexavalent)	Annual Avg.	--	--	0.17	0.14	0.13	0.18	0.11	0.10	0.10	0.10	0.10
	Health Risk	--	--	26	21	19	26	16	15	15	15	15
para-Dichlorobenzene	Annual Avg.	--	--	0.11	0.10	0.20	0.14	0.11	0.14	--	--	0.10
	Health Risk	--	--	7	7	14	9	7	10	--	--	7
Formaldehyde	Annual Avg.	1.57	--	--	1.77	1.75	1.91	2.76	2.92	2.52	3.61	2.51
	Health Risk	12	--	--	13	13	14	20	22	19	27	18
Methylene Chloride	Annual Avg.	0.65	0.56	0.55	0.98	0.66	0.53	0.54	0.52	--	0.60	0.57
	Health Risk	2	2	2	3	2	2	2	2	--	2	2
Perchloroethylene	Annual Avg.	0.07	0.07	0.06	0.05	0.17	0.05	0.06	0.05	--	--	0.058
	Health Risk	3	3	3	2	7	2	2	2	--	--	2
Diesel Particulate Matter**	Annual Avg.	(2.5)	--	--	--	--	(1.6)	--	--	--	(1.2)	--
	Health Risk	(750)	--	--	--	--	(480)	--	--	--	(360)	--
Average Basin Risk***	Without Diesel PM	385	336	269	282	238	225	190	166	143	134	--
	With Diesel PM	(1135)	--	--	--	--	(705)	--	--	--	(494)	--

* Concentrations for Chromium (Hexavalent) are expressed as ng/m³ and concentrations for Diesel PM are expressed as ug/m³. Concentrations for all other TACs are expressed as parts per billion.

** Diesel PM concentration estimates are based on receptor modeling techniques, and estimates are available only for selected years. Estimated concentration for 1999 reflects the year 2000.

*** Health Risk represents the number of excess cancer cases per million people based on a lifetime (70-year) exposure to the annual average concentration. It reflects only those compounds listed in this table and only those with data for that year. There may be other significant compounds for which we do not monitor or have health risk information. Additional information about interpreting the toxic air contaminant air quality trends can be found in Chapter 1, *Interpreting the Emission and Air Quality Statistics*.

Source: The 2001 California Almanac of Emissions and Air Quality.

GUIDING POLICIES

- 8.6-G-1 Protect Yuba City's air quality.
- 8.6-G-2 Make air quality a priority in land use planning by introducing concepts that reduce vehicle trips.

IMPLEMENTING POLICIES

- 8.6-I-1 Cooperate with other local, regional, and State agencies to achieve and maintain air quality standards.
- 8.6-I-2 Work with the Feather River Air Quality Management District to implement the regional Air Quality Management Plan.
- 8.6-I-3 Require the use of trees and plants in urban and street designs to reduce air pollutant levels.
- 8.6-I-4 Provide information to encourage the use of transportation modes that minimize motor vehicle use and resulting contaminant emissions.

Reducing the reliance on automobiles will minimize air pollution in the Planning Area.

- 8.6-I-5 Evaluate new commercial and industrial development for potential handling, storage, and transport of hazardous materials to minimize public exposure to toxic air contaminants.

The City can establish proper buffer zones between stationary sources of TACs and sensitive receptors such as residential areas.

- 8.6-I-6 Require applicants whose development would result in construction-related fugitive dust emissions to control such emissions as follows:

- During clearing, grading, earth-moving, or excavation operations, fugitive dust emissions shall be controlled by regular watering, paving of construction roads, or other dust-preventive measures.
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day.
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 20 mph averaged over 1 hour.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by demolition, clearing, grading, earth-moving, or excavation operations shall be minimized at all times.
- Portions of the construction site to remain inactive longer than a period of 3 months shall be seeded and watered until grass cover is grown.
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized.

Particulate emissions are often the result of construction activities. These provisions should also be implemented outside and adjacent to the urban growth area through a Memorandum of Understanding with the County.

- 8.6-I-7 Require applicants whose development would result in construction-related exhaust emissions to minimize such emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and during smog season (May through October) by not allowing construction equipment to be left idling for long periods.
- 8.6-I-8 Require applicants whose development would result in potential carbon monoxide (CO) "hot spot" impacts to consult with the City to ensure that schools, hospitals, or day care facilities are not located near such "hot spots".
- 8.6-I-9 Require all new wood-burning stoves and fireplaces to comply with EPA standards and prepare homeowner information handouts outlining low-emission alternatives to wood-burning fireplaces.

Fireplaces are a growing source of localized air pollution. Wood smoke released from fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM₁₀). Wood burning should be encouraged only in stoves and fireplaces designed to minimize air pollutants. Pollution can be reduced by installing gas fireplaces or EPA certified wood heaters, and by operating existing fireplaces and wood stoves more efficiently. Pacific Gas & Electric and the Hearth Products Association have offered incentives in the past in the form of cash rebates to encourage replacement of old wood-burning appliances with more efficient fireplaces and stoves. These incentives are determined annually and are not necessarily offered each year.

9

Noise and Safety

Both Noise and Safety are required elements of the General Plan. The Noise element has a direct correlation with the land use, circulation, and housing elements. It guides land use and transportation facilities, since they are common sources of excessive noise levels.

The Safety element provides information “for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence, and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire” (Government Code §65302 {g}). Yuba City’s natural setting and physical development patterns create potential risks to health and safety. The Planning Area is located in an area susceptible to flooding and the effects of earthquakes. A goal of the City is to provide exceptional public safety; over half of the City budget is devoted to safety programs to maintain and enhance the quality of life. Other topics addressed in this chapter include geology and soils, emergency response, and hazardous waste management.

9.1 NOISE

The purpose of the Noise element is to set forth policies that regulate the ambient noise environment and protect residents from exposure to excessive noise.

NOISE CHARACTERISTICS AND MEASUREMENT

Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, churches, and hospitals.

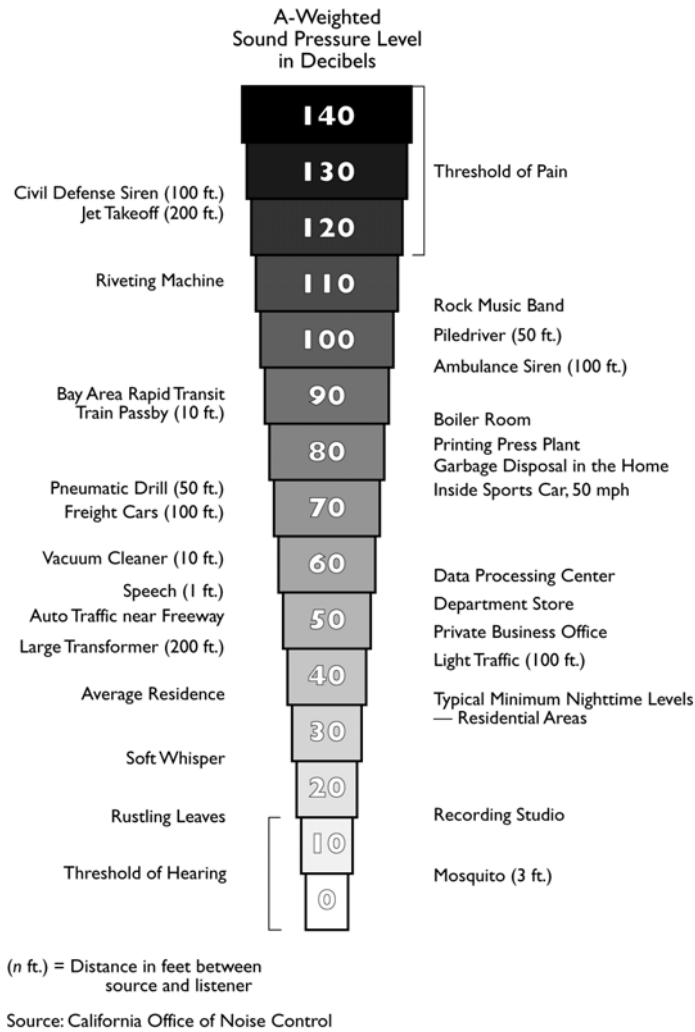
Noise Measurement

Noise is commonly defined as undesirable or unwanted sound. Three aspects of community noise are used in assessing the noise environment:

- **Level** (e.g., magnitude or loudness) of sound. Sound levels are measured and expressed in decibels (dB) with 10 dB roughly equal to the threshold of hearing. Figure 9-1 shows the decibel levels associated with different common sounds.
- **Frequency** composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second, measured in units of hertz (Hz). The characterization of sound level magnitude with respect to frequency is the sound spectrum, often described in octave bands, which divide the audible human frequency range (e.g., from 20 to 20,000 Hz) into ten segments.
- **Variation** in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to

instant. A single number called the equivalent sound level or L_{eq} describes the average noise exposure level over a period of time.

Figure 9-1: Typical Sound Levels



Transient noise events may be described by their maximum A-weighted noise level (dBA) or by their sound exposure level (SEL). SEL values may be summed on an energy basis to compute L_{eq} values over any period of time. Hourly L_{eq} values are called Hourly Noise Levels.

Reporting Noise Levels

Measuring and reporting noise levels involves factoring in variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to account for human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL, symbol (L_{dn})). Both reflect

noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the General Plan Noise Element under State planning law.

Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

NOISE GENERATION IN YUBA CITY

The major noise sources in Yuba City are related to vehicular traffic on State Route 20 and Highway 99. Other noise sources include overflights from the Sutter County Airport, railroad activities, and agricultural operations around the edges of the city. Noise produced by industrial facilities has a negligible effect on the City's noise environment. Although the City does not have a Noise Ordinance, noise issues are handled by the City's Nuisance Ordinance, which regulates the time of day that certain noise-generating activities may take place.

Traffic Noise

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Conversely, traffic volume does not have a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not effective for mitigating such noise unless they are very tall.

According to common practice, maximum noise levels of 60 dB are considered "normally acceptable" for unshielded residential development. Noise levels from 60 to 70 dB fall within the "conditionally unacceptable" range, and those in the 70 to 75 dB range are considered "normally unacceptable."

Noise exposure contours for Yuba City were modeled by applying the Federal Highway Administration's noise modeling procedure. These noise contours are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, etc. The noise level measured at a specific location may be lower than what is shown on the noise contour map.

Traffic Noise Levels

Existing noise conditions in Yuba City were measured at six locations for a 24-hour period between September 10 and September 11, 2001. These six locations were chosen based upon their proximity to

relevant noise sources, including Highway 99, State Route 20, the railroad tracks, and the Sutter County Airport.

Figure 9-2 illustrates the results of the 2001 noise monitoring in Yuba City.¹ Some of Yuba City’s existing residential neighborhoods are exposed to moderate noise levels from the City’s main traffic corridors, particularly along State Route 20 and Highway 99. As shown in Table 9-1, the highest noise levels were measured by Meter 2 (Colusa Avenue just west of Highway 99) and by Meter 5 (Colusa Avenue between Market and Shasta), both reflecting noise levels above the “normally unacceptable” range of 70 to 75 dB.

Table 9-1: Summary of Noise Measurement in Yuba City, 2001

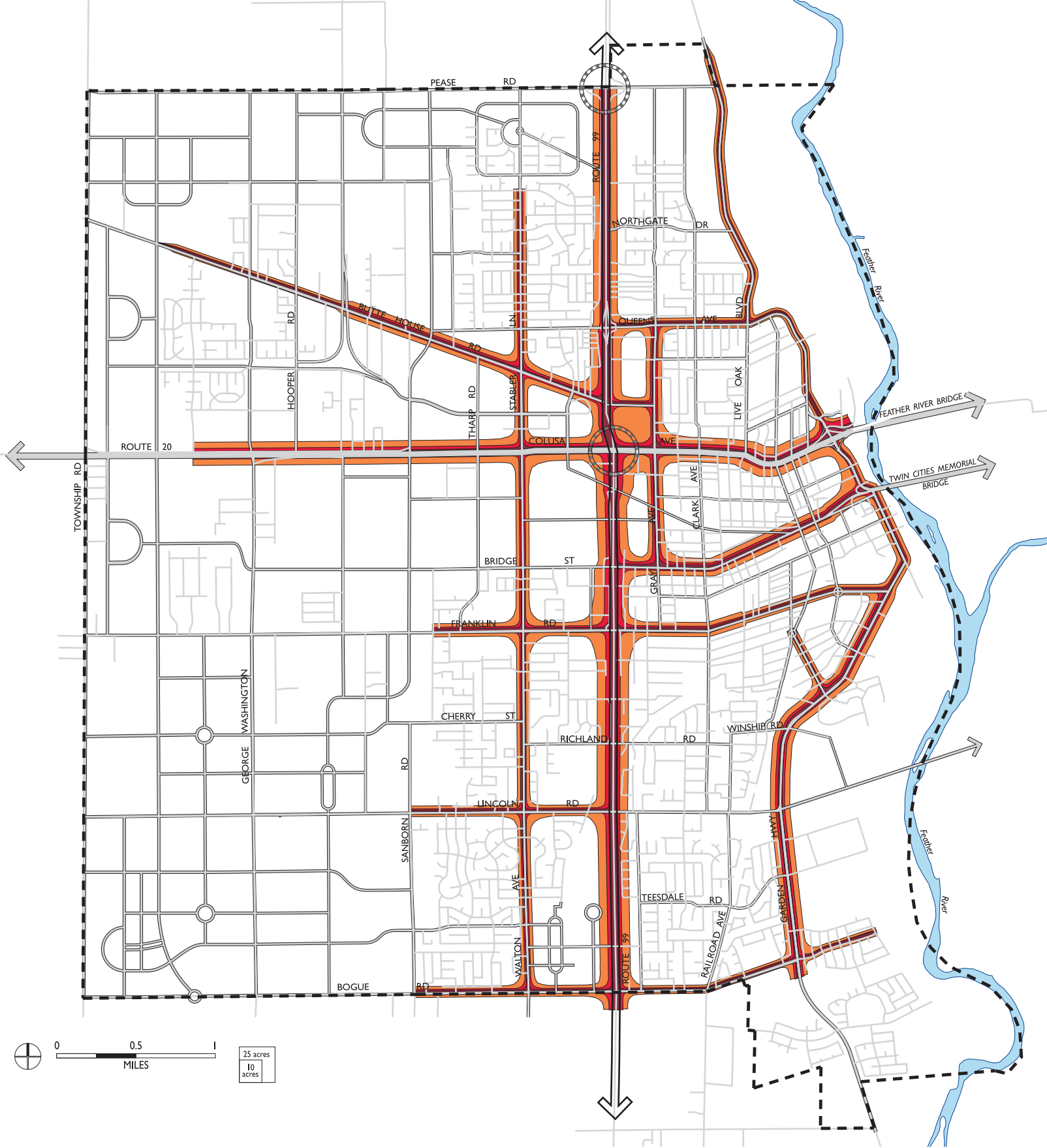
Meter Site	Location	Date	A-Weighted Noise Levels (dB)	
			<i>L_{dn}</i>	CNEL
1	Whyler Road 20 ft. east of Highway 99	Sept 10/11	73	73
2	Colusa Ave (Highway 20) just west of Highway 99	Sept 10/11	77	77
3	Samuel Drive at entrance to County Road Department	Sept 10/11	58	59
4	Reeves Avenue at Olive Street	Sept 10/11	64	65
5	Colusa Avenue (Highway 20) between Market and Shasta	Sept 10/11	75	76
6	Onstott Frontage Road just south of Portofino Drive	Sept 10/11	68	69

Source: Charles M. Salter Associates, 2001.

PROJECTED CONDITIONS UNDER GENERAL PLAN BUILDOUT

Future development within the City’s Planning Area will result in new roads and increased traffic volumes, thus increasing noise levels in some areas. Future noise contours are illustrated in Figure 9-3. Increases in traffic levels can be counteracted by the implementation of alternate forms of transportation and land use design that factor in noise concerns. Locating noise-sensitive uses away from high-noise areas (e.g. major transportation routes) and buffering noise levels through design and landscaping features will help minimize future noise-related land use conflicts. Policies in this chapter establish review criteria for certain land uses to ensure that future noise levels will not exceed acceptable levels near noise-sensitive land uses.

¹ Traffic volumes provided by Fehr & Peers Associates. Where traffic volumes on segments of State Route 20 and Highway 99 were not provided by Fehr & Peers Associates, traffic volumes were determined using Caltrans 2000 traffic data. Truck traffic was assumed to comprise 5 percent of traffic volumes. Traffic speeds were assumed to be 5 mph above the posted limit on all roads, except for State Route 20 and Highway 99 where traffic speeds were assumed to be at the posted limit.



Source: Charles Salter Associates, 2001.

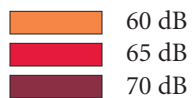


Figure 9-2
2001 Noise Contours

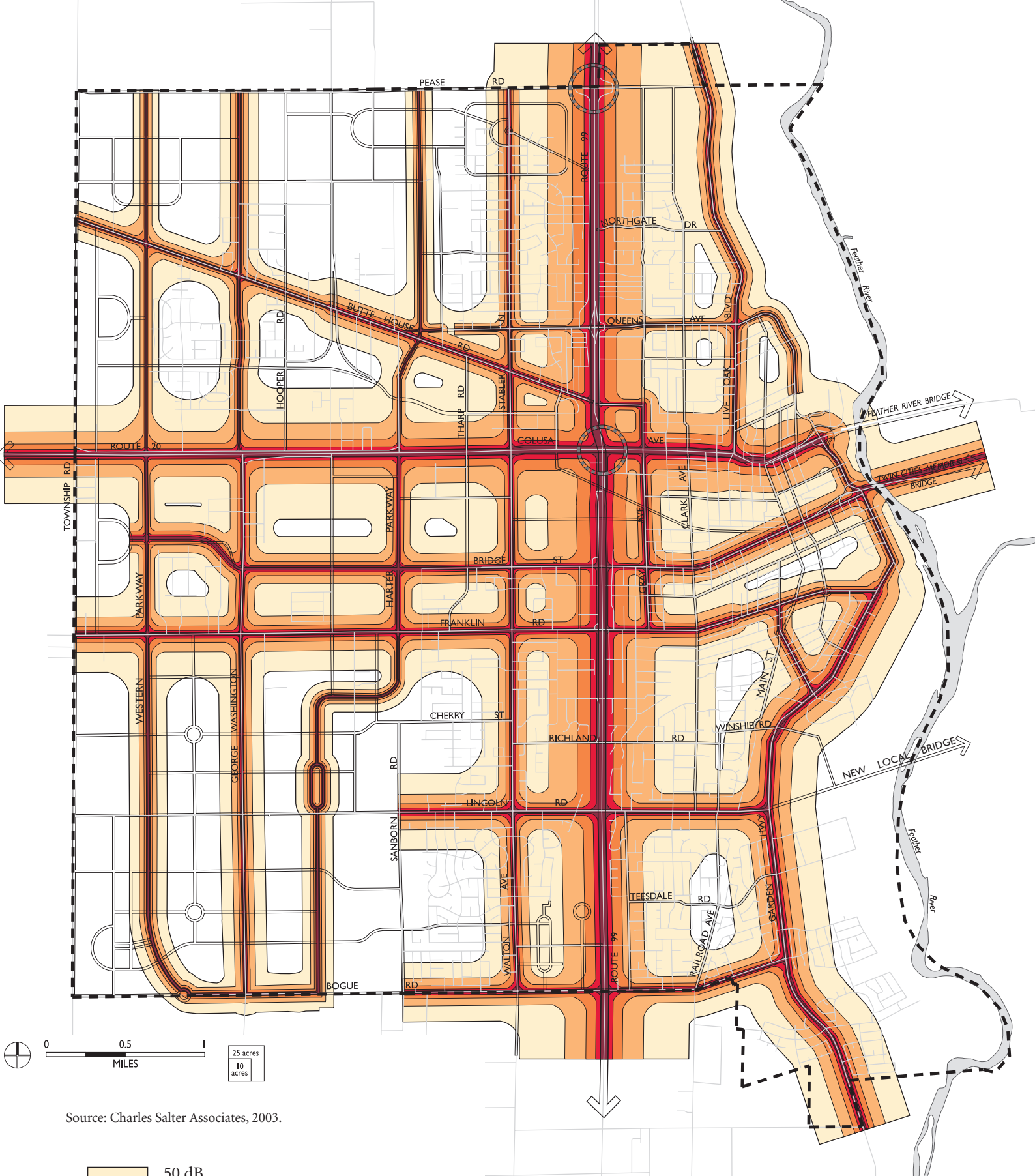


Figure 9-3
Future Noise Contours

The policies in this chapter supplement land use, urban design, and transportation policies focused on creating compatible neighborhoods and minimizing overall vehicle trips.

GUIDING POLICIES

- 9.1-G-1 Strive to achieve an acceptable noise environment for the present and future residents of Yuba City.
- 9.1-G-2 Incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.

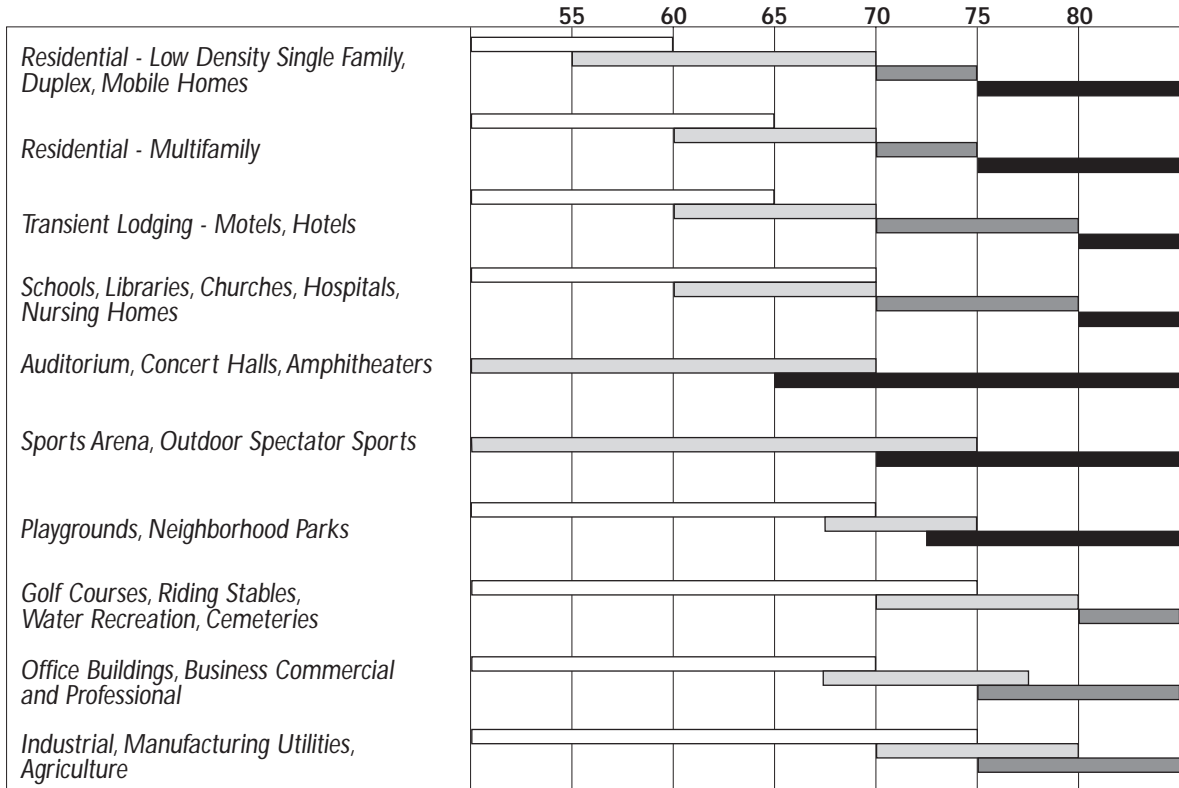
IMPLEMENTING POLICIES

- 9.1-I-1 Use the "normally acceptable" noise levels for new land uses as established in Figure 9-4 (Land Use Compatibility for Community Noise Environments) as review criteria.
- 9.1-I-2 Require a noise study and mitigation for all projects that have noise exposure greater than "normally acceptable" levels. Noise mitigation measures include, but are not limited to, the following actions:
- Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
 - Increase setbacks for noise sources from adjacent dwellings,
 - Retain fences, walls, and landscaping that serve as noise buffers,
 - Use soundproofing materials and double-glazed windows, and
 - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.

Proposed development can introduce potential noise sources, even when it is compatible with existing adjacent uses. An example is the handling of large trash bins for multi-family housing. If noise exposure is greater than levels considered normally acceptable, some form of noise mitigation will have to be incorporated, to the extent practicable, unless the impacts are found to be less than significant. The mitigation can be conventional insulation features or techniques that require more complex building or equipment design and site layout. Site design and/or screening techniques can help mitigate the resulting noise. Open space, building orientation and design, and landscaping can be used to buffer or mask sound.

- 9.1-I-3 In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more DBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Figure 9-4.
- 9.1-I-4 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing "normally acceptable" noise level standards for these uses.

COMMUNITY NOISE EXPOSURE
Ldn or CNEL, dB



INTERPRETATION:



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

SOURCE: California Governor's Office of Planning and Research, 1990.

Figure 9-4
**Land Use Compatibility for
Community Noise Environments**

- 9.1-I-5 Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.

The construction of sound walls will be considered where noise mitigation to acceptable levels by other means is not feasible.

- 9.1-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.

- 9.1-I-7 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.

The City's Nuisance Ordinance restricts the hours of operation for a variety of noise sources, and State laws limit the noise levels of motor vehicles and some activities at industrial plants.

9.2 SEISMIC AND GEOLOGIC HAZARDS

GEOLOGY AND SOILS

Sutter County is part of the Great Valley geomorphic province, otherwise known as the Central Valley of California.² The Central Valley stretches 500 miles in a generally northwest to southeast direction and averages about 40 miles in width between the Coast Ranges in the west and the Sierra Nevada in the east. This area is characterized by flat-lying sedimentary rocks overlain by alluvial soils, which can be up to 200 feet deep near the Sacramento River.³

Geologic and soils hazards discussed here include erosion, subsidence, and expansive soils.

Erosion

The process of erosion involves the breaking down of soils and rocks and the transporting of broken fragments to another location. Water is the dominant cause of erosion and is also the most likely means of transporting broken down materials. The rate of erosion depends upon the texture of rock or soil, the composition, soil permeability, slope, vegetative cover, and precipitation amounts.⁴ The potential erodability of soil in Yuba City is considered slight, since land within the Planning Area is generally flat (slopes are less than 9 percent), annual precipitation levels are low (between 15 and 21 inches), and wind velocities are low.⁵ Therefore, erosion is not considered a critical issue in Yuba City.

² County of Sutter General Plan 2015: Background Report, November 1996. pg. 10-1.

³ Ibid, pg. 10-1.

⁴ Ibid, pg. 10-8

⁵ Ibid, pg. 10-8.

Subsidence

Subsidence is the vertical displacement downward of the ground surface, the direct result of groundwater and oil and gas withdrawal.⁶ Subsidence is common in California, although mostly in areas where the subsurface consists of compressible silt and clay, and mostly due to the withdrawal of groundwater. Although to date subsidence caused by groundwater withdrawal in Sutter County is very small, groundwater pumping in the Sacramento Valley has increased in recent years.⁷ The damaging effects of subsidence can include gradient changes in transportation, utility, and flood control facilities. Subsidence hazard overall is low in Yuba City since the Sacramento and Feather Rivers provide significant groundwater recharge and since most residents do not rely on groundwater for drinking water supply. In addition, there are no natural gas or oil withdrawals in the Planning Area.

Expansive Soils

Expansive soils have the potential to significantly shrink or swell with changes in moisture content. Type and amount of the silt and clay content in the soil will determine the amount of shrink or swell associated with the various levels of water content.⁸ Soils comprised of sand and gravel are not expansive soils. Expansive soils are most likely to be found in basins and basin rims, and any structure located on expansive soils can be significantly damaged should the soil suddenly shrink or swell. In Yuba City, the extreme southwestern corner of the Planning Area is the only area with expansive soils.

Fault Zones

The California Mining and Geology Board defines active faults as those for which there is evidence of surface displacement within the last 11,000 years.⁹ Faults may also be considered active based on surface displacements within the last 200 years. However, a fault with no evidence of surface displacement does not mean that the fault is inactive. Potentially active faults are those for which there is evidence of surface displacement within the last 1.6 million years, and not within the last 11,000 years.¹⁰ Such faults are considered potentially active since this period of time is short in geologic terms. Finally, there may be seismic risk associated with faults that have not yet been identified. Small and moderately large earthquakes may result from such faults and are considered background seismicity or floating earthquakes, activity in which the expected sources and locations are unknown.¹¹

No active earthquake faults are known to exist in Sutter County, although active faults in the region could produce ground motion in Yuba City. Earthquakes of M5.0 or greater have occurred on fault systems in the region, including the San Andreas. Approximately 15 miles west of Sutter County, the Central Valley Blind-Thrust Fault is known to have caused an estimated M6.5 earthquake in 1892.¹² In

⁶ Ibid., pg. 10-9.

⁷ Ibid., pg. 10-9.

⁸ Ibid., pg. 10-11.

⁹ Ibid., pg. 10-2.

¹⁰ Ibid., pg. 10-2.

¹¹ Ibid., pg. 10-2.

¹² Ibid., pg. 10-3.

addition, two earthquakes of M4.0 and M4.9 occurred between 1900 and 1974 with epicenters near Williams. The Foothills Suture Zone along the western slope of the Sierra Nevada is also considered active, with a M5.7 earthquake occurring in 1975 in the northern portion of the Zone in Butte County.¹³

Potentially active faults do exist in Sutter County in the area of the Sutter Buttes. These faults are small and have exhibited activity in the last 1.6 million years, but not in recent history (200 years).¹⁴

Effects Of Earthquakes

Potential hazards related to major earthquakes include ground shaking, surface rupture along the fault zone, and related secondary ground failures. Typical seismically-induced ground failures include liquefaction, lateral spreading, ground lurching, seiches, and landslides. Liquefaction is the temporary loss of cohesion in saturated, granular soils. Lateral spreading is the horizontal movement of loose, unconsolidated sedimentary deposits and imported fill material. Lurching is the horizontal movement of soil, sediments or fill found on steep slopes and embankments. A seiche is the periodic oscillation of a body of water resulting from seismic shaking. All of these secondary ground failures could cause major structural damage to existing buildings, including tilting or settlement of foundations, twisting and breaking of structural building components, debris shedding, and potentially even collapse of buildings. In the case of seiches, damage to levees and dams could be significant. However, since the potential for ground shaking in Sutter County is low to moderate, it is unlikely that subsequent ground failure would occur in Yuba City. Furthermore, landslides are unlikely due to the relatively flat topography within the Planning Area.

Response of Structures To Earthquakes

Existing structures in the Planning Area could be affected by the types of earthquake-induced effects listed above, but to varying degrees based on length, intensity, and distance of the earthquake from a given building. New structures are required to adhere to current California Uniform Building Code (CUBC) standards, providing adequate design, construction and maintenance of structures to prevent exposure of people and structures to major geologic hazards. In particular, any critical facilities such as hospitals, fire and police stations, and emergency communications and operations centers must be adequately designed, constructed and maintained with the goal of remaining functional after a large seismic event. The use of flexible utility connections, building anchors, and adequately reinforced concrete can reduce the loss of life and damage to buildings for human occupancy.

Ground shaking intensities are measured using the Modified Mercalli Intensity Scale. This is a 12-point scale of earthquake intensity based on local effects experienced by people, structures, and earth materials. Effects range from those that are detectable only by seismicity recording instruments (I) to total destruction (XII). Most people will feel Intensity IV ground motion indoors and Intensity V outside. Intensity VI ground shaking will cause some heavy furniture to move, plaster to fall, and minor chimney damage. Intensity VII will cause considerable damage in poorly designed or constructed buildings (including some broken chimneys), slight to moderate damage in well-built

¹³ Ibid., pg. 10-3.

¹⁴ Ibid., pg. 10-3.

ordinary structures, and negligible damage in buildings of good design and construction. Intensity VIII will cause great damage in poorly designed or constructed buildings (including fall of chimneys, factory stacks, columns, walls, etc.), considerable damage in ordinarily substantial structures (including some partial collapse), but slight damage in specially designed structures.

GUIDING POLICY

9.2-G-1 Minimize risks of property damage and personal injury posed by geologic and seismic hazards.

IMPLEMENTING POLICIES

9.2-I-1 Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazards.

Following receipt of a development proposal, engineering staff shall review the plans to determine whether a geotechnical review is required. If the review is required, then the applicant shall be referred to geotechnical experts for further evaluation.

9.2-I-2 Prohibit structures intended for human occupancy within 50 feet of an active fault trace.

Although no active faults are located within the Planning Area, this policy would apply if a new fault was discovered. It is also the City's intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault and to allow uses within setback areas that could experience displacement without undue risk to people and property.

9.2-I-3 Require comprehensive geologic and engineering studies of critical structures regardless of location.

Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.

9.2-I-4 Require preparation of a soils report as part of the development review and/or building permit process for development proposed in the area depicted with expansive soils.

The southwest corner of the City is underlain by expansive soils that must be taken into account during building design if cracking and settling of structures are to be minimized. The report would not be necessary when soil characteristics are known, and the City's Building Official or Public Works Director determines it is not needed.

9.2-I-5 Provide information for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

The City-adopted Uniform Building Code specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards.

- 9.2-I-6 Control erosion of graded areas with revegetation or other acceptable methods.

Plant materials for revegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.

- 9.2-I-7 Maintain and update, as appropriate, the City's emergency preparedness programs, plans, and procedures to ensure the health and safety of the community in the event of an earthquake or other disaster.

The City shall inform community and business leaders and residents regarding all aspects of disaster preparedness, including plans for evacuation and alternative access routes and provisions. The City shall also provide a coordinated emergency response in the event of any local or regional, natural or man-made disaster. This shall be supported by ongoing awareness and training programs in disaster planning and response.

- 9.2-I-8 Encourage the purchase of earthquake insurance.

Earthquake insurance provides a public benefit in that financial aid is often provided swiftly, allowing repair and rebuilding to proceed quickly and uniformly across the City.

9.3 DRAINAGE, STORMWATER, AND FLOODING

Drainage and stormwater runoff are related issues, contributing to potential flooding, which is the most significant risk to life and property in the Yuba City Planning Area. Because of their relationship, all of these topics are addressed in this section.

DRAINAGE SYSTEM

The Yuba City Planning Area is located on an alluvial terrace that generally drains to the southwest. The Sacramento River drains the entire county and the Sacramento Valley with the final outlet being the Delta and San Francisco Bay.¹⁵ Drainage facilities in Yuba City include the Gilsizer Slough, Live Oak Canal, and various City facilities. These facilities are summarized below and illustrated in Figure 9-5.

- *Gilsizer Slough.* At one time, this natural drainage channel drained Yuba City and areas to the south of the urban area. The Slough discharges to the State Drain, which flows north to State Pumping Plant No. 2, and then into the Sutter Bypass. Tributaries to the Gilsizer Slough are included in the Gilsizer County Drainage District, except for a small area north of Colusa Highway, which is pumped into the Feather River.
- *Live Oak Canal.* This facility once drained runoff from areas north of Pease Road including an area that is now part of the Tierra Buena County Drainage District. The area north of Pease Road is now drained by the State East Interceptor Canal. This canal drains to the Sutter Bypass through the Wadsworth Canal.

¹⁵ Sutter County. County of Sutter General Plan 2015: Background Report, November 1996, pg. 5-24.

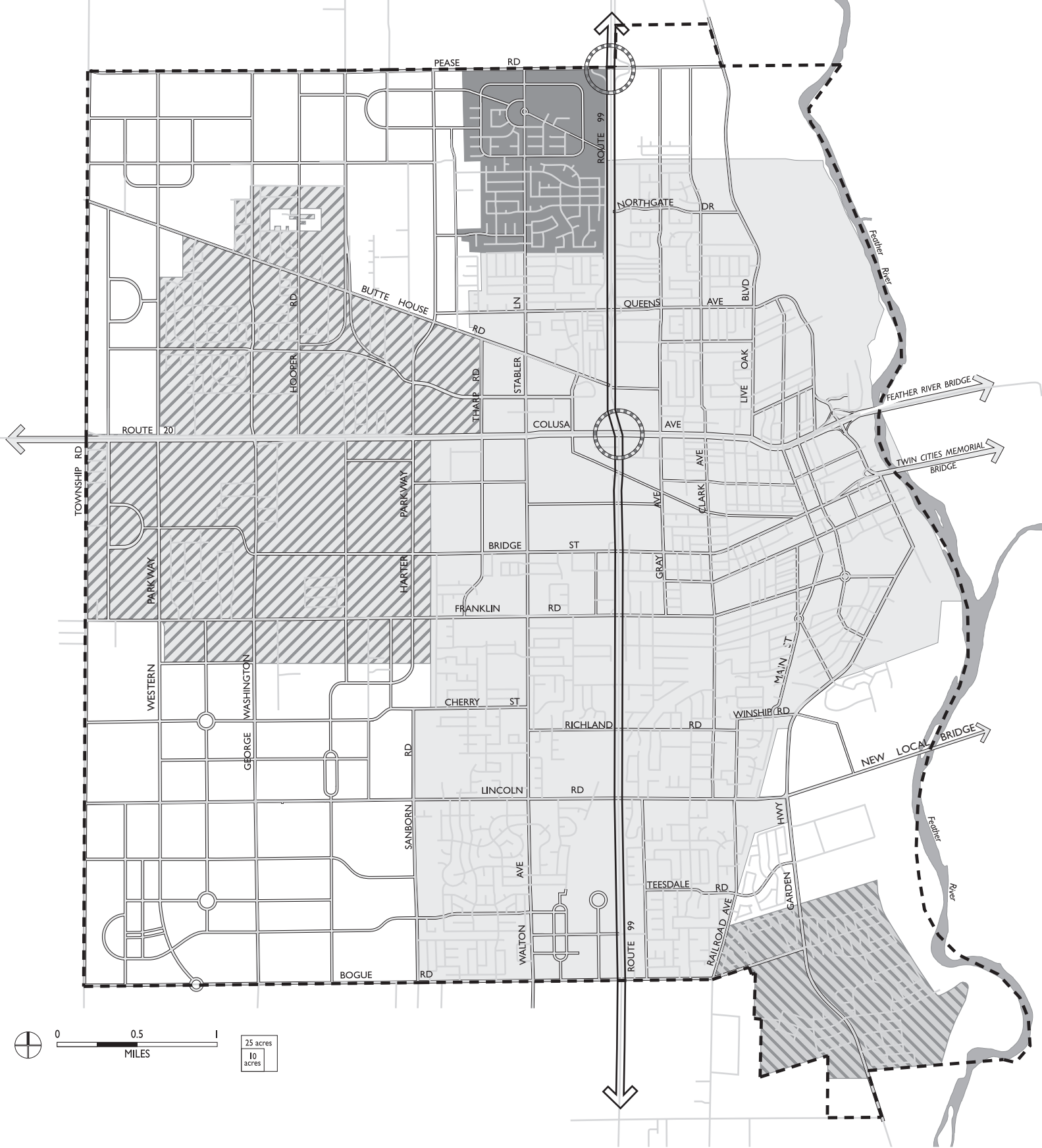
- *City Facilities.* Portions of north and south Yuba City are drained to holding ponds. This water is then pumped over the levee into the Feather River. The Garden Highway/Bogue Road area is also pumped into the Feather River.

The City's Capital Improvement Program (CIP) for 2001-2006 includes nine planned drainage improvements, which are listed in Table 9-2.

Table 9-2: Planned Drainage Improvements

<i>Title</i>	<i>Funding (Current/Future)</i>
Burns Drive Detention Pond Repairs	Current
Corporation Yard Storm Drain	Current
Olive Street Storm Drain	Current
Onstott Drainage Improvements	Current/Future
Starr Drive Storm Drain	Current
Forbes Street Storm Drain: Clark to Olive	Future
Richland and Jones Road Storm Drain	Future
B Street Storm Drain: Boyd to Courthouse	Future
B Street Storm Drain: Courthouse to 2 nd	Future

Source: City of Yuba City Capital Improvement Program, Fiscal Years 2001-2006.



Source: City of Yuba City, 2001.

- Gilsizer Drainage Area
- North Yuba Drainage Area
- South Ponds Drainage Area
- County Drainage Area

Figure 9-5
Drainage Facilities

EXISTING FLOOD MANAGEMENT FACILITIES AND PLANNED IMPROVEMENTS

Structural flood management methods provide the primary defense against flooding in Sutter County. Flood management in the County includes a series of reservoirs, levees, and bypasses completed between the 1920s and 1960s.¹⁶ Levees and earthen embankments are the most commonly used methods of containing high water levels along the Sacramento and Feather Rivers. A bypass system running from the Sutter Buttes southeast through Sutter County accommodates additional flows in times when the capacity of the Sacramento River levee system is exceeded.¹⁷ The Sacramento River can flow directly into the Sutter Bypass by way of two free-flow weir structures. The Feather River drains the eastern portion of the Sacramento Valley from Oroville to just south of its confluence with the Bear River.¹⁸

The most significant risk from flooding in the Yuba City Planning Area results from the potential for dam or levee failure. The U.S. Army Corps of Engineers has evaluated the levees along the Sacramento and Feather Rivers to increase the level of flood protection.¹⁹ Improvements associated with this evaluation are underway, as listed in Table 9-3. Approximately 20,000 parcels and upwards of \$1 billion in property would be impacted by a failure in the levee system. The levee along the Feather River contain the 100-year flood zone, confining the zone to primarily undeveloped areas and protecting developed areas from inundation. Figure 9-6 shows the extent of the 100-year and 500-year floodplains in the Yuba City Planning Area.

Table 9-3: Planned Improvements to Levee Reaches from Yuba City

<i>Levee Reach</i>	<i>Recurrence Interval Without Improvements</i>	<i>Recurrence Interval With Improvements</i>
Feather River upstream from Honcut Creek	50 years	200+ years
Feather River between Honcut Creek and Jack Slough	50 years	175+ years
Feather River between Jack Slough and Yuba River	60 years	150+ years
Feather River between Yuba River and Bear River	70 years	150+ years

Source: County of Sutter General Plan 2015: Background Report, November 1996. Pg. 10-17.

DAM SAFETY

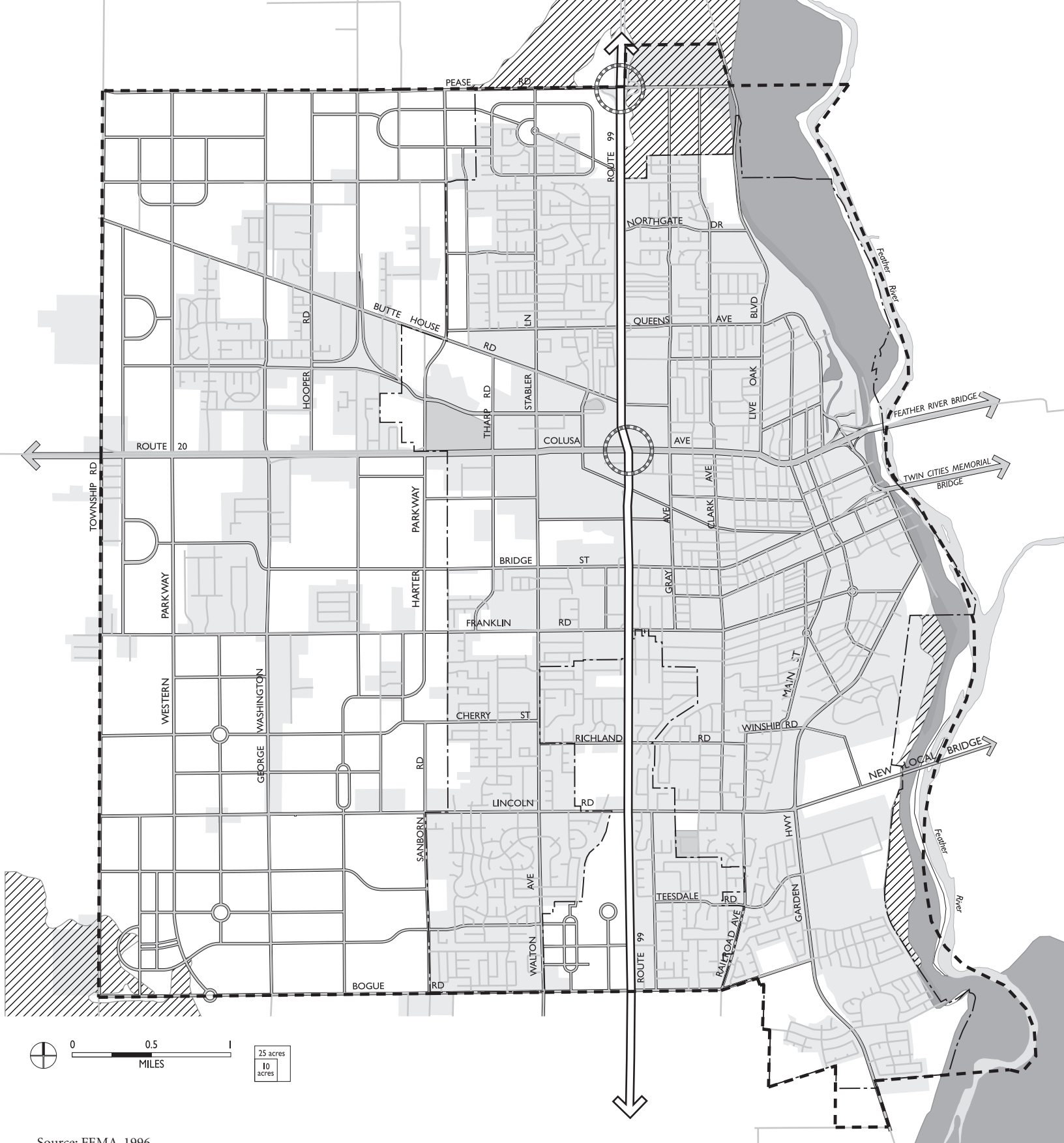
There are 10 dams located outside Sutter County that could cause significant flooding should failure occur. Table 9-4 lists six dams that are located on the Feather River and Yuba Rivers. Failure of any one of these dams could cause significant flooding in Yuba City. These dams are under the jurisdiction of the California Department of Water Resources (DWR), Yuba County Water Agency, Pacific Gas & Electric, and the Corps of Engineers.

¹⁶ Sutter County. County of Sutter General Plan 2015: Background Report, November 1996. Pg. 5-28.

¹⁷ Ibid., pg. 5-28.

¹⁸ Ibid., pg. 5-28.

¹⁹ Ibid., pg. 5-28.



Source: FEMA, 1996.

- Developed Land
- 100-Year Flood Zone
- 500-Year Flood Zone

- Planning Area
- Potential Interchange

Figure 9-6
Flood Zones

Table 9-4: Dams Located Upstream from Yuba City

Dam	Owner	Stream	Type
Oroville Dam	State Department of Water Resources	Feather River	Earth
New Bullards Bar	Yuba County Water Agency	Yuba River	Radius arch
Lake Almanor	Pacific Gas & Electric	Feather River (North Fork)	Earth and rock
Thermalito Afterbay Dam	State Department of Water Resources	Feather River	Earth
Thermalito Forebay Dam	State Department of Water Resources	Feather River	Earth
Englebright Dam	Corps of Engineers	Yuba River	Radius arch

Source: County of Sutter General Plan 2015: Background Report, November 1996. Pg. 10-18.

GUIDING POLICIES

- 9.3-G-1 Protect the community from risks to lives and property posed by flooding and stormwater runoff.
- 9.3-G-2 Collect and dispose of storm water in a safe and efficient manner.
- 9.3-G-3 Ensure that dams and levees are properly maintained for long-term flood protection.

IMPLEMENTING POLICIES

- 9.3-I-1 Implement the drainage improvements identified in the City’s Capital Improvement Program.
- 9.3-I-2 Continue to work with the U.S. Army Corps of Engineers to implement levee improvements on the Feather River. Incorporate features in the levee system to ensure flood protection and at the same time improve the connection between the city and the river.
- 9.3-I-3 When necessary, require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and, if warranted, require new development to provide adequate drainage facilities and to mitigate increases in storm water flows and/or volume to avoid cumulative increases in downstream flows.

Developers shall provide an assessment of a project’s potential impacts on the local and subregional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

- 9.3-I-4 Restrict new development in areas subject to 100 year flooding, as shown in Figure 9-6.
- 9.3-I-5 Provide information to property owners about the availability of flood insurance.

This policy can be implemented with counter handouts and stories in the City’s newsletter and pages on the City’s website.

- 9.3-I-6 As new development occurs, work with Sutter County to establish drainage areas that serve the entire Planning Area.

A new drainage study may be appropriate to determine the best means to establish drainage areas that would safely channel runoff and provide protection from flooding.

- 9.3-I-7 Utilize parks for the secondary purpose of storm water storage.

9.4 EMERGENCY RESPONSE

EMERGENCY PLANNING

The California Emergencies Services Act (State Government Code Section 8550-8668) requires each city to prepare and maintain an Emergency Plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. In addition, the City has specific procedures for hazardous materials emergency response (described below in Section 9.5).

POLICE SERVICES

Police Department

The Yuba City Police Department currently has a staff strength of 45 sworn peace officers and 26.5 civilian staff members, augmented by 19 part-time Reserve Peace Officers, 35 Volunteers, and 10 Police Cadets. The Yuba City Police Department offers a service ratio of 1.06 officers per 1,000 residents. The Police Officers of the Department comprise the following: 1 Chief of Police, 2 Division Commanders, 3 Lieutenants, 8 Police Sergeants, and 31 police officers. As shown in Figure 6-3, the Department is located at 1545 Poole Boulevard; off-site facilities are in use at the Yuba City Mall, Yuba City Fire Station #3, and the Richland Housing Resource Center.

The Department has two divisions, Field Operations and Investigations. The Police Department serves Yuba City in four “beats,” divided by Gray Avenue and the Colusa Highway. The first beat covers the City’s northwest quarter; the second beat serves the northeast corner; the third beat serves the southwest corner, and the fourth covers the City’s southeast corner. While the City has recently annexed a large area with 7,500 people to what would be the fifth beat, this region is being policed under an agreement with the Sutter County Sheriff’s Office and California Highway Patrol. However, in Fiscal Year 2003/2004, 11 sworn officers will be added to the force and the Department will assume responsibility for this 7,500 population. The service ratio would then become 1.12 to 1000 residents. The current nationally-accepted standard service ratio is 1.25 officers per 1,000 residents, and the California standard ranges from 1.4-1.7 per 1000 residents.

Response Standard

The Police Department's achieved performance standard for emergency response times is three minutes for all priority one calls. There is no official standard for non-emergency responses, though 20 minutes is the accepted norm.

FIRE AND LIFE SAFETY SERVICES

The Yuba City Fire Department (YCFD) provides fire protection and suppression and life safety services for the City. The Department responds to structural and wildland fires, emergency medical service, and hazardous/toxic material spills in the Planning Area. On September 10, 2001, the Yuba City and Walton Fire Departments officially merged, expanding the Fire Department's service area from a three-station department protecting 44,000 residents spread over nine square miles to a five station department protecting 60,000 residents spread over about 30 square miles. The Department's five stations are located throughout its jurisdictional area: four in Yuba City proper and one in the unincorporated community of Tierra Buena.



The Yuba City Fire Department provides fire and life safety services in the City and surrounding areas.

Response Standard

The internal response time standard has been that the Department provide service within six minutes of the 911 call being received, 90 percent of the time. The City expects to be able to maintain this standard. The YCFD recently completed a Standards of Response Coverage Study that resulted in recommended performance objectives and specific response level standards for common risks experienced in the community. These objectives and standards are incorporated into the General Plan (see Policy 9.4-I-1).

The YCFD defines response time as follows:

Response time is actually calculated from the time that the Public Safety Dispatcher picks up the telephone until the first unit arrives at the scene of the emergency. This time is known as "total reflex time." Total reflex time includes three components: call processing, turnout time, and travel time. Call processing describes the process whereby the Dispatcher receives the call and gathers information from the call maker and notifies the fire department. Turnout time is described as the period of time when the emergency responders are notified of the emergency and initiate their response to the emergency. Travel time is described as the period of time when the emergency vehicle carrying the emergency responders is actually responding to the emergency until it arrives at the emergency scene. The response standards reflect total reflex time.

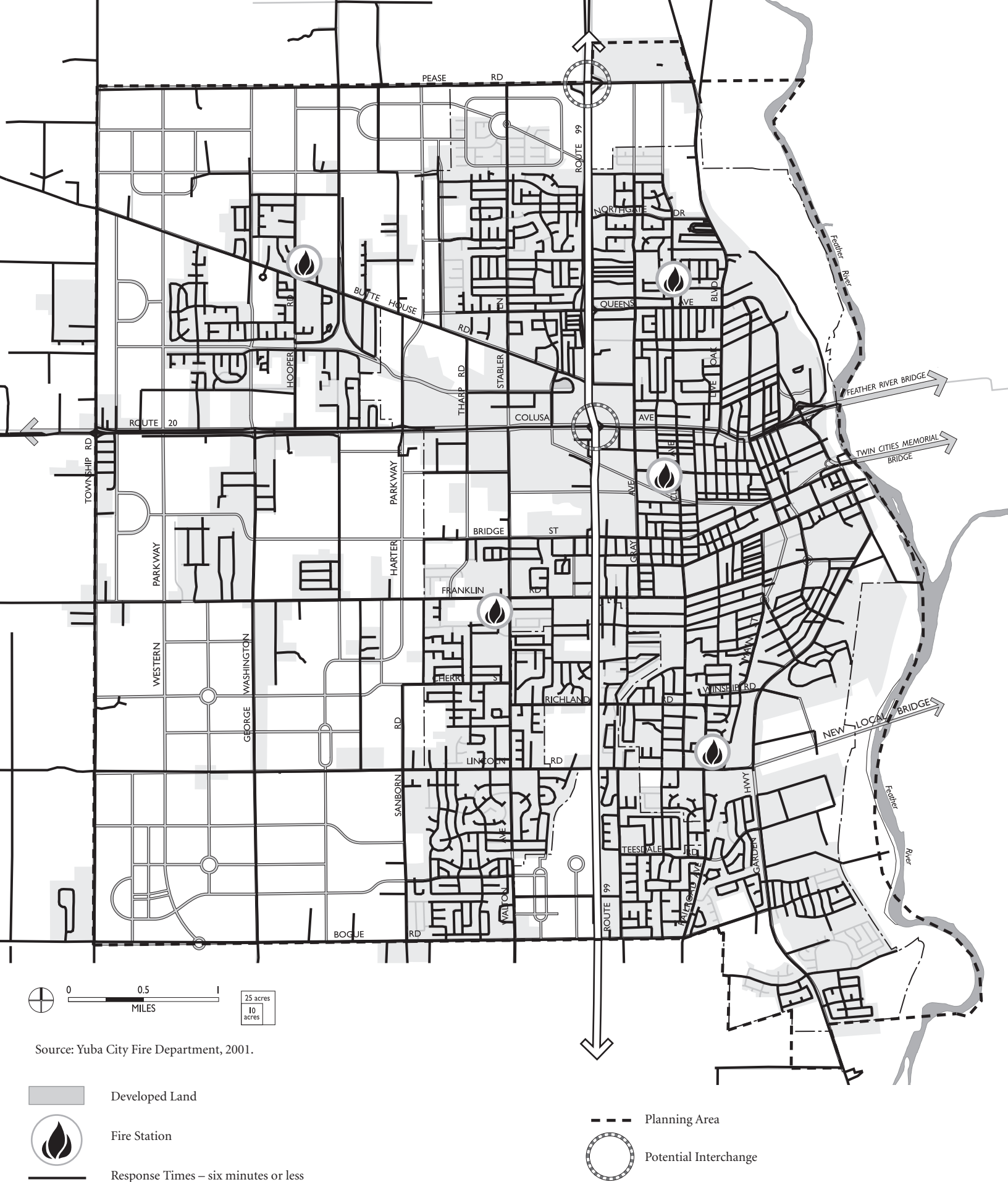


Figure 9-7
Fire Stations & Service Areas

Fire Station Facilities

The Yuba City Fire Department currently staffs five engine companies in its five fire stations (see Table 9-5). Stations 1, 2, 3, and 4 are located within Yuba City's City Limits; Station 7 in Tierra Buena also provides initial response service in the Yuba City Planning Area. Stations 1 and 4 are staffed with three full-time firefighters and Stations 2, 3, and 7 are staffed with two full time firefighters 24 hours a day.

Table 9-5: Fire Station Locations and Facilities, Yuba City Planning Area

	<i>Location</i>	<i>Facilities</i>
Station 1	824 Clark Avenue	Engine, Reserve Engine, Truck, Rescue Vehicles
Station 2	1641 Gray Avenue	Engine, Reserve Engine
Station 3	795 Lincoln Road	Engine, Reserve Engine
Station 4	211 South Walton Avenue	Engine, Reserve Engine, Watertender, Brush Fire Unit
Station 7	2855 Butte House Road	Engine, Reserve Engine, Brush Fire Unit, Air Utility

Sources: Yuba City Fire Department, November 29, 2001.

Future Demand

Growth in the southwest section of the Planning Area will necessitate construction of another fire station in the area to maintain adequate response times. As growth occurs, the water supply distribution system will need to be extended to improve fire water flow in some parts of the Planning Area.

GUIDING POLICIES

- 9.4-G-1 Ensure continued adequate law enforcement capabilities.
- 9.4-G-2 Minimize the risk of personal injury, property damage, and environmental damage from fire, hazardous chemicals releases, natural and human made disasters.
- 9.4-G-3 Maintain current police and fire response times and staffing ratios.

IMPLEMENTING POLICIES

- 9.4-I-1 Maintain the Fire Department performance objectives and response standards set forth in Table 9-6.
- 9.4-I-2 Prepare and disseminate information, including a page on the City’s website, about emergency preparedness.

This information should describe how emergency response will be coordinated and where residents can obtain emergency information.

- 9.4-I-3 Conduct periodic emergency management exercises with City personnel and surrounding jurisdictions.

Table 9-6 Performance Objectives and Standards

<i>Goal</i>	<i>Performance Objective</i>	<i>Response Time Standard*</i>
<i>Structure Fires</i>		
Provide effective response force of YCFD personnel, including a Chief Officer and mutual aid responders	Stop a serious fire from escalating beyond the location where it is found (i.e., conducting a search and rescue for fire victims, confining fire damage to the area near or in the room of origin, and limiting heat and smoke damage to the area or floor of origin.	First unit shall arrive within 6 minutes, 90 percent of the time; remaining units, carrying a sufficient number of firefighters, including the Incident Commander shall arrive within 10 minutes, 90 percent of the time.
<i>Pre-Hospital Emergency Medical Incidents</i>		
Provide an effective response force, including at least one person certified and capable of providing Advanced Life Support	Arrive soon enough to assess patients and prioritize care to minimize death and disability; stabilize patients to prevent additional suffering; and intervene successfully in life-threatening emergencies.	First unit shall arrive within 6 minutes, 90 percent of the time.
<i>Wildland Fires</i>		
Provide an effective response force of YCFD personnel, including a Chief Officer and mutual aid responders.	Stop escalation of an initial wildland fire beyond the area where found. Typically this means controlling the fire to the area of origin without spread to adjacent structures or escalating to a size requiring additional resources to obtain control.	First unit shall arrive within 6 minutes, 90 percent of the time; remaining units, carrying a sufficient number of firefighters, including the Incident Commander shall arrive within 10 minutes, 90 percent of the time.
<i>Hazardous Materials & Technical Rescue</i>		
Provide a trained and effective initial response force to incidents involving hazardous materials, technical rescue, water rescue, confined space, and trench rescue.	Assess incident, and if possible stabilize or recognize that additional assistance is needed. This may include personnel with specialized training and certification from YCFD and/or other agencies.	First unit and a Chief Officer shall arrive within 6 minutes, 90 percent of the time.

* Response standards are based on total flex time, as defined by YCFD in this chapter.

Source: Yuba City Fire Department, 2003.

- 9.4-I-4 Require adequate access for emergency vehicles, including adequate street width and vertical clearance on new streets.
- 9.4-I-5 Continue implementation of the City Sprinkler Ordinance throughout the Planning Area.
- 9.4-I-6 Review proposed development applications for compliance with adopted fire safety standards and staffing ratios.

Construction of a new fire station in the southwest section of the City will be required to maintain standards. Construction of this facility will take place in conjunction with new development in the southwest area.

- 9.4-I-7 Continue to conduct building and fire code enforcement to ensure safe structures.

The City has an active program for both building and fire code enforcement. The program is delivered by building inspectors, fire inspectors and code enforcement officer(s).

- 9.4-I-8 Extend water distribution pipes, as needed, to maintain and improve fire water flows.

- 9.4-I-9 Support community training and volunteer programs to enhance emergency preparedness.

9.5 HAZARDOUS MATERIALS

Some topics regarding public safety can be dealt with only at a regional level, or fall within the responsibility of public agencies other than Yuba City. The use and transportation of hazardous substances is one example for which public safety depends in large part on the actions taken by the State and Federal governments, as well as the County.

HAZARDOUS WASTE MANAGEMENT

The Sutter County Hazardous Waste Management Plan was adopted in 1990, as required by State law. The plan establishes a waste management hierarchy, which focuses on waste reduction and minimization. The Plan includes a comprehensive approach to management of hazardous wastes in the County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the hazardous waste stream, and policies to maintain a unified data base on businesses that generate waste.²⁷ The Sutter County Community Services Department is the local agency responsible for enforcing a variety of hazardous material and waste, requirements.

The majority of the hazardous waste generated in the county (95 percent) is from small quantity generators (SQGs), who do not manifest shipments of hazardous waste, and from individual households. The predominant hazardous waste stream produced by both manifested generators and estimated for all small quantity generators in Sutter County is waste oil. As a result, Sutter County's generator programs, as recommended in the Sutter County Hazardous Waste Management Plan, focus on encouraging recycling of waste oil.

²⁷ Sutter County Hazardous Waste Management Plan, 1990.

HAZARDOUS MATERIALS MANAGEMENT IN YUBA CITY

Although Yuba City does have businesses that use hazardous materials, hazardous waste is not generated in large amounts and a waste disposal facility is not likely to be sited in the City. However, a concern exists due to the transportation of hazardous materials through or near the City. The California Highway Patrol and California Department of Transportation have primary responsibility in regulating the transportation of hazardous waste and materials. Accidents involving hazardous materials are possible due to the transport of such materials via highways and rail.

To prepare for events that could endanger the health and safety of its citizens, Yuba City has taken several steps to provide plans for immediate responses to disasters such as hazardous materials spills. Currently, the Yuba City Fire Department is part of the Region III Hazardous Materials Response Team. There are 2 Level 1 Hazardous Materials Teams in the Region. One of the Hazardous Materials Teams is located in Oroville, and the other is located in Marysville. Yuba City currently has seven Hazardous Materials Specialists who are a part of the Marysville team.

In the event of a hazardous materials spill within the City, the Police and Fire Departments are simultaneously sent to the scene to respond and assess the situation. The fire department keeps two firefighters with special hazardous materials training on each shift. If a spill occurs on the freeway, the California Highway Patrol will call upon the City's resources in identifying, isolating, and if necessary, evacuating the area. In all cases, the Sutter County Environmental Health Department shall be contacted and in some cases, will be consulted on containment and mitigation.

In Yuba City, waste oil and household hazardous wastes are collected at the Yuba-Sutter Household Hazardous Waste Facility at 134 Burns Drive. This facility is jointly operated by Yuba and Sutter Counties.

Through Local Emergency Planning Commission (LEPC) grants, the City Hazardous Materials Specialists have conducted pre-plan visits to numerous sites within the city that handle hazardous materials. Information regarding the type of chemicals used at each site is computerized for quick access in emergency response planning, should an accident occur at one of the locations. The City intends to eventually pre-plan all 40 sites in the city, as well as the major roadway and rail corridors used for hazardous materials transport.

HAZARDOUS WASTE STORAGE AND LEAKAGE SITES

The State of California's Department of Toxic Substances Control (DTSC) in Yuba City maintains a list of sites that represent hazardous waste facilities subject to corrective action, lands designated as hazardous waste properties or border zone properties, and public drinking water wells which contain detectable levels of organic contaminants and which are subject to water analysis. The DTSC also includes data gathered by the State Water Resources Control Board, which reports a list of all Leaking Underground Storage Tank (UST) sites and all solid waste disposal facilities from which there is a migration of hazardous waste. The most recent list was published in April 1998 and included 28 sites in Yuba City with leaking USTs, most of which were gas stations.²⁹ There are two cleanup and abatement orders listed for the discharge of hazardous wastes.

²⁹California Department of Toxic Substances Control, Hazardous Waste and Substances Sites List, 1998.

GUIDING POLICY

- 9.5-G-1 Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.

IMPLEMENTING POLICIES

- 9.5-I-1 Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness. Expand collection programs in conjunction with new growth in the city.
- 9.5-I-2 Continue to pursue funding to conduct pre-plan visits to hazardous materials sites within the city, as well as major roadway and rail corridors used for hazardous materials transport.
- 9.5-I-3 Require the clean-up of sites contaminated with hazardous substances.

The California Environmental Protection Agency publishes the Hazardous Waste and Substances Sites List, which identifies properties in the City that have the potential for hazardous materials contamination. Contaminated sites are threats to the quality of groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with new development, reconstruction, property transfer of ownership, and/or the continued operation after the discovery of contamination. Continual business operation may be permitted during clean-up or remediation of the contamination, as long as the clean-up proceeds in accordance with an approved clean-up plan.

- 9.5-I-4 Implement policies contained in the Sutter County Hazardous Waste Management Plan that encourage and assist the reduction of hazardous waste from businesses and homes.
- 9.5-I-5 Require businesses generating hazardous waste to pay necessary costs for local implementation of programs specified in the County Hazardous Waste Management Plan, as well as the costs associated with emergency response services for a hazardous materials release.
- 9.5-I-6 Specify routes for transporting hazardous materials, taking into account areas of projected new growth.

These routes should not pass through residential areas or other sensitive areas. Specific time periods for transport should be established to reduce the impact and accident risk during peak travel periods.

10

Implementation and Monitoring

The General Plan provides specific policy guidance for implementation of plan concepts in each of the Plan elements. This framework establishes a basis for coordinated action by the City, adjacent jurisdictions, Sutter County and regional agencies. This chapter describes the process in general terms and the major actions to be undertaken by the City; the implementing policies in each element of the Plan provide details that will guide program development and program development.

The major implementation process for the land use proposals will be administration of the Zoning Ordinance through the Zoning Map. The Zoning Ordinance will need to be amended to be consistent with the General Plan's policies.

The Capital Improvement Program will be the primary means of scheduling and funding infrastructure improvements of city-wide benefit. Based on the recommendations made in the General Plan, a new Impact Fee analysis will be required in order to determine the level of impact fees to be charged to developers. Special assessment districts or other means of financing improvements benefiting specific areas, such as Mello-Roos Community Facilities Districts or Infrastructure Financing Districts, may also be used. The Yuba City Redevelopment Agency also will participate in funding infrastructure improvements needed to carry out the General Plan.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most of the development expected to occur in the Planning Area. The General Plan will serve a coordinating function for private sector decisions; it also provides a basis for action on individual development applications, which must be found to be consistent with the General Plan if they are to be approved.

10.1 RESPONSIBILITIES

Implementing the General Plan will involve the City Council, the Planning Commission, Parks and Recreation Commission, other City boards and commissions, and City departments. The City also will need to consult with Sutter County and other public agencies about implementation proposals that affect their respective areas of jurisdiction. The principal responsibilities that City officials and staff have for Plan implementation are briefly summarized below; details on their powers and duties are in the Yuba City Municipal Code.

- ***City Council.*** The City Council is responsible for the overall management of municipal affairs; it acts as the legislative body and is responsible for adoption of the General Plan and any amendments to the General Plan. The City Council appoints the City Manager who is the chief administrator of the City and has overall responsibility for the day-to-day implementation of the Plan. The City Council also appoints the Planning Commission and other commissions established under the Municipal Code.

The City Council's role in implementing this General Plan will be to set implementation priorities and approve zoning map and text amendments, consistent with the General Plan, and develop a Capital Improvement Program and budget to carry out the Plan.

- ***Planning Commission.*** The Planning Commission is responsible for preparing and recommending adoption or amendment of the General Plan, zoning and subdivision ordinances and other regulations, programs and legislation needed to implement the General Plan. The Planning Commission also may prepare and recommend adoption of specific plans, neighborhood plans or special plans, as needed for Plan implementation. The Planning Commission will have the authority to approve many of the private development projects proposed subsequent to this General Plan and will assure project consistency with this General Plan.
- ***Parks and Recreation Department.*** The parks and recreation department will be responsible for the implementation of park policies and the development of new park facilities.
- ***Community Development Department.*** The Community Development Department is responsible for the general planning, building inspection and community development functions undertaken by the City. The Department is responsible for updating the zoning code and map and for developing new impact fees. Specific duties related to General Plan implementation include reviewing development applications, conducting investigations and making reports and recommendations on planning and land use, zoning, subdivisions, architectural review, development plans and environmental controls. The Department also will coordinate activities related to school sites and parks in consultation with Yuba City Unified School District (YCUSD), Franklin/Sutter School District and the Parks and Recreation Department. Finally, the department will have the primary responsibility for preparing the annual report on the General Plan and conducting the five-year review. These reporting requirements are described in Chapter 1.
- ***Public Works Department.*** The Public Works Department is responsible for all public works in the City, including streets, water, sewer, and drainage facilities. Specific implementation responsibilities are defined in the Transportation, Public Facility, Environmental Conservation, and the Safety elements of the General Plan.
- ***Fire and Police Departments.*** Within the City, responsibility for public safety is shared by the Fire and Police departments. The Fire Department is responsible for protecting life and property from fire hazards and other emergencies, and the Police Department is responsible for preventing crime and maintaining law and order. Specific implementing responsibilities under the General Plan are established in the Noise & Safety Element of the General Plan.
- ***Other Commissions.*** Other City commissions will also be involved in Plan implementation in their respective areas of expertise. The General Plan does not envision any substantive change in the responsibilities assigned to existing commissions. They will be administering new or amended regulations adopted pursuant to Plan policies, and their actions will need to be consistent with the General Plan.

10.2 THE PLAN AND THE REGULATORY SYSTEM

The City will use a variety of regulatory mechanisms and administrative procedures to implement the General Plan. First and foremost, the City is required to have the Zoning Ordinance consistent with the General Plan. This consistency requirement is the keystone of Plan implementation. Without a consistency requirement, there is no assurance that Plan policies will be implemented. Other regulatory mechanisms, including subdivision approvals, building and housing codes, capital improvement programs and environmental review procedures, also will be used to implement Plan policies.

ZONING REGULATIONS

The City's Zoning Ordinance will translate plan policies into specific use regulations, development standards and performance criteria that will govern development on individual lots. The General Plan establishes the policy framework, while the Zoning Ordinance prescribes specific rules and procedures for development. The Zoning Map also will provide more detail than the General Plan Diagram.

Table 10-1 shows which zoning districts in the existing ordinance are consistent with land use classifications on the Plan Diagram, assuming the district regulations are amended to reflect Plan policies.

This table will be modified as the Zoning Ordinance is revised, consistent with the Plan's implementation program. The General Plan calls for several new zoning districts, which are listed separately in the table in **boldface** font. District names and references also may be changed when the Zoning Ordinance is revised to avoid confusion with prior designations.

The use regulations and development standards for existing zoning districts will need to be amended to conform to Plan policies. Density and intensity limits, consistent with the land use classifications, also need to be updated.

Table 10-1 Consistency Between the General Plan and the Zoning Ordinance

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts¹</i>
Residential	
Low Density	R-1, R-2
Medium/Low Density	R-1, R-2, R-X
Medium/High Density	R-3
Office, Commercial, Industrial	
Regional Commercial	RC , C-3
Community Commercial	C-2, C-3
Neighborhood Commercial	C-1
Office and Office Park	C-0, BT , C-M, M-1
Business, Technology and Light Industry	
Manufacturing, Processing and Warehousing	M-2
Community Facilities / Open Space	
Public and Semipublic	PF, all remaining districts if under 2 acres ²
Parks, Recreation and Open Space	P, all remaining districts if under 2 acres ²

¹ Public/semi-public uses and park facilities on sites are subject to the regulations of the base and overlay zoning districts. New zoning districts are in boldface font.

² PD Planned Development District and AH Agricultural Holding District also are consistent with any of the General Plan Land Use Designations.

The City should bring zoning into conformance with the General Plan within a reasonable period of time. When the General Plan is amended, the Zoning Ordinance and Zoning Map also may need to be amended to maintain consistency between the Plan and zoning.

SUBDIVISION REGULATIONS

No subdivision of land may be approved under California law and the City's subdivision regulations unless its design and proposed improvements are found to be consistent with the General Plan. Dedication of land for park facilities is required for subdivisions above a certain size, consistent with the policies and standards prescribed by the General Plan. The subdivision regulations also should require dedication of land for riparian habitat and reservation of land for fire stations, libraries, schools and other public facilities.

After adoption of the General Plan, the City's subdivision regulations should be amended to conform to Plan policies and explicitly require findings of consistency with the General Plan as a condition of approving tentative subdivision maps, parcel maps and minor land divisions.

FEES

The City's fees for development should be updated following Plan adoption. The General Plan also anticipates that the City will utilize in lieu fees for parkland dedication, consistent with the Quality Act.

BUILDING AND HOUSING CODES

No building permit may be issued under California law unless the proposed development is consistent with the City's open space plan and conforms to the policies of the Open Space and Conservation Element. To provide an administrative mechanism to ensure consistency, it may be appropriate to require applicants for building permits and grading permits to secure a "zoning certificate" or other form of zoning clearance before these permits can be issued.

CAPITAL IMPROVEMENTS

The Capital Improvements Program (CIP) includes a list of public works projects that the City intends to design and construct in coming years. Under California law, the Planning Commission has responsibility for reviewing the CIP to determine whether it conforms to the General Plan. Specifically, the Government Code requires the Commission to review the following actions for conformity with the General Plan:

- Acquisition of land for public purposes;
- Disposition of land;
- Street vacations; and
- Authorization or construction of public buildings or structures.

The Planning Commission has 40 days to comment on such actions, and under state law, the Commission's recommendations are advisory only; the City Council may overrule the Commission.

The Planning Commission also has the right to comment on CIPs prepared by the school districts. These CIPs, and any annual revision proposed to them, are to be forwarded to the Commission at least 60 days prior to adoption for the Commission's review for consistency with the General Plan.

10.3 IMPLEMENTATION GUIDE FOR PROJECT REVIEW

The implementation guide presented in this section is intended to ensure that new development has a "net benefit" to the City and contributes to making Yuba City a sustainable community. Table 10-2 summarizes the policies and standards for project review that are intended to protect resources in the Planning Area and provide for balanced growth. It shows the checkpoints that should be used in project review to determine new development complies with the resource-based standards established in the General Plan. For each environmental resource or constraint, the table lists the applicable policy or standard, significance thresholds and information to be used to determine compliance with the standard, and the compliance requirements.

This table will be used in reviewing individual development projects, unless exempt because they are too small or located on infill sites where they are unlikely to have a significant impact. Application forms and checklists will need to be prepared to create a streamlined review process. Background information in the EIR will be used in the initial screening of applications. For many projects, the compliance requirements will be straight-forward, and no further discretionary review would be necessary if adequate information is submitted showing that standards are met.

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Table 10-2 Implementation Guide For Project Review

Environmental Resource or Constraint	Applicable Policy or Standard	Significance Thresholds and Information to be Used to Determine Compliance with Standard	Compliance Requirements
Air Quality	No development shall interfere with basin-wide efforts to achieve and maintain federal and state standards.	Stationary sources that exceed standards for new source review without providing adequate offsets.	Stationary sources: Sutter County APCD's compliance with New Source Review regulations. Projects emitting over 25 tons/yr. of specified pollutants required to offset emissions by 25 percent.
Water Quality	Compliance with Regional Water Quality Control Board standards and, where applicable, NPDES requirements.	Any project in or adjacent to an area of known contamination of groundwater or adjacent to a creek or stream channel.	Use of Best Management Practices required for development affecting drainage basins;
Flood Hazard	Provide protection for structures exposed to 100-year flood hazards.	Degree of hazard based on FEMA maps; potential effect on downstream flood hazard.	Run-off reduction standard for development of 5 acres or more and adequate flood protection for structures.
Geologic and Seismic Hazards	New development shall minimize exposure to geologic and seismic hazards.	Degree of hazard based on General Plan maps showing of risks.	Compliance with UBC and recommendations of certified engineering geologist.
Fire Hazards	No potential increase in exposure to fire hazards; maintain average response time of 6 minutes or less for urban service area.	Degree of hazard based on analysis of the construction and use of the building, available staffing and response time.	Supplemental on-site protection if outside 6 minute average response time; sprinklers for certain building types/locations.
Other disasters	No development shall increase the level of risk or degree of preparedness.	Potential exposure to dam inundation as mapped in General Plan.	Compliance with safety standards and emergency response management plans; provision of convertible facilities that can be used for disaster relief.
Biological resources	No net loss of wetland acreage or value or substantial disturbance or destruction of valuable biological resources, riparian vegetation, oak woodland habitat, or removal or degradation of critical habitat of a listed state or federal rare or endangered species.	Any project in or adjacent to habitat for special status species, Wetlands and riparian habitat.	Compliance with Best Practices Manual.
Bicycle Circulation	Provide bikeways and bicycle parking with objective . (T-1-5)	Projects subject to Zoning Code bikeway and bicycle parking standards.	Compliance with bicycle parking requirements; increased funding for bikeway improvements.
Bicycle Circulation	Provide bikeways and bicycle parking with objective. (T-1-5)	Any project for which the zoning ordinance requires bicycle parking.	Compliance with bicycle parking requirements; increased funding for bikeway improvements.

Table 10-2 Implementation Guide For Project Review

Environmental Resource or Constraint	Applicable Policy or Standard	Significance Thresholds and Information to be Used to Determine Compliance with Standard	Compliance Requirements
Traffic Circulation	Maintain Level of Service Standard "D".	Any project on streets with future LOS D, unless exception provided per adopted LOS standards.	Compliance with density/intensity standards of Transportation Element.
Noise	Maintain noise/land use compatibility standards.	Any project subject to future 60 dB CNEL or greater noise. Any project subject to future 65 dB CNEL or greater noise near the airport.	Compliance with noise standards through buffering, insulation or other measures.
Parks and Recreation Facilities	Provide 10 acres of parks per 1,000 residents.	Availability of neighborhood and community parks in service area; years to completion of planned facilities in service area.	Conformance to dedication requirements: acres proposed for development or in lieu fee fees to be paid; willingness to participate in a maintenance district.
Other Public Facilities/Services	Ensure that service demands of new development does not exceed the capacity to provide services.	Availability of services per Initial Study	Conformance to the City improvement standards.
Health and Social Services	Provide for adequate sites and transportation access.	Availability of services per Initial Study	Periodic review of availability health and social services at neighborhood and citywide, not at project level.

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Glossary

Acres, Gross: A measure of total land area of any lot including streets, parks and other land dedications.

Acres, Net: The gross area of a site excluding:

1. All public and private streets, and streets which provide primary and direct access to a public street.
2. Land which has been determined to be hazardous or unbuildable.
3. Land within any existing or planned drainage easement.
4. Schools and parks or other facilities dedicated for public use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including utilities.

Agency: The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Agricultural Preserve: Land designated for agriculture or conservation. (See "Williamson Act.")

Agriculture: Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Air Pollution: Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Architectural Review: Regulations and procedures requiring the placement and exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historical character, and/or style of surrounding areas.

Army Corps of Engineers: A federal agency responsible for the design and implementation of publicly supported engineering projects. Any construction activity that involves filling a

watercourse, pond, lake (natural or man-made), or wetlands (including seasonal wetlands and vernal pools), may require an ACOE permit.

Arterial: A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

Assessment District; Benefit Assessment District: An area within a public agency's boundaries which receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Attainment Area. An area considered to have air quality as good as or better than federal or State air quality standards as defined in the federal Clean Air Act or the California Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

Base Flood: A 100-year flood that has a 1% likelihood of occurring in any given year.

Basic Routes: All local roads not designated as Routes of Regional Significance.

Below-Market-Rate (BMR) Housing Unit: Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as "low income" or "moderate income".

Best Available Control Technology (BACT): The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site's land, water, or waterways, and waterbodies.

Bicycle Class I Facility (Bicycle Path): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Class II Facility (Bicycle Lane): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Class III Facility (Bicycle Route): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

Buffer Zone: An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Building: Any structure having a roof supported by columns or walls for the housing or enclosure of persons, animals, or property of any kind.

Buildout. That level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum probable level of development envisioned by the General Plan under specified assumptions about densities and intensities. Buildout does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

Business Services: A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

Capital Costs: The cost of public improvements or facilities and major pieces of equipment (e.g. utility systems, major roads, communication facilities, and public buildings) that have a useful life or more than three years.

Capital Improvement Program (CIP): A program, administered by the City which schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the City. The program generally is reviewed annually, for conformance to and consistency with the General Plan.

Carbon Dioxide (CO₂): A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

Carbon Monoxide (CO): A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands which limit the paths that vehicles may take through the intersection.

Circulation Element: One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and

management of existing and proposed thoroughfares and transportation routes correlated with the Land Use Element of the General Plan.

City: City, with a capital “C”, refers to the City of Yuba City; when used with a lower case “c” it means any city.

City Center: A central gathering place including civic, cultural, commercial, and social activities.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than typically permitted, or are attached, with the purpose of minimizing grading and retaining open space areas.

Collector Street: A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

Combined Sewer/Combination Sewer: A sewerage system that carries both sanitary sewage and storm water runoff.

Commercial: A land use classification which permits facilities for the buying and selling of commodities and services.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the State Department of Housing and Community Development for non-entitled jurisdictions.

Community Facilities District: Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et. seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours. (See “Ldn.”)

Community Park: A park or facility developed primarily to meet the requirements of a large portion of the City. The location serves an area within a three-mile radius. The size is generally from six to 60 acres.

Community Redevelopment Agency: A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential,

commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Conservation: The management of natural resources to prevent waste, destruction or neglect.

Consistent: Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a General Plan and implementation measures such as the Zoning Ordinance.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations which may be placed on property and its use, and which usually are made a condition of holding title or lease.

Creek: A natural stream of water normally smaller than and often tributary to a river which may be shown on the City's Ridgeline and Creek Protection Zone Map, dated May 24, 1988.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA: The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing.

Day-Night Average Sound Level (Ldn). The A-weighted average sound level in decibels during a 24-hour period with a 10 dB weighing applied to nighttime sound levels (10 p.m. to 7 a.m.). This exposure method is similar to the CNEL, but deletes the evening time period (7 p.m. to 10 p.m.) as a separate factor.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used.

Dedication, In lieu of: Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density: The number of residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per net developable acre. (See "Acres, Gross," and "Acres, Net.")

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the

parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Density, Gross. The number of dwelling units per gross acre of developable residential land designated on the General Plan Diagram.

Design Review: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

Detention Basin/Pond: Facilities classified according to the broad function they serve, such as storage, diversion, or detention.

Developer: An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development: The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as “development.”

Development Fee: See “Impact Fee.”

Development Rights: The right to develop land by a landowner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

Dwelling Unit: One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

Easement: The right to use property owned by another for specific purposes or to gain access to another property.

Easement, Conservation: A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future).

Easement, Scenic: A tool that allows a public agency to use land for scenic enhancement, such as roadside landscaping or vista preservation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment. The physical conditions in an area, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance, which will be affected by a proposed project. The area involved shall be the area in which significant effects would occur either directly or indirectly as a result of the project. The "environment" includes both natural and man-made conditions.

Environmental Impact Report (EIR): A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.

Equivalent Noise Level (Leq). A single-number representation of the fluctuating sound level in decibels over a specified period of time. It is a sound-energy average of the fluctuating level.

Erosion: The loosening and transportation of rock and soil debris by wind, rain, or running water.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils which swell when they absorb water and shrink as they dry.

Family: An individual or a group of persons living together who constitute a housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted. An "active" fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A "potentially active" fault is one that shows evidence of surface displacement during Quaternary time (the last 2 million years).

Federal Candidate Species, Category 1 (Candidate 1). Species for which the U.S. Fish and Wildlife Service has sufficient biological information to support a proposal to list as Endangered or Threatened.

Federal Candidate Species, Category 2 (Candidate 2). Species for which existing information indicates that these species may warrant listing, but for which substantial biological information to support a proposed rule is lacking.

Federal Emergency Management Agency (FEMA): A federal agency that provides disaster relief when cities, counties, or the State cannot respond.

Federal Flood Insurance. Affordable flood insurance offered by the federal government to property owners whose communities participate in the National Flood Insurance Program.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

Fire-resistive: Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Year (FY): A twelve-month period used for accounting purposes by public and private entities. A fiscal year may have different beginning and ending dates than the calendar year.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1%, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the premium risk zones applicable to that community.

Flood Plain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year, is designated as an area of special flood hazard by the Federal Insurance Administration.

Floor Area, Gross. The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures.

Floor Area Ratio (FAR): The net floor area of a building or buildings on a lot divided by the lot area or site area.

Gateway: A point along a roadway at which a motorist gains a sense of having left one destination and of having arrived at a new and distinct destination.

Geologic Review: The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Geological: Pertaining to rock or solid matter.

Grasslands: Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks which provide underground storage ("aquifers").

Growth Management: The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

Guidelines: General statements of policy direction for which specific details may be later established.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Habitat Conservation Plan (HCP): A program that is designed to extend protection provided for endangered species to all sensitive habitat in the Planning Area particularly Bollinger Canyon and on the Westside.

Handicapped: A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.

Hazardous Material: Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hazardous Waste. Waste which requires special handling to avoid illness or injury to persons or damage to property. Includes, but is not limited to, inorganic mineral acids of sulfur, fluorine, chlorine, nitrogen, chromium, phosphorous, selenium and arsenic and their common salts; lead, nickel, and mercury and their inorganic salts or metallo-organic derivatives; coal, tar acids such as phenol and cresols and their salts; and all radioactive materials.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Home Occupation: A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Housing Element: One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Impact: The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code § 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation: Actions, procedures, programs, or techniques that carry out policies.

Improvement: The addition of one or more structures or utilities on a vacant parcel of land.

Income Categories: The income limits for each income group are as follows:

1. Very Low: A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
2. Low: A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development.
3. Moderate: A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development.
4. Above-Moderate: A household with an annual income above 120% of the County's area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas which are already largely developed.

Infiltration. The introduction of underground water, such as groundwater, into wastewater collection systems. Infiltration results in increased wastewater flow levels.

Intersection Capacity. The maximum number of vehicles that has a reasonable expectation of passing through an intersection in one direction during a given time period under prevailing roadway and traffic conditions.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See “Dedication, In lieu of.”)

Institutional Use: (1) Privately owned and operated activities which are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature which cannot be considered a residential, commercial, or industrial activity. These uses in Yuba City are often referred to as “Public/Semipublic.”

Intermittent Stream: A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

Jobs-Housing Balance. Total jobs divided by total housing units. A more appropriate measure is the jobs/employed resident ratio, which divides the number of jobs in an area by the number of employed residents (i.e. people who live in the area, but may work anywhere). A ratio of 1.0 typically indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Landmark: A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, State, or federal government. A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Landscaping: Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained permanently to enhance a site or roadway.

Landslide: A general term for a falling mass of soil or rocks.

Land Use: The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighing applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS): A qualitative measure describing operational conditions within a traffic stream, as perceived by motorists. The conditions are generally described in terms of factors such as speed, delay, freedom to maneuver, comfort, convenience, and safety. Six levels of service are defined with letter designations from A to F, with A representing the optimal condition and F representing the worst.

Linkage Fee: A program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Local Agency Formation Commission (LAFCo): A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and the merger of districts with cities. Each county’s LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. LAFCo members generally include two county supervisors, two city council members, and one member representing the general public.

Local Street: A street which primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

Median Income; Area Median Income: As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development, “area” means metropolitan area or non-metropolitan county.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mitigation: A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant measures are identified.

Mitigation Measures: Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance

during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design.

Mobile Sources. A source of air pollution that is related to transportation vehicles, such as automobiles or buses.

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis for future movement. (See “Mobile Home” and “Manufactured Housing.”)

Motel: A structure in which there are five or more guest rooms or suites where lodging with or without meals is provided for compensation. Quite often, provision is made for cooking in individual guest rooms or suites. (See “Hotel.”)

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Flood Insurance Program: A federal program which authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation’s history or whose artistic or architectural value is unique.

Natural Communities Conservation Plan (NCCP): A plan that identifies sensitive habitats within a rural development area and directs the preparation of a program to mitigate the impacts of rural development on the habitats.

Neighborhood Park: A park or playground developed primarily to serve the recreation needs of a small portion of the City. The location serves the area within one half mile radius of the park. The park improvements are usually oriented toward the recreation needs of children. The site is generally from two to ten acres depending on the nature of the service area.

Nitrogen Dioxide (NO₂). A reddish brown gas that is a byproduct of the combustion process and is a key to the ozone production process.

Nitrogen Oxide(s): A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its “dirty air” appearance.

Noise: Any sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise is simply “unwanted sound.”

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-point Source. A pollutant source introduced from dispersed points and lacking a single, identifiable origin. Examples include automobile emissions or urban run-off.

Office: General business offices, medical and professional offices, administrative offices or headquarters for large wholesaling or manufacturing operations, and research and development. Examples of office use include architectural, computer software consulting, data management, engineering, interior design, graphic design, real estate, insurance, investment, and legal services.

Open Space: Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Overlay: A land use designation on the Land Use Map, or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

Ozone: A tri-atomic form of oxygen (O_3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

PM-10. The current standard for measuring the amount of solid or liquid matter suspended in the atmosphere ("particulate matter including dust"). Refers to the amount of particulate matter over 10 micrometers in diameter. The smaller PM-10 particles penetrate to the deeper portions of the lung, affecting sensitive population groups such as children and people with respiratory diseases.

Paratransit: Refers to transportation services which operate vehicles, such as buses, jitneys, taxis, and vans, for senior citizens and/or mobility-impaired persons.

Parking Area, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Ratio: The number of parking spaces provided per gross floor area, gross square feet, or the number of beds or bedrooms in a residence.

Parks: Open space lands whose primary purpose is recreation. (See “Community Park” and “Neighborhood Park.”)

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours duration.

Pedestrian-oriented Development. Development designed with an emphasis on the street sidewalk and on pedestrian access to the building, rather than an auto access and parking areas.

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Personal Services: Services of a recurrently needed personal nature. This includes, but is not limited to, barber and beauty shops, massage, tanning, seamstress, tailors, shoe and luggage repair, dry cleaning agencies (excluding plants), photo-copying, and self-service laundries.

Planning Area: The land area addressed by the General Plan, including that within the City Limits, and that beyond the City Limits but within the Sphere of Influence boundary. Yuba City’s Planning Area boundary is coterminous with its Sphere of Influence boundary.

Point Source. A source of pollutants which may be traced to a discrete point of emission.

Policy: A specific statement of principle or of guiding or implementing actions which implies clear commitment.

Pollutant: Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution: The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Preserve: An area in which beneficial uses in their present condition are protected; for example, a nature preserve or an agricultural preserve.

Professional Offices: Buildings providing offices for professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

Public and Semi-public Facilities: Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Rare or Endangered Species: A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reactive Organic Gases (ROG). Classes of hydrocarbons (olefins, substituted aromatics, and aldehydes) that are likely to react with ozone and nitrogen dioxide in the atmosphere to form photochemical smog.

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Recreation, Active: A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football, and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

Recreation, Passive: Type of recreation or activity which does not require the use of organized play areas.

Recycle: The process of extraction and reuse of materials from waste products.

Redevelopment (public): New or replacement development undertaken to reduce or eliminate blighted conditions and to encourage private investment in designated “redevelopment project areas.” In California, public redevelopment is funded largely through the sale of bonds, with the retirement of the bonded debt paid for by the increases in real property taxes on project area lands resulting from improvements prompted by the combination of public and private reinvestment in the area. Redevelopment can be financed completely independently of a city’s General Fund operating revenues, but cities may allocate some operating revenues to assist redevelopment and/or target operating revenues to focus on redevelopment areas. Redevelopment may also be spurred by grants from Federal and State governments and sometimes private sources.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

Regional Park: A park which has been developed with a wide range of improvements usually not found in local community or neighborhood facilities to meet the needs of the entire City population. The location serves an area within a 30-minute driving time radius and the size is generally larger than 75 acres.

Residential: Land designated in the General Plan and Zoning Ordinance for buildings consisting of dwelling units. May be vacant or unimproved. (See “Dwelling Unit.”)

Residential, Multiple Family: Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-Family: A single dwelling unit on a building site.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare: A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Right-of-way: The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

Riparian Lands: Lands which are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

Riparian Vegetation: Vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

Runoff: That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

Sanitary Sewer: A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site). (See “Combined Sewer” and “Septic System”.)

Scenic Highway Corridor: The visible area outside of a highway’s right-of-way, generally described as “the view from the road.”

Scenic Highway/Scenic Route: A highway, road, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways Element.

School District Lands: Properties owned by public school districts and used for educational, recreational, and administrative purposes.

School Park: Land owned by a school district and designated under special agreement with the City for joint development, operation, or maintenance by both agencies to meet recreation needs of the general public and school students’ recreation needs.

Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called “Granny Flat”.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30% of the household’s adjusted gross monthly income. “Section 8” includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Sedimentation. Process by which material suspended in water is deposited in a body of water.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Sensitive Receptors. Members of the population who are most sensitive to air quality include children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See “Sanitary Sewer.”)

Settlement: The drop in elevation of a ground surface caused by settling or compacting. Differential settlement is uneven settlement.

Shared Living: The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance.

Shopping Center: A group of commercial establishments, planned, developed, owned, or managed as a unit, with off-street parking provided on the site.

Sign: Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area’s air, water, and land resources.

Siltation: (1) The accumulating deposition of eroded material, or (2) the gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached: A building containing two dwelling units with each unit having its own foundation on grade.

Single-family Dwelling, Detached: A building containing one dwelling unit on one lot.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

Slope: Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil: The unconsolidated material on the immediate surface of the earth created by natural forces that serves as the natural medium for growing land plants.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

Special Needs Groups: As per State law, the needs of six groups need to be addressed in the housing element. These include: homeless persons, female-headed households, farm workers, senior citizens, disabled persons, and large families (five or more people). These six groups have been identified as having needs that would not normally be met.

Special Recreation Areas/Facilities: Public or private lands and/or facilities leased to the City and/or operated by the Parks and Community Services Department to meet public recreation needs. Recreation opportunities are generally limited and may have permit or other restrictions on their use. No standard for this type of facility has been established.

Specific Plan: A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence: The probable ultimate physical boundary and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Staging Area: A park facility developed with minimal recreation facilities that provide access to open or natural areas for hiking and equestrian uses. These areas may be developed in conjunction with other park facilities.

Storm Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water. Also referred to as “urban runoff.”

Street Furniture: Those features associated with a street that are intended to enhance that street’s physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

Structure: Anything constructed or erected which requires a location on the ground, including a building or a swimming pool, but not including a fence or a wall used as a fence, if the height does not exceed six feet, or access drives or walks.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.

Subsidence: The gradual sinking of land as a result of natural or artificial causes. (See “Settlement.”)

Substandard Housing: Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

Sulfur Dioxide (SO₂). A heavy, pungent, colorless air pollutant formed primarily by the combustion of fossil fuels. It is a respiratory irritant, especially for asthmatics and is the major precursor to the formation of acid rain.

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20% to be used to increase the supply of very low- and low-income housing.

Threatened Species. A species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

Traffic Demand Forecasting Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See “Trip.”)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system. (See “Transit, Public.”)

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not have access to or own motorized vehicles. Transit-dependent citizens must rely on transit, Para-transit, or owners of private vehicles for transportation. Transit-dependent citizens may include the young, the elderly, and the poor.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to: (1) reduce the number of persons per vehicle; (2) reduce the number of persons who drive alone on the roadway during the commute period; and (3) increase the use of carpools, vanpools, buses and trains, and walking and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on utilizing existing highway and transit systems more efficiently, rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted--usually in medians or along streets--to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin, often from home, but not always), and one “attraction end” (destination). (See “Traffic Demand Forecasting Model.”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use of a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Undevelopable: Specific areas where topographic, geologic, and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City, and are thus designated as undevelopable by the City.

Uniform Building Code: A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code: State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Growth Boundary (UGB): The line within which all urban development is to be contained.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urban area.

Use: The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City’s Zoning Ordinance and General Plan land use designation.

Use Permit: The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Utility Corridors: Right-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-way” or “Easement.”)

Vacant: Lands or buildings which are not actively used for any purpose.

Variance: A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the Zoning Ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zoning district.

View Corridor: The line of sight (identified as to height, width, and distance) of an observer looking toward an object that is significant to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as v/c . At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use: A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

Wastewater Irrigation: The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been canalized, but does not include manmade channels, ditches, and underground drainage and sewer systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, reservoir, bay or ocean.

Wetlands: Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water.

Wildlife Corridors. A natural corridor, such as an undeveloped ravine, that is frequently used by wildlife to travel from one area to another.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between an owner of land and (usually) a county whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to

certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a traffic model, land areas are divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits, such as preservation of greater-than-the-minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level, are included in the project.

Zoning Ordinance. The City ordinance which divides Yuba City into districts and establishes regulations governing the use, placement, spacing, and size of buildings, open spaces, and other facilities.

List of Acronyms

af/y: acre foot/year

ADT: Average daily traffic

ADWF: Average Dry Weather Flow

BACT: Best Available Control Technology

BMP: Best Management Practice

BMR: Below-Market Rate

CALTRANS: California Department of Transportation

CARB: California Air Resources Board

CalEPA: California Environmental Protection Agency

CC&Rs: Covenants, Conditions, and Restrictions

CDFFP: California Department of Forestry and Fire Prevention

CDFG: California Department of Fish and Game

CEQA: California Environmental Quality Act

CERCLA: Comprehensive Environmental Responsibility, Compensation, and Liability Act

CESA: California Environmental Species Act

CIP: Capital Improvement Program

CNDDDB: California Natural Diversity Data Base, Department of Fish and Game

CNEL: Community Noise Equivalent Level

CNPS: California Native Plant Society

CO: Carbon Monoxide

CUBC: California Uniform Building Code

dB: Decibel

dBA: Decibel A-Weighted

DEIR: Draft Environmental Impact Report (CEQA)

DNL: Day-Night Average Noise Level

DOF: Department of Finance

DTSC: Department of Toxic Substances Control, State of California

DU: Dwelling Unit

EIR: Environmental Impact Report (CEQA)

EMF: Electric and Magnetic Field

FAR: Floor Area Ratio

FEIR: Final Environmental Impact Report (CEQA)

FEMA: Federal Emergency Management Act

FESA: Federal Endangered Species Act

FIRM: Flood Insurance Rate Map

gpd: Gallons per day

gpm: Gallons per minute

GPAC: General Plan Advisory Committee

HC: Hydrocarbons

HCD: Housing and Community Development Department of the State of California

HCP: Habitat Conservation Plan

HHW: Household Hazardous Waste

HHWE: Household Hazardous Waste Element

HOV: High Occupancy Vehicle

ISO: National Insurance Service Office

IWMP: Integrated Waste Management Plan

kV: Kilovolt

kW: Kilowatt	SACOG: Sacramento Area Council of Government
kWh: Kilowatt-hour	SIP: State Implementation Plan
LAFCO: Local Agency Formation Commission	SOI: Sphere of Influence
Ldn: Day-Night Average Sound Level	SOV: Single Occupant Vehicles
Leq: Equivalent Noise Level	SO₂: Sulfur Dioxide
LOS: Level of Surface	Sq. Ft.: Square Feet
LUST: Leaking Underground Storage Tanks (Case List)	SRRE: Source Reduction and Recycling Element
MOU: Memorandum of Understanding	SWIS: Solid Waste Improvement Program
NCCP: Natural Communities Conservation Plan	SWRCB: State Water Resources Control Board
NEPA: National Environmental Policy Act	TACs: Toxic Air Contaminants
NFIP: National Flood Insurance Program	TCE: Trichloroethylene
NOP: Notice of Preparation (CEQA)	TCM: Transportation Control Measures
NO₂: Nitrogen Dioxide	TDM: Transportation Demand Management
NO_x: Nitrogen Oxides	TDR: Transfer of Development Rights
NPDES: National Pollutant Discharge Elimination System	TSM: Transportation Systems Management
NPPA: Native Plant Protection Act	UGB: Urban Growth Boundary
NRHP: National Register of Historic Places	USDA: United States Department of Agriculture
O₃: Ozone	U.S. EPA: United States Environmental Protection Agency
Pb: Lead	USFWS: United States Fish and Wildlife Service
PD: Planned Development	USGS: United States Geologic Survey
PG&E: Pacific Gas & Electric Company	UST: Underground Storage Tank
PM-10: Suspended particulate matter	V/C: Volume to Capacity Ratio
ppb: Parts per billion	VMT: Vehicle Miles Traveled
ppm: Parts per million (10 ⁶) by volume or weight	VOC: Volatile Organic Compounds
ROG: Reactive Organic Gases	VPD: Vehicles per day
RTIP: Regional Transportation Improvement Plan	UWMP: Urban Water Management Plan
RWQCB: Regional Water Quality Control Board	

List of Acronyms

UWWMP: Urban Wastewater
Management Plan

WSMP: Water System Master Plan

WWSMP: Wastewater System Master Plan