



AGENDA

FEBRUARY 21, 2023

REGULAR MEETING CITY COUNCIL CITY OF YUBA CITY

6:00 P.M. REGULAR MEETING COUNCIL CHAMBERS/VIRTUAL

MAYOR	• Wade Kirchner
VICE MAYOR	• Shon Harris
COUNCILMEMBER	• Marc Boomgaarden
COUNCILMEMBER	• Michael Pasquale
COUNCILMEMBER	• Dave Shaw
CITY MANAGER	• Diana Langley
CITY ATTORNEY	• Shannon L. Chaffin

**1201 Civic Center Blvd
Yuba City CA 95993**

Wheelchair Accessible

AGENDA

*The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit [yubacity.net ADA & Accessibility Resources page](http://yubacity.net/ADA&AccessibilityResources). If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or **(TTY: 530-822-4732)**, so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

**REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
FEBRUARY 21, 2023
6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL**

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's office at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link: https://us06web.zoom.us/webinar/register/WN_02hIX23fRNi3cdKKVRADWQ. Emailed comments sent to cityclerk@yubacity.net at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Regular Meeting

Call to Order

Roll Call

- ☐ Mayor Kirchner
- ☐ Vice Mayor Harris
- ☐ Councilmember Boomgaarden
- ☐ Councilmember Pasquale
- ☐ Councilmember Shaw

Invocation/Inspiration

Pledge of Allegiance to the Flag

Agenda Modifications/Approval of Agenda

Ceremonial Presentations

- 1. Marni Sanders, Chamber of Commerce Proclamation**

Public Communication

- 2. Appearance of Interested Citizens**

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Consent Calendar

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

3. Approve minutes from the February 7, 2023 meeting

Recommendation: Approve minutes from the February 7, 2023 meeting

4. Every Roll and Step Counts - Bicycle and Pedestrian Counting Equipment Loan Program

Recommendation: Adopt a Resolution authorizing the Public Works and Development Services Director to execute an Equipment Use Agreement with the Sacramento Area Council of Governments (SACOG) for the use of collecting automated, continuous biking and walking counts

5. Second Groundwater Well (18-18) - Well Equipping Plans and Specifications

Recommendation: Adopt a Resolution approving the plans and specifications for the well equipping and construction of the above-ground facilities of the Second Groundwater Well Project at the Water Treatment Plant and authorizing advertisement for bids on the project

6. Transfer of City property – Harter Marketplace

Recommendation: Adopt a Resolution declaring the property described under Resolution No. 05-086 as being exempt under the Surplus Land Act and authorizing the Public Works Director to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016). [No address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway]

7. Bureau of Reclamation Grant Application – Wastewater Treatment Facility Water Recycling Feasibility Study

Recommendation: Adopt a Resolution for the US Bureau of Reclamation WaterSMART Grant Application designating and authorizing the Public Works Director to:

A. Sign, submit, and file an application for a grant agreement with the United States Department of the Interior, Bureau of Reclamation to conduct a comprehensive advanced treatment and recycled water feasibility study

B. Provide the assurances, certifications, and commitment required for the financial assistance application, including executing all documents in furtherance thereof, including but not limited to a grant or cooperative agreement and any amendments or changes thereto

C. Represent the City in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and compliance with applicable

state and federal laws

8. Appointments to the City of Yuba City Planning Commission and Parks and Recreation Commission

Recommendation: Approve the Recommendations for Appointment of Three (3) Members to the Planning Commission and Two (2) Members to the Parks and Recreation Commission for Four (4) Year Terms respectively

9. Denial of GPA 22-05 and the appeal of RZ 22-06: Gorski Medical Office Rezone

Recommendation: Consistent with Council direction, adopt a Resolution of the City Council of the City of Yuba City denying General Plan Amendment 22-05, and denying the appeal of Rezone 22-06 and upholding the Planning Commission's decision (Gorski Medical Office Rezone, 467 Gray Avenue, APN: 52-122-011)

Business Items

10. DWR 2022 Urban Community Drought Relief Grant Program

Recommendation: A. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the City-owned Property Turf Replacement Project on behalf of the City

B. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Commercial Property Turf Replacement Rebate Program on behalf of the City

C. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Every Drop Counts Rebate and Education Program Expansion on behalf of the City

11. Abandoned Railroad Corridor Feasibility Study (Adoption)

Recommendation: Adopt a Resolution which adopts the Abandoned Railroad Corridor Feasibility Study

12. Professional Services Agreement with Smart Marketing & Public Affairs for Revenue Measure Consulting Services

Recommendation: Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services)

Future Agenda Items

13. Future Agenda Items

- Councilmember Paquale
- Councilmember Boomgaarden
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

14. City Manager's Report

15. City Council Reports

Adjournment



Proclamation

of the City Council

MARNI SANDERS

CEO Chamber of Commerce Yuba Sutter

2018 - 2023

WHEREAS, in 2018 the Yuba Sutter Chamber of Commerce appointed Marni Sanders as the Chief Executive Officer and after five years of dedicated community service through the Chamber of Commerce she has accepted a new leadership role as the Executive Director for Blue Zones Project Yuba Sutter; and

WHEREAS, in the short time at the Yuba Sutter Chamber, Marni's governance and ambition have increased the membership to over 500 members;

WHEREAS, Marni's networking and direct approach helped build the relationships with the businesses in the community and serves as a key driver of the local economic prosperity; and

WHEREAS, her leadership at the Chamber has created a strong local business community which creates jobs and opportunities for residents of Yuba City and the Yuba-Sutter Region; and

WHEREAS, you can always find Marni at all the Yuba-Sutter Chamber of Commerce events, such as; the Business Connection Breakfasts, Ribbon Cuttings, Lunch Mob Networking, Business After Hours, New Member Orientations, Rise and Shine, Candidate Forums – Business Education, Taste of Yuba-Sutter, Lunch and Learn, Wine'd Down Wednesday, the Gala and all the Milestone events; and

WHEREAS, Marni has proven her loyalty and dedication to the community and has been successful at the Yuba-Sutter Chamber of Commerce for the last several years. Her dedication led the business organization to strengthen the relationships throughout the Yuba-Sutter business community, helping our community to thrive.

NOW, THEREFORE, BE IT RESOLVED, that I, Wade Kirchner, Mayor of the City of Yuba City and on behalf of the entire City Council, do hereby proclaim and acknowledge Marni Sanders on her outstanding leadership at the Chamber of Commerce and also congratulate Marni on her new chapter at the Blue Zones Project Yuba Sutter.

Done this 21st day of February, 2023, at the City of Yuba City, County of Sutter, State of California.

CITY OF YUBA CITY

Public Communication

Members of the public may address the City Council on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements.

Procedure

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

Request for additional time to address Council

Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Procedure

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City
Attn: City Clerk
1201 Civic Center Blvd
Yuba City CA 95993

Or email to:
Jackie Sillman, City Clerk
cityclerk@yubacity.net

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk Administrator

Summary

Subject: Approve minutes from the February 7, 2023 meeting

Recommendation: Approve minutes from the February 7, 2023 meeting

Fiscal Impact: None

Attachments:

1. 02-07-2023 - Regular Meeting Minutes (DRAFT)

Prepared By:
Ciara Wakefield
City Clerk Administrator

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

MINUTES (DRAFT)
REGULAR MEETING
CITY COUNCIL - CITY OF YUBA CITY
FEBRUARY 7, 2023
5:30 P.M. CLOSED SESSION
SUTTER ROOM/VIRTUAL
6:00 P.M. REGULAR
MEETING COUNCIL
CHAMBERS/VIRTUAL

Call to Order

The Closed Session Meeting of the City Council was called to order by Mayor Kirchner at 5:30 PM

Roll Call

Present: Mayor Kirchner and Councilmembers Boomgaarden, Harris, Pasquale and Shaw

Absent: None

Closed Session

Conference with Legal Counsel—Existing Litigation per Govt. Code §54956.9;
Diana Barrett v. City of Yuba City, et.al. Superior Ct. CVCS20-0001102; Ct. of Appeal C097139

No public comment received

Regular Meeting

Call to Order

The Regular Meeting of the City Council called to order by Mayor Kirchner at 6:00 PM

Roll Call

Present: Mayor Kirchner and Councilmembers Boomgaarden, Harris, Pasquale and Shaw

Absent: None

Invocation/Inspiration

Dave Shaw, Councilmember

Pledge of Allegiance to the Flag

Brad McIntire, Community Services Director

City Attorney's Report on Closed Session

No reportable action

Agenda Modifications/Approval of Agenda

Staff recommended that Item 5 (Henson Ranch Estates) be continued to a future meeting

Ceremonial Presentations

1. Mayor's Pin Presentation

Councilmember Shaw presented the Mayor's pin to Mayor Kirchner

Public Communication

2. Appearance of Interested Citizens

Heather Esemann spoke

Consent Calendar

Councilmember Shaw moved and Councilmember Pasquale seconded the motion to approve Consent Calendar items 3-4 and 6-14 (excluding item 5):

3. Minutes from the January 17 and 26, 2023 meetings

Approve the minutes from the January 17 and 26, 2023 meetings

4. Annual Community Facilities District Report

Note and file

Item 5 was be continued to a future meeting

~~5. Henson Ranch Estates – Phase 1 Subdivision (Subdivision Agreement and Final Map Approval)~~

~~Presented by: Ben Moody, Development Services & Public Works Director~~

~~Action: Adopt a Resolution approving the execution of a Subdivision Agreement with YC Hooper Ventures, LLC, A California Limited Liability Company providing for public improvements associated with the Henson Ranch Estates – Phase 1 Subdivision Map, approving the Henson Ranch Estates – Phase 1 Subdivision Final Map, accepting dedication of rights-of-way and easements shown thereon and authorizing the filing of the map. (Subdivision is located north of North Colusa Frontage Road, East of Hooper Road, and west of El Margarita Road)~~

6. Local Highway Safety Improvement Program Project Awards

A. Authorize the Finance Director to make a supplemental appropriation of \$3,164,260 in Highway Safety Improvement Program grant funding to Account No. 921314 (Citywide Signal Hardware Upgrades), 921315 (Citywide Sign Upgrades & Audit), 921316 (Ped Safety Crosswalk Upgrades), 921317 (SHS Signal Hardware Upgrades), and 921318 (Local Roadway Safety Plan)

B. Authorize the Finance Director to transfer \$23,840 from Account No. 911253 (2018 Safe Routes to School Plan) to Account No. 911314 (Citywide Signal Hardware Upgrades) and \$8,000 from Account No. 921253 (2018 Safe Routes to School Plan) to Account No. 921318 (Local Roadway Safety Plan)

7. Proposition 1 Integrated Regional Water Management Round 1 Grant Projects - Contract Amendment

Adopt **Resolution 23-011** to award Amendment No. 1 to the Professional Services Agreement with West Yost and Associates, Inc. to initiate additional data collection activities for updating the modeling of Gilsizer Slough for the Prop 1 Integrated Regional Water Management Projects

8. Authorization to submit Department of Resources Recycling and Recovery (CalRecycle) Grant Applications for Illegal Disposal Site Abatement

Adopt **Resolution 23-012** of the City Council of the City of Yuba City authorizing the Public Works and Development Services Director, or designee, to submit and administer CalRecycle grant applications and projects for a period of five years on behalf of the City

9. Request to establish Planned Development (PD) 15 and approval of a Development Agreement for the Chima Ranch Tentative Subdivision Map SM 22- 07

A. Adopt **Ordinance 001-23** of the City Council of the City of Yuba City approving Planned Development (PD) No. 15 for the Chima Ranch Subdivision (SM 22-07) located in the southwest portion of the City along the west side of Sanbon Road and immediately west of the intersection of Pebble Beach Drive and Sanborn Road (Assessor's Parcels 65-020-009 and 65-020-010) and an associated Mitigated Negative Declaration, by title only and waive the second reading

B. Adopt Uncodified **Ordinance 002-23** of the City Council of the City of Yuba City approving a development agreement for the Chima Ranch Subdivision Map (SM 22-07) between the City of Yuba City and Interwest Homes Corporation, a California corporation, to develop 82 single-family lots on 14.86 acres located in the southwest portion of the City along the west side of Sanborn Road immediately west of the intersection of Pebble Beach Drive and Sanborn Road, Assessor's Parcels 65-020-009 and 65-020- 010, by title only and waive the second reading

10. Consideration of Rezone (RZ) 22-08: Spirit Drive Parcel Map

Adopt **Ordinance 003-23** of the City Council of the City of Yuba City to adopt Rezone 22-08 for the Spirit Drive Parcel Map project located at the southeast corner of State Route 20 (Colusa Highway) and El Margarita Road (Assessor's Parcel Number: 63- 010-141) by title only and waive the second reading

11. Consideration of Planned Development (PD) 17: Nestory Park Self Storage

The Clerk received written public comment from Terry Farmer prior to the meeting. Copies of the letter were distributed to Council in advance and were made available for the public in the lobby

Adopt **Ordinance 004-23** of the City Council of the City of Yuba City approving a Planned Development (PD) 17 for Nestory Park Self Storage located along the north side of Winship Road approximately 430 feet east of the intersection of Winship Road and Garden Highway (APNs: 53-500-008 and 53-500-035) and an associated Mitigated Negative Declaration by title only and waive the second reading

12. Approve Regional Appointments to the Feather River Air Quality Management District (FRAQMD) Board of Directors for 2023

Approve the Appointment of Councilmembers Jeramy Chapdelaine (Live Oak) and Angela Teter (Wheatland) to serve as Alternate Directors on the FRAQMD Board of Directors

13. Updates to the City of Yuba City Conflict of Interest Code

Adopt **Resolution 23-013** Amending the City of Yuba City Conflict of Interest Code and list of Designated Positions

14. Emergency Purchase of Four (4) Ford Three-Quarter Ton Pickups

Adopt **Resolution 23-014** to award the purchase of four (4) Ford three-quarter ton pickups to Geweke Ford of Yuba City, CA, in the not-to-exceed amount of \$161,000.00 and authorizing the purchase of necessary equipment and decals, estimated at \$19,000.00, in order to place the vehicles in service

The motion was passed with a unanimous vote

Business Items

15. Utilities Rate Study 2024 Award

Councilmember Shaw moved and Vice-Mayor Harris seconded the motion to:

Adopt **Resolution 23-015** awarding the Utilities Rate Study 2024 to Black & Veatch Management Consulting, LLC of Los Angeles, CA in the amount of \$159,705 plus a contingency of \$32,000, with the finding that it is in the best interest of the City

The motion was passed with a unanimous vote

16. Consideration of General Plan Amendment (GPA) 22-05, the appeal of Rezone (RZ) 22-06, and a Categorical Exemption under CEQA Guideline Section 15301: Gorski Medical Office Rezone

[Councilmember Pasquale recused himself]

Mayor Kirchner opened a Public Hearing

Dr. Gorski spoke
Andrew Fisher spoke
John Buckland spoke
Lauren Halli Burton spoke

Mayor Kirchner closed the Public Hearing

Councilmember Shaw moved and Vice-Mayor Harris seconded the motion to:

Continue the matter regarding General Plan Amendment 22-05, the appeal of Rezone 22-06, and the associated Environmental determination for the project, Gorski Medical Office Rezone, at 467 Gray Avenue (Assessor's Parcel Number: 52-122-011) to February 21, 2023, with direction to staff to return with a resolution for a denial

The motion was passed with 4 votes (Pasquale recused)

17. Future Agenda Items

No suggestions

Reports and Communications

18. City Manager's Report

19. City Council Reports

- Councilmember Boomgaarden
- Councilmember Pasquale
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

Adjournment

Mayor Kirchner adjourned the Regular Meeting of the City Council in memory of former Yuba City Police Department employee, Dulce Ward, at 7:37 PM

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Every Roll and Step Counts - Bicycle and Pedestrian Counting Equipment Loan Program

Recommendation: Adopt a Resolution authorizing the Public Works and Development Services Director to execute an Equipment Use Agreement with the Sacramento Area Council of Governments (SACOG) for the use of collecting automated, continuous biking and walking counts

Fiscal Impact: There will be no fiscal impact from executing this Equipment Use Agreement. SACOG has developed a free equipment loan pilot program and has invited the City of Yuba City to execute a borrowing agreement

Purpose:

To have access to essential equipment for biking and walking count data which will increase our ability to plan effectively for the infrastructure and behaviors we want to see in the City.

Council's Strategic Goal:

This agreement addresses the City Council's Strategic Goals of investing in the City's infrastructure and enhancing and maintaining a business-friendly environment for our City and our partners.

Background:

Every Roll and Step Counts is an equipment loan program operated by SACOG. Through Every Roll and Step Counts, SACOG will loan bicycle and pedestrian counting equipment to cities, counties, transit operators, and other planning partners in the SACOG region of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties. SACOG provides technical assistance for local jurisdictions and supports active transportation in the region. As part of that support, SACOG received a planning grant to develop this equipment loan program and help collect accurate, high-quality data about the number of people biking and walking in the SACOG region.

Analysis:

The data collected will help the City and SACOG monitor the use of active transportation facilities and measure the continued impact of investments on biking and walking modes. Executing this equipment use agreement and utilizing this technology will allow the City to use the bicycle and pedestrian volume

data to support local planning efforts, inform grant funding applications, and identify biking and walking operational needs and trends in communities.

Fiscal Impact:

There will be no fiscal impact from executing this Equipment Use Agreement. SACOG has developed a free equipment loan pilot program and has invited the City of Yuba City to execute a borrowing agreement.

Alternatives:

Do not execute an Equipment Use Agreement with SACOG. This may result in missed opportunities for collecting data that would help with monitoring travel patterns and developing multi-modal transportation models.

Recommendation:

Adopt a Resolution authorizing the Public Works and Development Services Director to execute an Equipment Use Agreement with the Sacramento Area Council of Governments for the use of collecting automated, continuous biking and walking counts.

Attachments:

1. Resolution - Every Roll and Step Counts - Bicycle and Pedestrian Counting Equipment Loan Program

Prepared By:
Fabiola Vazquez
Assistant Engineer

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
TO AUTHORIZE THE PUBLIC WORKS AND DEVELOPMENT
SERVICES DIRECTOR TO EXECUTE AN EQUIPMENT USE
AGREEMENT WITH SACRAMENTO AREA COUNCIL OF
GOVERNMENTS (SACOG) FOR THE FREE USE OF BICYCLE AND
PEDESTRIAN COUNTING EQUIPMENT**

WHEREAS, Sacramento Area Council of Governments (SACOG) is owner of certain equipment to be more particularly described in equipment loan agreements to be entered into by the parties in substantially the form attached hereto as Exhibit "A" to this resolution (the "Equipment Check-out Form"); and

WHEREAS, the City of Yuba City desires to utilize the equipment to collect pedestrian and bicycle counts at locations within the City's jurisdiction; and

WHEREAS, staff recommends entering into an Equipment Use Agreement with SACOG for the free use of bicycle and pedestrian counting equipment.

NOW, THEREFORE, the City Council of the City of Yuba City does resolve as follows:

The City Council of Yuba City authorizes the Public Works and Development Services Director to execute the Equipment Use Agreement with Sacramento Area Council of Governments.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit(s):

A. (Draft) Equipment Use Agreement

EQUIPMENT USE AGREEMENT

This Equipment Use Agreement (“Agreement”) is entered into on this ____ day of _____, 20__ by and between the SACRAMENTO AREA COUNCIL OF GOVERNMENTS (“SACOG”) and CITY OF YUBA CITY (“User”).

RECITALS:

WHEREAS, SACOG is owner of certain equipment to be more particularly described in equipment loan agreements to be entered into by the parties in substantially the form attached hereto as Exhibit “A” to this Agreement (the “Equipment Check-out Form”); and

WHEREAS, User desires to utilize the equipment specifically identified in the Equipment Check-out Form (the “Equipment”) to collect pedestrian and bicycle counts at locations within User’s jurisdiction; and

WHEREAS, SACOG desires to permit use of the Equipment pursuant to the terms and conditions of this Agreement.

NOW, THEREFORE, SACOG and User agree as follows:

1. Term. This Agreement shall be effective through December 31, 2028 (the “Term”), unless otherwise terminated as provided for herein. User shall return the Equipment by the date specified in the Equipment Check-out Form or sooner in accordance with Section 3 of this Agreement.
2. Data Collected. In consideration for use of the Equipment, User agrees to share copies of any and all data collected by the Equipment with SACOG during the Term of this Agreement.
3. Recall of Equipment. User acknowledges that the Equipment is for the use and benefit of all SACOG member agencies. Once two months has expired since the commencement date listed on any Equipment Check-out Form, SACOG shall have the right to recall any or all Equipment upon ten (10) days written notice to User for use by other agencies.
4. Installation of Equipment. User shall be responsible for installing all Equipment. SACOG will make available to User Equipment manufacturer and supplier installation instructions and materials. SACOG does not assume any liability for any damages resulting from the improper installation or use of the Equipment. In no event shall SACOG be liable for any consequential, incidental, exemplary or special damages whether in contract or in tort, in any action connected with Users use or installation of the Equipment. User shall install Equipment at the locations identified in the Equipment Check-out Form. If User desires to relocate the Equipment due to any circumstance, the new location shall be mutually agreed upon by both SACOG and User prior to the User relocating the Equipment.

5. Maintenance and Operation of Equipment. User shall not alter or modify the Equipment and shall maintain the Equipment in good repair and operative condition and return it to SACOG in such condition, ordinary wear and tear resulting from proper use thereof excepted. In the event the Equipment or any portion thereof is damaged, destroyed, vandalized or rendered inoperable, User shall replace the Equipment at User's expense. User agrees to inform SACOG of any damage to the Equipment within three (3) days of discovery of such damage.
6. Repairs. The expense of all repairs made during the Term of this Agreement, including labor, material parts and other items shall be paid by User.
7. DISCLAIMER OF WARRANTIES. SACOG, BEING NEITHER THE MANUFACTURER, NOR SUPPLIER OF THE EQUIPMENT, MAKES NO WARRANTIES, EXPRESS OR IMPLIED, AS TO ANY MATTER WHATSOEVER, INCLUDING WITHOUT LIMITATION, THE CONDITION OF THE EQUIPMENT, ITS MERCHANTABILITY, ITS DESIGN, ITS CAPACITY, ITS PERFORMANCE, ITS MATERIAL, ITS WORKMANSHIP, ITS FITNESS FOR ANY PARTICULAR PURPOSE, OR THAT IT WILL MEET THE REQUIREMENTS OF ANY LAWS, RULES, SPECIFICATIONS, OR CONTRACTS WHICH PROVIDE FOR USE OF A SPECIFIC APPARATUS OR SPECIAL METHODS. SACOG FURTHER DISCLAIMS ANY LIABILITY WHATSOEVER FOR LOSS, DAMAGE, OR INJURY TO USER OR THIRD PARTIES AS A RESULT OF ANY DEFECTS, LATENT OR OTHERWISE, IN THE EQUIPMENT. AS TO SACOG, USER UTILIZES THE EQUIPMENT "AS-IS". SACOG SHALL NOT BE LIABLE IN ANY EVENT TO USER FOR ANY LOSS, DELAY, OR DAMAGE OF ANY KIND OR CHARACTER RESULTING FROM DEFECTS IN, OR INEFFICIENCY OF, EQUIPMENT HEREBY USED OR ACCIDENTAL BREAKAGE THEREOF.
8. Indemnity. User shall indemnify SACOG against, and hold SACOG harmless from, any and all claims, actions, suits, proceedings, costs, expenses, damages, and liabilities, including attorney's fees, arising out of, connected with or resulting from User's use of the Equipment, including without limitation, the manufacture, selection, delivery, leasing, renting, control, possession, use, operation, maintenance or return of the Equipment. User shall further indemnify SACOG and hold SACOG harmless from all loss and damage to the Equipment during the Term. This section shall survive the expiration of the Term of this Agreement.
9. Risk of Loss. SACOG shall not be responsible for loss or damage to property, material, or equipment belonging to User, its agents, employees, or anyone directly or indirectly employed by User while the Equipment is in User's care, custody, and control.
10. Ownership of Equipment. SACOG shall at all times retain ownership and title to the Equipment.

11. Execution of Equipment Check-out Form. SACOG and User agree that the Equipment Check-out Form may be submitted by User staff and approved by SACOG's project manager. The Equipment Check-out Form may be submitted multiple times by User throughout the term of this Agreement to request repeated use of the Equipment.
12. No Assignment. User shall not assign or transfer any interest in the Equipment, the Equipment Form, or this Agreement without written consent of SACOG.
13. Entire Agreement. This Agreement, including any approved Equipment Check-out Form(s), constitutes the entire agreement between SACOG and User as it relates to the terms and conditions of use of the Equipment and it shall not be amended, altered or changed except by written agreement of the parties.
14. Termination. Either party to this Agreement may terminate the Agreement without cause by giving no less than thirty (30) days prior written notice of such termination to the other party. All Equipment shall be returned to SACOG upon termination.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AGREEMENT AS OF THE DATE HEREIN ABOVE APPEARING:

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

JAMES CORLESS
Executive Director

APPROVED AS TO FORM:

SLOAN SAKAI YEUNG & WONG LLP
Legal Counsel to SACOG

CITY OF YUBA CITY

BENJAMIN K. MOODY
Public Works and Development Services Director

EXHIBIT “A”

EQUIPMENT CHECK-OUT FORM

This Equipment Request Check-out Form is entered into on this ____ day of _____, 20____, by and between the Sacramento Area Council of Governments and City of Yuba City (“User”).

1. This Equipment Check-out Form is subject to the terms and conditions of the Equipment Use Agreement entered into by the parties.
2. SACOG agrees to provide the equipment specifically identified below (the “Equipment”), to User for use by User from _____ through _____, unless terminated sooner in accordance with the Equipment Use Agreement.
3. User hereby acknowledges SACOG has provided the Equipment in good working order. The User acknowledges all manufacturer and/or supplier instructions concerning installation of the Equipment have been provided to or made available to User.

Description of Equipment	Location of Installation (Location cannot be changed without consent of SACOG)	Quantity

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

[INSERT PROJECT MANAGER]

CITY OF YUBA CITY

Name and Title

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Second Groundwater Well (18-18) - Well Equipping Plans and Specifications
Recommendation: Adopt a Resolution approving the plans and specifications for the well equipping and construction of the above-ground facilities of the Second Groundwater Well Project at the Water Treatment Plant and authorizing advertisement for bids on the project
Fiscal Impact: Engineer's Estimate \$3,041,000 – CIP Account No. 971191-65501 (Second Groundwater Well)

Purpose:

To provide additional water resources by securing access to groundwater at the Water Treatment Plant.

Council's Strategic Goals:

The project addresses the City Council's Strategic Goal of Improving Infrastructure.

Background:

The United States Bureau of Reclamation (USBR) has awarded the City a \$750,000 grant for the construction of a new potable groundwater well. A California Environmental Quality Act (CEQA) document and a USBR-approved National Environmental Protection Act (NEPA) document have both been completed.

On September 7, 2021, Council awarded a professional services agreement to West Yost & Associates of Davis, CA (West Yost) to develop plans and specifications for drilling of the new well and constructing the above-ground facilities, pump, and other related equipment. On July 5, 2022, Council awarded a construction contract to Nor-Cal Pump and Well Drilling, Inc. for the Well Drilling Phase of the project. Construction of the Well Drilling Phase began in September 2022 and staff are currently working on closing out this phase of the project.

The second phase is to equip the new well and construct the above-ground facilities, including a three-sided structure, electrical cabinets, pump related equipment and plumbing.

Analysis:

West Yost has prepared the plans, specifications, and estimate for well equipping and construction of the above-ground facilities for the Second Groundwater Well project. With Council approval of the plans and specifications and authorization to advertise for bids, staff proposes the following schedule:

Advertise for Bid:	February 27, 2023
Award Contract:	April 4, 2023
Equipment Procurement:	June 2023 – May 2024
Start of Construction:	June 2024
Completion:	December 2024

Equipment procurement is the critical path of the project with electrical and instrumentation equipment having lead times as long as one year or more for contractors. The plans and specifications for the project are on file in the Public Works Department at City Hall and at <http://www.yubacity.net/publicworksplans> for review.

Fiscal Impact:

The total estimated project cost for the Well Equipping Phase is \$3,041,000. This includes a 10% construction contingency, 10% for construction management, and 1.5% for City administration during construction.

The project will be funded through CIP Account No. 971191-65501 (Second Groundwater Well). Currently, this account has a balance of \$3,298,751.31. Detailed fiscal impacts will be presented to Council at the time of award based on actual bid amounts.

Environmental:

An Initial Study/Mitigated Negative Declaration (IS/MND), was filed with the State Clearinghouse (SCH # 2022050477) and posted for public comment on May 23, 2022. Comments were received from two state agencies; the California Department of Fish and Wildlife and the Central Valley Regional Water Quality Control Board. Staff have reviewed the comments and have refined the IS/MND to provide additional clarity to certain issues to address the comments provided by the agencies.

Alternatives:

Instruct staff to direct West Yost & Associates to modify the plans and specifications. The project's schedule will be delayed resulting in less water resources being available to the City as droughts continue in California.

Recommendation:

Adopt a Resolution approving the plans and specifications for construction of the above-ground facilities of the Second Groundwater Well Project at the Water Treatment Plant and authorizing advertisement for bids on the project.

Attachments:

1. 18-18 Attachment 1 - Resolution Accepting Phase 2

Prepared By:
William Jow
Assistant Engineer

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVING
THE PLANS AND SPECIFICATIONS FOR THE WELL EQUIPPING AND
CONSTRUCTION OF THE ABOVE-GROUND FACILITIES OF THE SECOND
GROUNDWATER WELL PROJECT AT THE WATER TREATMENT PLANT AND
AUTHORIZING ADVERTISEMENT FOR BIDS ON THE PROJECT**

WHEREAS, it is in the best interest for the City to construct a Second Groundwater Well in order to ensure the City has accessible water resources during times when the City's surface water rights are curtailed; and

WHEREAS, the United States Bureau of Reclamation has awarded \$750,000 through the Drought Resiliency Grant Program to construct a Second Groundwater Well; and

WHEREAS, the City has entered into a professional services agreement with West Yost and Associates of Davis, CA to develop plans and specifications for equipping the new well and constructing the above-ground facilities, pump, and other related equipment and West Yost and Associates have finished the plans and specifications for the well equipping and above-ground facilities of the Second Groundwater Well; and

WHEREAS, the Public Works Department intends to solicit bids for the well equipping and the above-ground facilities of the Second Groundwater Well; and

WHEREAS, it has been determined by the City Council that such infrastructure is in the public interest,

NOW, THEREFORE, be it resolved and ordered by the City Council of Yuba City as follows:

1. The City Council finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.
2. The plans and specifications for the Project are approved.
3. The Public Works Department is hereby authorized and directed to advertise for bids for the Project.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon L. Chaffin, City Attorney
Aleshire & Wynder, LLP

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Transfer of City property – Harter Marketplace
Recommendation: Adopt a Resolution declaring the property described under Resolution No. 05-086 as being exempt under the Surplus Land Act and authorizing the Public Works Director to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016). [No address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway]
Fiscal Impact: Minimal staff time executing and recording the necessary documents

Purpose:

To transfer surplus City property to the developer of Harter Marketplace in accordance with the Harter Specific Plan.

Council's Strategic Goal:

The transfer of this property addresses the City Council's Strategic Goals of maintaining a business-friendly environment while also assuring maintenance of the City's infrastructure.

Background:

The Harter Specific Plan area, located on the north side of State Route 20, situated both east and west of Harter Parkway, and south of Butte House Road.

The original Harter Specific Plan was completed in February 2003 to provide guidance for the orderly development of the Harter Packing Company project site, located on approximately 180 acres in the western portion of the City. The Yuba City Marketplace Project proposed on a 31.1-acre site within the Harter Specific Plan area resulted in the development of the Walmart shopping center and other commercial/retail uses, including the Sierra Central Credit Union at 1351 Harter Parkway.

The Development Agreement associated with the Harter Specific Plan has been amended twice, most recently by Council action on June 15, 2021. The second DA amendment included: an extension of the term of the DA by 15 years, to 2036, subject to extensions; addressed payment of impact fees and City traffic program fees; clarified various program fee credits and reimbursements; and addressed

undergrounding of utilities along the project's SR 20 frontage.

Numerous other Council actions have occurred over the years, including rezoning actions, approval of infrastructure reimbursement agreements, financing plans, environmental assessments, and lot line adjustments.

On April 28, 2021, the Planning Commission unanimously voted to approve Tentative Parcel Map (TPM 19-03) creating 22 commercial parcels in three separate "villages" located west of Harter Parkway between State Route 20 and the future extension of Jefferson Boulevard (roughly the abandoned railroad corridor). Condition 40 associated with TPM 19-03 required that with the realignment of the existing North Colusa Frontage Road, the vacated City road right-of-way between the North Colusa Frontage Road and Harter Parkway shall be incorporated into the adjacent parcel(s) to the north (see attached Resolution, Exhibit B).

Analysis:

On May 17, 2005, Council vacated the road right-of-way between North Colusa Frontage Road and Harter Parkway, per authority granted under California Streets and Highways Code Sections 8320, et. Seq, while reserving a utility easement over a portion of the property to provide for the installation and maintenance of the City's existing water main. Refer to City Resolution No. 05-086. While the road right-of-way was vacated, the underlying fee ownership remained with the City. The City has no use for the underlying property given that the utility easement protects its sole interest in the property.

This property is exempt from the Surplus Land Act as it is a former street being conveyed to an owner of adjacent property. In order to transfer the property to the adjacent land owner, Council must declare the property to be exempt from the Surplus Land Act.

Staff is also requesting authorization for the Public Works Director to execute all documents necessary to transfer real interest in this property, while reserving a utility easement over a portion of the property.

Fiscal Impact:

Minimal staff time executing and recording the necessary documents, to be funded out of Engineering and Development Services operating budgets.

Alternatives:

1. Require the City Manager or Mayor to execute the required property transfer documents.
2. Do not approve the property transfer at this time, which could result in delays to developing the adjacent parcel and, perhaps, result in amendments needed to various approved entitlements.

Recommendation:

Adopt a Resolution declaring the property described under Resolution No. 05-086 as being exempt under the Surplus Land Act and authorizing the Public Works Director to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016). [No address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway]

Attachments:

1. Resolution - Transfer of City property – Harter Marketplace, with Exhibits

Prepared By:
Kevin Bradford
Deputy Public Works Director – Engineering

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
DECLARING THE PROPERTY DESCRIBED UNDER RESOLUTION NO. (05-086) AS BEING
EXEMPT UNDER THE SURPLUS LAND ACT AND AUTHORIZING THE PUBLIC WORKS
DIRECTOR TO EXECUTE ALL DOCUMENTS NECESSARY TO TRANSFER REAL
PROPERTY INTEREST IN SAID PROPERTY TO THE OWNER OF THE ADJACENT
PARCEL TO THE NORTH (APN 62-310-016)**

WHEREAS, through Resolution No. 05-086 the City vacated its road right-of-way between North Colusa Frontage Road and Harter Parkway, per authority granted under California Streets and Highways Code Sections 8320, et. seq., while reserving a utility easement over a portion of the property to provide for the installation and maintenance of the City's existing water main; and

WHEREAS, Condition 40 of Tentative Parcel Map 19-03 (TPM 19-03), approved by the Planning Commission on April 28, 2021, requires that with the realignment of the existing North Colusa Frontage Road, the abandoned City road right-of-way between the North Colusa Frontage Road and Harter Parkway shall be incorporated into the adjacent parcel(s) to the north; and

WHEREAS, disposal of City-owned property is governed by the Surplus Land Act, which requires the City's governing body to declare any properties that are exempt from the Surplus Land Act as being exempt; and

WHEREAS, the City desires to deed its real property interest in the above-mentioned property to the owners of the adjacent parcel to the north (APN 62-310-016); and

WHEREAS, the City Council desires to delegate signing authority for all documents necessary to transfer real property interest in said property to the Public Works Director.

NOW, THEREFORE, the City Council of the City of Yuba City resolves as follows:

1. The City-owned property described under Resolution No. 05-086 [no address or APN available, consists of the former North Colusa Frontage Road between the proposed Harter Marketplace Way and Harter Parkway] as being exempt from the Surplus Land Act.
2. The Public Works Director is authorized to execute all documents necessary to transfer real property interest in said property to the owner of the adjacent parcel to the north (APN 62-310-016).

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit "A" – Grant Deed
Exhibit A – Description
Exhibit B – Plat Map

EXHIBIT “A”

EXHIBIT A
TRANSFER PARCEL

BEING A PORTION OF LAND LYING WITHIN SECTION 17, T. 15 N., R. 3 E. MDB&M, IN THE CITY OF YUBA CITY, COUNTY OF SUTTER, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS,

BEGINNING AT THE SOUTHEAST CORNER OF PARCEL C OF LOT LINE ADJUSTMENT DOC. # 2021-0023789 (PARCEL C) , BEING ON THE WEST RIGHT OF WAY LINE OF HARTER PARKWAY, VARIABLE WIDTH, THENCE, LEAVING SAID SOUTHEAST CORNER OF PARCEL C, ALONG SAID WEST RIGHT OF WAY LINE OF HARTER PARKWAY, ALSO BEING THE EAST LINE OF SAID TRANSFER PARCEL, SOUTH $00^{\circ} 25' 01''$ EAST, A DISTANCE OF 92.61 FEET, TO A POINT OF INTERSECTION WITH THE NORTHERLY CALTRANS RIGHT OF WAY OF STATE HIGHWAY 20,

THENCE, WESTERLY AND SOUTHWESTERLY ALONG SAID NORTHERLY CALTRANS RIGHT OF WAY OF STATE HIGHWAY 20, ALSO BEING THE SOUTHERLY LINE OF SAID TRANSFER PARCEL, THE NEXT 4 COURSES,

- 1) SOUTH $89^{\circ} 34' 59''$ WEST, A DISTANCE OF 93.03 FEET,
- 2) SOUTH $67^{\circ} 59' 43''$ WEST, A DISTANCE OF 94.53 FEET,
- 3) SOUTH $89^{\circ} 34' 59''$ WEST, A DISTANCE OF 17.27 FEET, TO THE BEGINNING OF A TANGENT CURVE TO THE LEFT,
- 4) SOUTHWESTERLY ALONG SAID CURVE TO THE LEFT, BEARING A RADIAL LINE OF SOUTH $00^{\circ} 25' 01''$ EAST, HAVING A RADIUS OF 130065.00 FEET, THROUGH A CENTRAL ANGLE OF $00^{\circ} 00' 42''$, AN ARC LENGTH OF 26.80 FEET,

THENCE, LEAVING SAID NORTHERLY CALTRANS RIGHT OF WAY OF STATE HIGHWAY 20, NORTHERLY ALONG THE WEST LINE OF SAID TRANSFER PARCEL, NORTH $00^{\circ} 25' 01''$ WEST, A DISTANCE OF 53.35 FEET, TO THE SOUTHWEST CORNER OF SAID PARCEL C,

THENCE, NORTHERLY AND NORTHEASTERLY ALONG THE SOUTH LINE OF SAID PARCEL C THE NEXT TWO (2) COURSES,

- 1) NORTH $74^{\circ} 54' 57''$ EAST, A DISTANCE OF 115.57 FEET,
- 2) NORTH $67^{\circ} 59' 43''$ EAST, A DISTANCE OF 121.73 FEET, TO THE POINT OF BEGINNING,

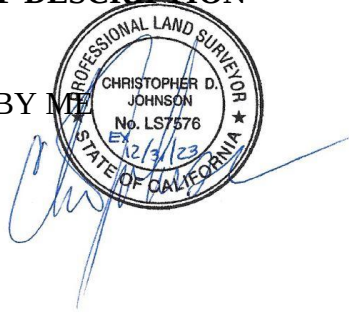
CONTAINING 14,720.96 SQUARE FEET /0.34 ACRES MORE OR LESS, AS SHOWN ON
“EXHIBIT B” ATTACHED HERETO AND MADE A PART HEREOF:

SUBJECT TO: ALL COVENANTS, RIGHTS-OF-WAY, AND EASEMENTS OF RECORD.

END OF DESCRIPTION

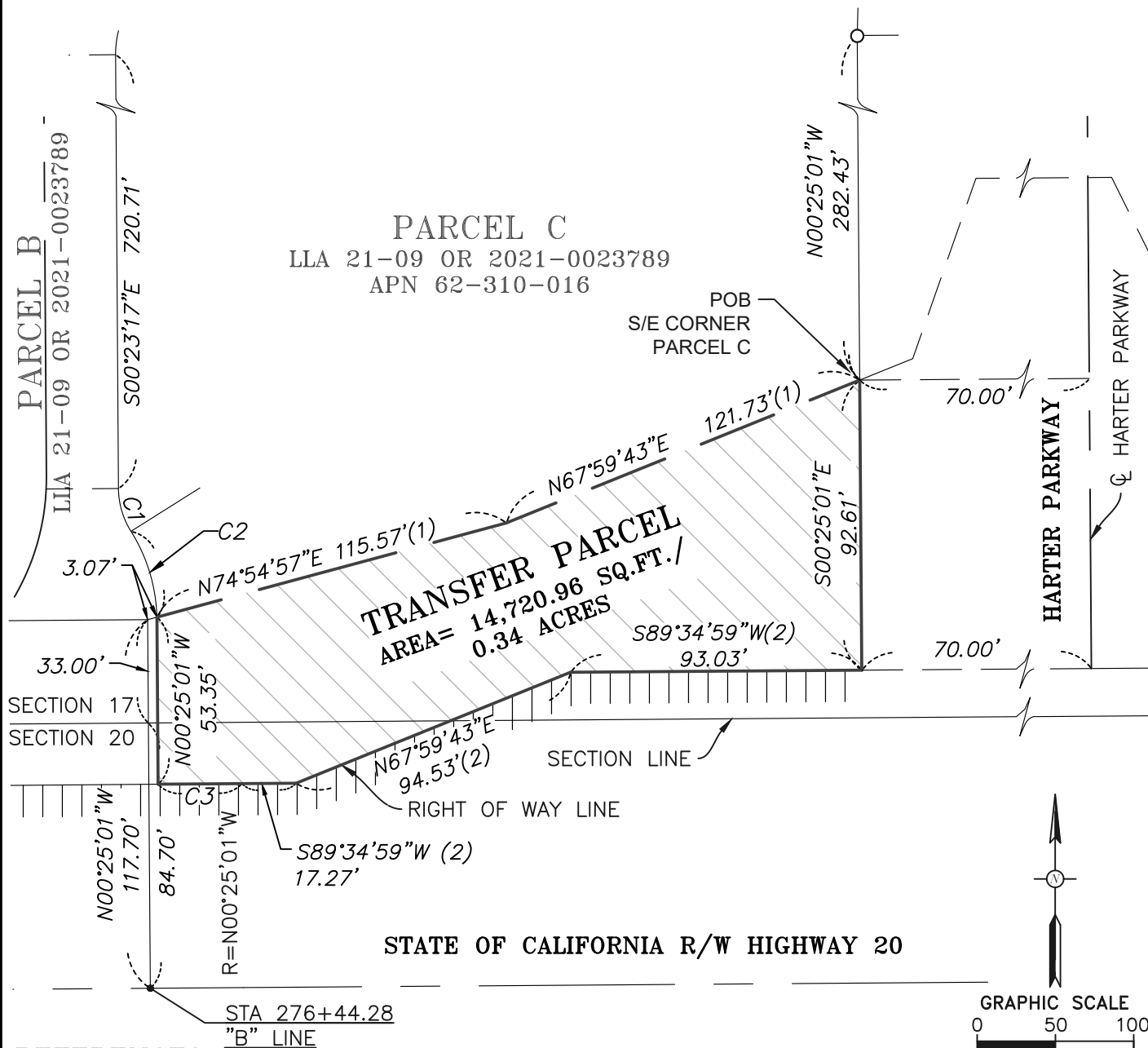
THIS DESCRIPTION WAS PREPARED BY ME
OR UNDER MY DIRECTION:

Christopher D. Johnson, PLS 7576



PARCEL B
LLA 21-09 OR 2021-0023789

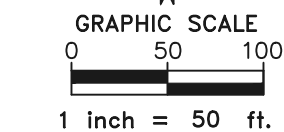
PARCEL C
LLA 21-09 OR 2021-0023789
APN 62-310-016



REFERENCES

- (1) LLA OR 2021-0023789
- (2) STATE R/W MAP NO 2E570-1

Curve Table					
Curve #	Delta	Length	Radius	Chord Direction	Chord Length
C1	031°47'57"	14.43'	26.00'	S16°17'15"E	14.25'
C2	030°44'17"	28.97'	54.00'	N16°49'05"W	28.62'
C3	000°00'42"	26.80'	130065.00'	S89°34'38"W	26.80'



GEO
LAND

SURVEYING
MAPPING
LEGAL DOCS

8854 GREENBACK LANE, STE. 3
ORANGEVALE, CA 95662
916.871.4789

EXHIBIT 'B'
SECTION 17, T. 15 N., R. 3 E., MDB&M,
CITY OF YUBA CITY
COUNTY OF SUTTER,
STATE OF CALIFORNIA

JobNo	1BAR0140
Scale	1"=40'
Date	01/12/2023
Drawn	AS
Checked	CDJ
Sheet	1 OF 4

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Bureau of Reclamation Grant Application – Wastewater Treatment Facility Water Recycling Feasibility Study

Recommendation: Adopt a Resolution for the US Bureau of Reclamation WaterSMART Grant Application designating and authorizing the Public Works Director to:

A. Sign, submit, and file an application for a grant agreement with the United States Department of the Interior, Bureau of Reclamation to conduct a comprehensive advanced treatment and recycled water feasibility study

B. Provide the assurances, certifications, and commitment required for the financial assistance application, including executing all documents in furtherance thereof, including but not limited to a grant or cooperative agreement and any amendments or changes thereto

C. Represent the City in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and compliance with applicable state and federal laws

Fiscal Impact: \$250,000 City match
\$200,000 – Account No. 981103-65501 (Recurring Plant Projects)
\$50,000 – Staff time in-kind contribution

Purpose:

To acquire grant funds to develop a feasibility study for the potential upgrade of the Wastewater Treatment Facility (WWTF) to tertiary treatment in order to produce and deliver recycled water.

Council's Strategic Goal:

This item addresses Council's Strategic Goals of *Infrastructure* and *Fiscal Responsibility* by seeking alternative sources of funding for long-term WWTF infrastructure and process improvements.

Background:

Due to recent, ongoing, and anticipated droughts across California, state and federal agencies have made funding available to local agencies to increase water-use efficiency, improve water quality, and

support projects that conserve water over the long term – “Making Water Conservation a California Way of Life.” In order to capitalize on these grant opportunities for improvements to the wastewater system, the Public Works Department recommends the development of a Wastewater Recycling Feasibility Study (Study). Wastewater treatment operations can support the long-term resiliency of local water supplies by maximizing the use of recycled water through a tertiary treatment process.

Analysis:

The City of Yuba City WWTF treats wastewater from the City’s collection system and disposes of the treated effluent by discharging to the Feather River, which is highly regulated by the Central Valley Regional Water Quality Control Board. The proposed Study will analyze the feasibility of converting the WWTF to include a third and final stage of treatment, which would improve the effluent quality and increase its water reuse capability. A tertiary treatment plant is an effective solution for promoting water resiliency and sustainability, as well as conserving groundwater resources during periods of drought, by enabling the reuse of treated wastewater for purposes such as agriculture, landscaping, wildlife habitat, and industrial operations.

The Study will evaluate processes and needs and develop a plan detailing critical infrastructure additions and improvements for a tertiary treatment plant and conveyance system capable of distributing recycled water. Tertiary treatment would be a major investment for the City over a 20-year anticipated timeline, including projects such as:

- Side-stream ammonia treatment process (est. \$14 million)
- Conversion of reactor to biological nutrient removal (BNR) technology (est. \$40-70 million)
- Conversion of high-purity oxygen system to high-efficiency blower/bubbler system
- Installation of tertiary filtration process in final stages of effluent treatment (est. \$20-30 million)
- Conveyance system to distribute recycled effluent to customers

The City will need to acquire federal and state grant and/or loan funding in order to construct these costly projects from agencies such as the US Bureau of Reclamation, the California Department of Water Resources, and the State Water Resources Control Board. A feasibility study is commonly needed for eligibility or competitiveness for many of these grant opportunities.

The City’s grant consultant, Blais & Associates, identified the US Bureau of Reclamation WaterSMART Grant: Water Recycling and Desalination Planning as a potential partial funding opportunity for the Study. The deadline for application is February 28, 2023.

Fiscal Impact:

The total estimated cost of the Water Recycling Feasibility Study is \$500,000. Should the City receive the grant funding from the Bureau of Reclamation, this would be divided as \$250,000 in grant funds and a 50% local match of \$250,000 per the grant requirements. Staff proposes the match be met with \$50,000 in staff time as an in-kind contribution and \$200,000 from CIP Account No. 981103-65501 (Recurring Plant Projects).

Alternatives:

Do not authorize the Public Works Director to execute the grant documents and direct staff to pursue other means of financing the Study or related projects.

Recommendation:

Adopt a Resolution for the US Bureau of Reclamation WaterSMART Grant Application designating and authorizing the Public Works Director to:

A. Sign, submit, and file an application for a grant agreement with the United States Department of the Interior, Bureau of Reclamation to conduct a comprehensive advanced treatment and recycled water feasibility study.

B. Provide the assurances, certifications, and commitment required for the financial assistance application, including executing all documents in furtherance thereof, including but not limited to a grant or cooperative agreement and any amendments or changes thereto.

C. Represent the City in carrying out the City's responsibilities under the financing agreement, including certifying disbursement requests on behalf of the City and compliance with applicable state and federal laws.

Attachments:

1. Resolution- BOR Grant Application - WWTF Water Recycling Feasibility Study

Prepared By:
Scarlett O. Harris
Administrative Analyst II

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF YUBA CITY AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION TO THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF RECLAMATION, FOR THE 2023 WATERSMART WATER RECYCLING AND DESALINATION PLANNING GRANT PROGRAM AND AUTHORIZING THE CITY OF YUBA CITY, PUBLIC WORKS DIRECTOR TO EXECUTE A GRANT AGREEMENT

WHEREAS, California's recent, ongoing, and anticipated drought conditions have put "Making Water Conservation a California Way of Life" at the forefront of public water and wastewater utility operations and infrastructure planning for water resiliency and sustainability; and

WHEREAS, the City of Yuba City Public Works Department has identified conversion of its Wastewater Treatment Facility to tertiary treatment as a way to improve effluent quality in order to provide treated recycled water for regional agriculture, landscaping, wildlife habitat, industrial operations, and other non-potable water uses; and

WHEREAS, a Water Recycling Feasibility Study is necessary for responsible and effective planning of the construction of tertiary treatment processing and conveyance infrastructure and for eligibility or competitiveness in state and federal funding opportunities; and

WHEREAS, the United States Department of the Interior, Bureau of Reclamation released a Funding Opportunity Announcement (NFO: R23AS00076) WaterSMART Grants: Water Recycling and Desalination Planning for 2023, which could provide funding for said study; and

WHEREAS, the City of Yuba City is a California General Law City and, through its Wastewater Treatment Facility, has the authority to construct, operate, and maintain its wastewater treatment and collection system and is responsible for providing reliable, affordable, and sustainable water and wastewater services; and

WHEREAS, the grant application recommends the adoption of an authorizing resolution designating a representative to sign and file a financial assistance application and all necessary documents related to a grant agreement with the United States Department of the Interior, Bureau of Reclamation; and

WHEREAS, the City of Yuba City, if selected, will enter into a grant agreement with the United States Department of the Interior, Bureau of Reclamation to carry out a project to plan for the City of Yuba City's advanced treatment and water reuse planning, environmental compliance, and other pre-design activities.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. The Public Works Director is hereby authorized and directed to sign, submit, and file, for and on behalf of the City of Yuba City, an application for a grant agreement with the United States Department of the Interior, Bureau of Reclamation to conduct a comprehensive advanced treatment and recycled water feasibility study.

2. The Public Works Director is designated to provide the assurances, certifications, and commitment required for the financial assistance application, including executing all documents in furtherance thereof, including but not limited to a grant or cooperative agreement with the United States Department of the Interior, Bureau of Reclamation and any amendments or changes thereto.
3. The City of Yuba City is capable of providing the matching funding and/or in-kind contributions specified in the grant application funding plan.
4. The City Council of Yuba City has reviewed and supports the application to be submitted to the United States Department of the Interior, Bureau of Reclamation.
5. The City of Yuba City will use reasonable efforts to work with the United States Department of the Interior, Bureau of Reclamation to meet established deadlines for entering into a grant or cooperative agreement.
6. The Public Works Director is designated to represent the City of Yuba City in carrying out the City of Yuba City's responsibilities under the grant agreement, including certifying disbursement requests on behalf of the City of Yuba City and compliance with applicable state and federal laws.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLC

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk Administrator

Summary

Subject: Appointments to the City of Yuba City Planning Commission and Parks and Recreation Commission

Recommendation: Approve the Recommendations for Appointment of Three (3) Members to the Planning Commission and Two (2) Members to the Parks and Recreation Commission for Four (4) Year Terms respectively

Fiscal Impact: None

Purpose:

To fill scheduled vacancies on the Yuba City Planning Commission and Parks and Recreation Commission.

Council's Strategic Goal:

The City's Boards and Commissions play an important advisory role for the City Council. Their contributions and input contribute to a better overall Quality of Life for the citizens of Yuba City.

Background:

The application and selection process for upcoming vacancies on the Planning Commission and Parks and Recreation Commission are complete. The following appointments are recommended:

Commission	Name	Term Ending
Planning Commission	Justine Gill	02/27/2027
Planning Commission	James Nore	02/27/2027
Planning Commission	Rupinder Johl Sandhu	02/27/2027
Parks and Recreation Commission	Staci Howell (Incumbent)	02/27/2027
Parks and Recreation Commission	Bonnie Pullen (Incumbent)	02/27/2027

Fiscal Impact:

None

Recommendation:

Approve the appointment of Justine Gill, James Nore, and Rupinder Johl Sandhu to the Planning Commission and the re-appointment of Staci Howell and Bonnie Pullen to the Parks and Recreation Commission for four (4) year terms respectively.

Attachments:

None

Prepared By:

Ciara Wakefield
City Clerk Administrator

Submitted By:

Diana Langley
City Manager

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Denial of GPA 22-05 and the appeal of RZ 22-06: Gorski Medical Office Rezone
Recommendation: Consistent with Council direction, adopt a Resolution of the City Council of the City of Yuba City denying General Plan Amendment 22-05, and denying the appeal of Rezone 22-06 and upholding the Planning Commission's decision (Gorski Medical Office Rezone, 467 Gray Avenue, APN: 52-122-011)
Fiscal Impact: No fiscal impact.

Purpose:

Denial of GPA 22-05 and the appeal of RZ 22-06: Gorski Medical Office Rezone.

Council's Strategic Goal:

This item implements the Council's goal of Quality of Life.

Background:

On February 7, 2023 the City Council conducted a duly noted public hearing on GPA 22-05 and the appeal of RZ 22-06. Following the close of the public hearing and Council deliberation, the Council directed staff to continue the matter to the regular meeting on February 21, 2023 and bring forward a Resolution of denial for the project.

Analysis:

The Council provided staff with direction to bring back a Resolution with appropriate findings to deny both GPA 22-05 and RZ 22-06 based on the categories generally identified below. Such a Resolution is now attached to this report for Council consideration, including proposed specific findings based on the General Plan and Municipal Code as noted below and further described in the proposed Resolution.

Residential Housing Shortage

Currently, the community is facing a housing shortage, and the proposed project is inconsistent with the recently adopted 2021-2029 Housing Element Update to the General Plan, which established the following:

- Between 2010 and 2018, the number of households in Yuba City grew by 5 percent (from 21,550 to 22,572), while the number of housing units only increased by 2 percent (from 23,174 to 23,690) (ACS). Average household size remained approximately the same (2.9 in 2010 and 3.0 in 2018) (California Department of Finance).
- In 2018, the homeowner vacancy rate in Yuba City was 1.5 percent and the rental vacancy rate was 3.5 percent (ACS). According to the Yuba-Sutter Economic Development Corporation, in 2018, the region's vacancy rate was estimated at 8.34 percent, suggesting that housing pressures are higher in Yuba City than in the surrounding region.
- Among lower-income households, 70 percent of renters (6,480 households) and 63 percent of owner-occupied households (1,895 households) are overpaying for housing (paying 30 percent or more of their gross monthly income). This indicates a significant need for housing that is affordable to lower-income groups.

Further, the adopted Housing Element found that "Between 2010 and 2017 ... the percent of households experiencing any overcrowding went up by two percentage points, from 6 to 8 percent. Rates of overcrowding may have increased in recent years due to trends in the housing market, such as the influx of population in the area as a result of the Camp Fire in Paradise and increasing housing costs."

Elimination of existing residential housing as proposed would further reduce existing housing stock and further contribute to the housing shortage, which is not in the public interest or welfare. In contrast, the City currently has relatively ample commercial property available for use.

Incompatibility and Negative Impacts on Surrounding Residential Character and Use

The design, location, and operating characteristics of the proposed use are not compatible with the existing and future land uses in the vicinity in terms of aesthetics, character, scale, and use. The entire block where the project is proposed is a residential neighborhood entirely comprised of existing single-family homes that have been well-established for multiple decades. The proposal would potentially allow intensive commercial uses including Indoor Sale of New Products, Restaurants (excluding drive-thru), and Repair Shops. These commercial uses would lead to a corresponding increase in traffic, lighting, noise, and other activity that is incompatible with the existing residential character and use of the residential neighborhood, and do not support a desirable and stable living environment for the surrounding residential community.

This incompatibility of use is also inconsistent with the overall goals, policies, and objectives of the General Plan including:

- **General Policy 3.4-G-2:** Promote a balanced land use program that increases the ability of people to live and work in the city
- **Implementing Policy 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
- **Implementing Policy 3.4-I-7:** Promote infill development that maintains the scale and character of established neighborhoods
- **Guiding Policy 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
- **Guiding Policy 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

- **Implementing Policy 3.8-I-4:** Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and with adjacent travel corridors

Negative Impacts to Surrounding Residential Uses

If commercial uses were allowed at this location, it would have negative impacts on the existing residential uses and surrounding area. As compared to residential uses, commercial uses are more impactful including light, glare, noise, increased traffic input, etc. Additionally, as compared to residential uses, commercial uses are more likely to attract people experiencing homelessness or other persons that may unlawfully occupy the property during non-business hours. These negative impacts may not only affect the surrounding residential uses, but could have negative effects on students traveling to the nearby school. As such, it is not in the public health, safety, or welfare to approve the project.

Fiscal Impact:

No fiscal impact.

Alternatives:

Provide staff with alternate direction.

Recommendation:

Consistent with Council direction, adopt a Resolution of the City Council of the City of Yuba City denying General Plan Amendment 22-05, and denying the appeal of Rezone 22-06 and upholding the Planning Commission's decision (Gorsi Medical Office Rezone, 467 Gray Avenue, APN: 52-122-011).

Attachments:

1. Resolution of Denial
2. City Council Staff Report Packet, February 7, 2023
3. Planning Commission Staff Report Packet, September 28, 2022

Prepared By:

Ashley Potočnik
Development Liaison

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY DENYING
GENERAL PLAN AMENDMENT 22-05, AND DENYING THE APPEAL OF
REZONE 22-06 AND UPHOLDING THE PLANNING COMMISSION'S
DECISION, (GORSI MEDICAL OFFICE, 467 GRAY AVENUE, APN: 52-122-
011).**

WHEREAS, the applicant has filed an application to amend the General Plan land use designation and Zoning for property located at 467 Gray Avenue, which is currently occupied by a single-family residential building; and

WHEREAS, the following entitlements proposed by the applicant for approval:

- General Plan Amendment 22-05 (to amend the land use designation from Low Density Residential to Neighborhood Commercial)
- Rezone 22-06 (to rezone the property from One Family Residence (R-1) to Neighborhood Commercial (C-1), with the addition of Overlay Zone District X28 with proposed development restrictions)

collectively referred to as the "Project;" and

WHEREAS, the Project is located in a well-established residential neighborhood of single-family homes; and

WHEREAS, on September 28, 2022, the Planning Commission concurrently conducted a duly noticed public hearing on the Project, at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission reviewed all associated documents prepared for the Project and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission recommended denial of General Plan Amendment 22-05 ("GPA 22-05") to City Council, and the Planning Commission voted to deny Rezone 22-06 ("RZ 22-06"); and

WHEREAS, a written notification of the disapproval of Rezone 22-06 was transmitted to the applicant and to the City Council; and

WHEREAS, in accordance with Sec. 8-5.7202, the applicant submitted a timely appeal of the Planning Commission's denial of Rezone 22-06 to the City Clerk; and

WHEREAS, as a result both the Planning Commission recommendation of denial of General Plan Amendment 22-05, and the appeal of Rezone 22-06, are subject to review and a public hearing by the City Council; and

WHEREAS, the City provided notice of the City Council hearing on the matter as required by law; and

WHEREAS, on February 7, 2023, the City Council received and reviewed the appeal of the Planning Commission's decision on Rezone 22-06, as well as the recommendation of denial of General Plan Amendment 22-05, at a duly noticed meeting; and

WHEREAS, a public hearing was held, and the opportunity for public comment on the matter was provided; and

WHEREAS, all public testimony and evidence, both written and oral, was considered by the City Council; and

WHEREAS, after considering any public testimony and receiving information provided to date, the City Council closed public testimony and deliberated on the proposed Project, including the appeal, based on the evidence in the administrative record; and

WHEREAS, after considering all items before it, the City Council now desires to deny General Plan Amendment 22-05, and to deny the appeal of Rezone 22-06.

NOW, THEREFORE, BE IT RESOLVED the City Council of the City of Yuba City as follows:

1. Recitals. The City Council finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.
2. CEQA. Public Resources Code section 21080(b)(5) provides that the California Environmental Quality Act ("CEQA") does not apply to a project which a public agency rejects or disapproves. As the Project is denied in its entirety, the City Council finds that CEQA is not applicable to this decision.
3. Findings Regarding General Plan Amendment 22-05. The City Council finds that GPA 22-05 is not in the public interest and does not promote public health, safety, and welfare, for reasons including the following:

a. *Residential Housing Shortage*

Currently, the community of Yuba City is facing a housing shortage. The City Council finds that the GPA 22-05 is inconsistent with the recently adopted 2021-2029 Housing Element Update to the General Plan ("Housing Element"), which established the following:

- Between 2010 and 2018, the number of households in Yuba City grew by 5 percent (from 21,550 to 22,572), while the number of housing units only increased by 2 percent (from 23,174 to 23,690) (ACS). Average household size remained approximately the same (2.9 in 2010 and 3.0 in 2018) (California Department of Finance).
- In 2018, the homeowner vacancy rate in Yuba City was 1.5 percent and the rental vacancy rate was 3.5 percent (ACS). According to the Yuba-Sutter Economic Development Corporation, in 2018, the region's vacancy rate was estimated at 8.34 percent, suggesting that housing pressures are higher in Yuba City than in the surrounding region.
- Among lower-income households, 70 percent of renters (6,480 households) and 63 percent of owner-occupied households (1,895 households) are overpaying for housing

(paying 30 percent or more of their gross monthly income). This indicates a significant need for housing that is affordable to lower-income groups.

(See Housing Element, p. 2.) Further, the adopted Housing Element found that “Between 2010 and 2017 ... the percent of households experiencing any overcrowding went up by two percentage points, from 6 to 8 percent. Rates of overcrowding may have increased in recent years due to trends in the housing market, such as the influx of population in the area as a result of the Camp Fire in Paradise and increasing housing costs.”

Elimination of existing residential housing as proposed by GPA 22-05 would further reduce existing housing stock and further contribute to the housing shortage, which is not in the public interest or welfare. In contrast, the City currently has relatively ample commercial property available for use.

b. Incompatibility with Residential Character and Use

The design, location, and operating characteristics of the proposed use are not compatible with the existing and future land uses in the vicinity in terms of aesthetics, character, scale, and use. The entire block where the Project is proposed is a residential neighborhood entirely comprised of existing single-family homes that have been well-established for multiple decades. GPA 22-05, in conjunction with RZ 22-06, would potentially allow intensive commercial uses including Indoor Sale of New Products, Restaurant (excluding drive-thru), and Repair Shops. These commercial uses would lead to a corresponding increase in traffic, lighting, noise, and other activity that is incompatible with the existing residential character and use of the residential neighborhood, and do not support a desirable and stable living environment for the surrounding residential community.

This incompatibility of use is also inconsistent with the overall goals, policies, and objectives of the General Plan including General Policy 3.4-G-2 (Promote a balanced land use program that increases the ability of people to live and work in the city), Implementing Policy 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), Implementing Policy 3.4-I-7 (Promote infill development that maintains the scale and character of established neighborhoods), Guiding Policy 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); Guiding Policy 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); and Implementing Policy 3.8-I-4 (Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and with adjacent travel corridors).

c. Negative Impacts on Surrounding Residential Uses

If commercial uses were allowed at this location, it would have negative impacts on the existing residential uses and surrounding area. As compared to residential uses, commercial uses are more impactful including light, glare, noise, increased traffic input, etc. Additionally, as compared to residential uses, commercial uses are more likely to attract people experiencing homelessness or other persons that may unlawfully occupy

the property during non-business hours. These negative impacts may not only affect the surrounding residential uses, but could have negative effects on students traveling to the nearby school. As such, it is not in the public health, safety, or welfare to approve the Project.

4. Denial of General Plan Amendment 22-05. For all of the foregoing, the City Council denies GPA 22-05 as the amendment is not in the public interest and does not promote public health, safety, and welfare.
5. Findings Regarding Rezone 22-06. The City Council finds that RZ 22-06 is not in the public interest and does not promote public health, safety, and welfare, for reasons including the following:

- a. *Inconsistency with General Plan*

General Plan Amendment 22-05 was not approved for the Project. As a result, RZ 22-06 is not consistent with the General Plan as required by Yuba City Code section 8-5.7202, and must be denied.

- b. *Negative Impacts to Public Health, Safety, Peace, Comfort, Convenience and Welfare*

For all of the same reasons set forth in Section 3, which is incorporated by reference, RZ 22-06 would negatively impact public health, safety, peace, comfort, convenience, and general welfare.

- c. *Negative Impacts to Open Space, Light, Air, Privacy, Aesthetic Values, Protection of Environmental Values, and Protection of Public and Private Improvements*

For all of the same reasons set forth in Section 3, which is incorporated by reference, RZ 22-06 would negatively impact open space, light, air, privacy, convenience of access, aesthetic values, protection of environmental values, and protection of public and private improvements.

6. Appeal Denied. For all the foregoing reasons, and each of them, the City Council finds that there was no substantial evidence submitted into the administrative record that would warrant approval of RZ 22-06. As such, the appeal is denied in its entirety. The City Council also separately and independently denies RZ 22-06 for the same reasons.
7. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on February 21, 2023 by the following vote:

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, City Clerk Administrator

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

SHANNON CHAFFIN, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

CITY OF YUBA CITY
STAFF REPORT

Date: February 7, 2023
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Consideration of General Plan Amendment (GPA) 22-05, the appeal of Rezone (RZ) 22-06, and a Categorical Exemption under CEQA Guideline Section 15301: Gorski Medical Office Rezone

Recommendation: A. Conduct a Public Hearing, and:

B. Move to continue the matter regarding General Plan Amendment 22-05, the appeal of Rezone 22-06, and the associated Environmental determination for the project, Gorski Medical Office Rezone, at 467 Gray Avenue (Assessor's Parcel Number: 52-122-011) to February 21, 2023, with direction to staff to return with a resolution with appropriate findings consistent with Council direction for final determination of the matter

Fiscal Impact: The appellant has paid the City's adopted flat fee for appeals which is intended to cover staff costs.

Purpose:

To consider General Plan Amendment 22-05, the appeal of Rezone 22-06, and a Categorical Exemption under CEQA Guideline Section 15301.

Council's Strategic Goal:

This item implements the Council's goal of Quality of Life.

Background:

The applicant, Dr. Shamaila Gorski, filed applications for GPA 22-05 and RZ 22-06, in June 2022.

On September 28, 2022, the Planning Commission conducted a public hearing on this matter. One neighbor spoke in opposition to the project. After closing the public hearing and deliberating, there was not a motion made to act on the applications. Under the Planning Commission's By-Laws this results in a recommendation of denial for the General Plan amendment and denial of the proposed rezoning. Concerns expressed by the Commission included compatibility with the existing residential neighborhood, traffic, parking, and the long-term effect of a rezone at this location.

On October 5, 2022, Dr. Shamaila Gorski appealed the Planning Commission's action that was timely

received by the City Clerk's office in accordance with Sec. 8-5.7202 and Sec. 8-8.104-105 of the Yuba City Municipal Code.

Analysis:

General Plan Amendment 22-05 proposes to amend the land use designation of a 0.19-acre parcel from Low Density Residential to Neighborhood Commercial and the appeal of Rezone 22-06 which proposes to rezone the same parcel from One Family Residence (R-1) to Neighborhood Commercial (C-1) District, with the addition of Overlay Zone District X28 that provides additional development restrictions. The applicant proposes to convert the existing single-family home (currently used as a home office) to a medical office. The future conversion of the existing home to a medical office will require a Building Permit, and all C-1 development standards are required to be met consistent with the Yuba City Municipal Code. This includes, but is not limited to, building height, setbacks, lighting, landscaping, parking, signage, trash enclosures, etc.

The proposed X28 Overlay Zone District adds specific criteria for development of the subject parcel including the timing required for a masonry style block wall on the north and east property lines, removal of the existing non-conforming wood fence along Franklin Avenue, and relocation of the existing Yuba-Sutter Transit bus stop located along Gray Avenue adjacent to the property.

The project site is located in south central Yuba City in an area of transition that is surrounded by single and multiple-family residences and commercial uses. All City services, including water, sewer, and storm-water drainage are available to this site.

Appeal:

The appeal cited three grounds (see appellant letter provided as Attachment 1):

1. Regarding traffic and parking concerns, the appellant stated that "the wooden fence that faces Franklin Avenue will be removed in its entirety [which] will allow patients open entry onto the property for parking behind the home. The vehicles can then continue their path towards Gray Avenue and exit into traffic safely. There will be no need for reverse driving to exit the property."
2. In regard to the long-term effects of the rezone on the residential neighborhood, the appellant stated that "there are no plans to demolish the current home... [The] goal is to beautify the current home that is present with a fresh coat of paint, new siding/windows, and new landscaping with lighting for safety... [The] goal is not to tear down any existing structures or build any new structures that will not fit into the current theme of the neighborhood."
3. The appellant explained that like many private medical practices, the business will be discreet in order to comply with HIPPA laws. "Patients will come in on an appointment basis to follow up on treatment plans, labs, medication refills, referrals, etc. There will be no more than two (2) patients present at any given time."

In addition, the appellant provided additional information regarding the proposed medical office use. Patients will come to the office for appointments, and only routine vaccinations (flu, pneumovax, shingles, etc.) and an emergency crash cart of medications will be stored on site. The medical office will not involve a retail pharmacy or any selling of goods.

Environmental Determination:

City staff have performed a preliminary Environmental Assessment of this project and have determined it falls within the Categorical Exemption set forth in CEQA Guidelines Section 15301 (n) because this project involves a negligible expansion of existing facility and will result in the conversion of a single-family residence to office use. Furthermore, Staff has determined that none of the exceptions to

Categorical Exemptions set forth in the CEQA Guidelines, Section 15300.2 apply to this project.

Fiscal Impact:

The City's adopted flat fee for appeals has been paid by the appellant and is intended to cover staff costs.

Alternatives:

Provide staff with alternate direction.

Recommendation:

1. Conduct a public hearing, and:
2. Move to continue the matter regarding General Plan Amendment 22-05, the appeal of Rezone 22-06, and the associated Environmental determination for the project, Gorski Medical Office Rezone, at 467 Gray Avenue (Assessor's Parcel Number: 52-122-011) to February 21, 2023, with direction to staff to return with a resolution with appropriate findings consistent with Council direction for final determination of the matter.

Attachments:

1. Appeal Letter, Conceptual Site Plan and Site Pictures
2. Planning Commission Staff Report Packet, September 28, 2022

Prepared By:
Ashley Potočník
Development Liaison

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

Gorsi Medical Group
467 Gray Avenue
Yuba City, California 95991

CITY CLERK

OCT 05 2022

YUBA CITY

Re: 467 Re-Zoning from R-1 to C-1

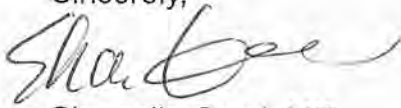
This appeal is in relation to the decision made September 28, 2022 by board members during the Town-Hall meeting. There were several concerns brought up related to the re-designation of 467 Gray Avenue from residential to commercial. The goal of re-designation would be to allow a private medical practice to be established in an existing building.

The property is located on a corner lot that faces Franklin and Gray avenues. It is a larger lot that allows access to all four sides of the home, with the home in the center. However, there are concerns that traffic may congest that corner per community members. To combat this, the wooden fence that faces Franklin Avenue will be removed in it's entirety. This will allow patients open entry onto the property for parking behind the home. The vehicles can then continue their path towards Gray avenue and exit into traffic safely. There will be no need for reverse driving to exit the property. Another valid concern is the aesthetics of the current property and whether demolition will occur. There are no plans to demolish the current home, as it meets my needs to operate a private medical practice. My goal is to beautify the current home that is present with a fresh coat of paint, new siding/windows and new landscaping with lighting for safety. This will add more charm to the property and enhance the value of surrounding structures. My goal is not to tear down any existing structures or build any new structures that will not fit into the current theme of the neighborhood.

As with many private medical practices, we remain discreet to comply with HIPPA laws for the safety and privacy of patients. Patients will come in on an appointment basis to follow up on treatment plans, labs, medication refills, referrals, etc. There will be no more than 2 patients present at any given time. There will be no retail pharmacy or selling of any goods. The only medications that will be present are routine vaccinations (flu, pneumovax, shingles, etc) and an emergency crash cart of medications in case of an adverse reaction. These are required to be kept on site in medical offices-dental clinics, and are to be accessible in a small 'pharmacy' like storage area. This 'pharmacy' is only accessible to staff and myself in case of an emergency.

I am practicing in Illinois and have a successful career in Internal Medicine. However, I have constantly noted the challenges patients face when accessing medical care in the Yuba-Sutter area. I was born and raised there, so I understand the needs of the community. There are language barriers, limitations to resources or just not enough appointments to get medical attention. The area remains heavily underserved with Medi-cal (public aid) patients and the situation will only worsen with the ongoing physician shortage and aging population. The pandemic has only highlighted this shortage as many physicians chose to retire early. If there are any suggestions or concerns, I would be happy to hear them and see if we can accommodate. I will be traveling to Live Oak from October 19 through the 27th and will be available.

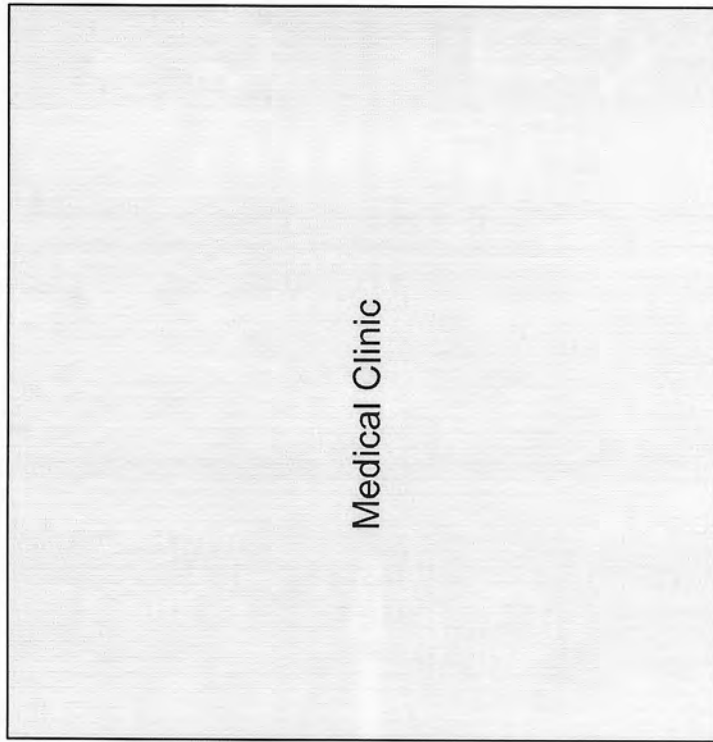
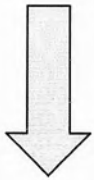
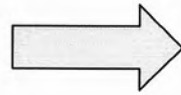
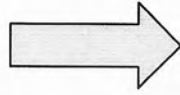
Sincerely,

A handwritten signature in cursive script, appearing to read 'Shamaila Gors', written in black ink.

Shamaila Gors, MD
312-752-5403

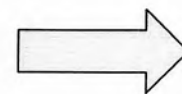
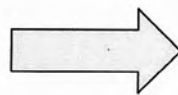
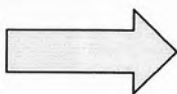
Entire fence
being removed
allowing traffic
into parking
zone

F R A N K L I N A V E N U E



Medical Clinic

Gray Avenue





ATTACHMENT 2



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

Date: September 28, 2022
To: Chair and Members of the Planning Commission
From: Development Services Department
Presentation By: Ashley Potočník, Development Liaison

Subject: **Consideration of General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from Single Family Residential (R-1) to Neighborhood Commercial (C-1) X₂₈**

Recommendation: A. Conduct a public hearing, and:
B. Adopt a Resolution recommending the City Council of the City of Yuba City adopt an Ordinance to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities, and approve General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈.

Applicant/Owner: Shamaila Gorsí

Project Location: 467 Gray Avenue (APN: 52-122-011)

Project Number: General Plan Amendment 22-05 / Rezone 22-06

General Plan: The site is designated in the General Plan as Low Density Residential, and the proposal is to amend the General Plan to Neighborhood Commercial.

Zoning: The property is within the One Family Residence (R-1) District, and the proposal is to amend the Zoning to Neighborhood Convenience Commercial District (C-1) X₂₈.

Purpose

Consideration of General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from Single Family Residential (R-1) to Neighborhood Commercial (C-1) X₂₈.

Project Description

This project is a request to rezone a 0.19-acre parcel from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈ and to convert the existing single-family home to a medical office. Staff proposes to include Overlay Zone District X₂₈.

The X₂₈ Overlay Zone District adds specific criteria for development of the subject parcel including the timing required for a masonry style block wall on the north and east property lines, removal of the existing non-conforming wood fence along Franklin Avenue, and relocation of the existing Yuba-Sutter Transit bus stop located along Gray Avenue adjacent to the property.

Analysis

The project site is located in south central Yuba City in an area of transition that is surrounded by single and multiple-family residences and commercial uses. All City services, including water, sewer, and storm-water drainage are available to this site.

This project request is to amend the General Plan land use designation and Zoning District to Neighborhood Commercial / Neighborhood Convenience Commercial District (C-1) X₂₈. The future conversion of the existing home to a medical office will require a Building Permit, and all C-1 development standards are required to be met consistent with the Yuba City Municipal Code. This includes, but is not limited to, building height, setbacks, lighting, landscaping, parking, signage, trash enclosures, etc.

Environmental Determination

This project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines section 15301(n), Existing Facilities, with the basis that this project involves the conversion of a single-family residence to an office use. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project.

Recommended Action:

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

Environmental Finding:

Find that the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities.

General Plan Amendment 22-05 / Rezone 22-06 Findings:

Based upon analysis of the Rezone application, staff recommends the Planning Commission recommend the City Council find that General Plan Amendment 22-05 and Rezoning 22-06 i) are consistent with the General Plan goals and policies; ii) are consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; and iii) the Project would provide open space, light, air, privacy, convenience of access, aesthetic values, protection of environmental values, and protection of public and private improvements.

- B. Adopt a Resolution recommending the City Council of the City of Yuba City adopt an Ordinance to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities, and approve General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈.

Attachments:

1. Planning Commission Resolution to approve GPA 22-05
Exhibit A: General Plan Amendment 22-05 Map
Exhibit B: Rezone 22-06 Map
2. Location Map
3. X₂₈ Zone District Criteria of Development

ATTACHMENT 1

RESOLUTION NO. PC 22-08

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY RECOMMENDING THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPT AN ORDINANCE TO DETERMINE THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15301(N), EXISTING FACILITIES, AND APPROVE GENERAL PLAN AMENDMENT 22-05 AND REZONE 22-06 TO REZONE 467 GRAY AVENUE, APN: 52-122-011

WHEREAS, the applicant has filed an application to amend the General Plan land use designation and Zoning of 467 Gray Avenue that is currently zoned One Family Residential District (R-1); and

WHEREAS, as a result the following entitlement is being considered for approval:

- General Plan Amendment 22-05
- Rezone 22-06; and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, have performed a preliminary environmental assessment of this project and have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines Section 15301(n), Existing Facilities. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

WHEREAS, the City on September 17, 2022, published a legal notice and a public hearing notice was mailed to each property owner within at least 350 feet of the project site in compliance with State law concerning the Planning Commission's consideration on September 28, 2022; and

WHEREAS, on September 28, 2022, the Planning Commission concurrently conducted a duly noticed public hearing on the project, at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed all associated documents prepared for the Project and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to recommend the City Council adopt an Ordinance approving General Plan Amendment 22-05 and Rezone 22-06.

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

1. Recitals. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.
2. CEQA Findings: Pursuant to the authority and criteria contained in the California

Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed project have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines Section 15301(n), Existing Facilities. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

3. Project Findings: The Planning Commission finds that that General Plan Amendment 22-05 and Rezoning 22-06 i) are consistent with the General Plan goals and policies; ii) are consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; and iii) the Project would provide open space, light, air, privacy, convenience of access, aesthetic values, protection of environmental values, and protection of public and private improvements.
4. Recommendation of Approval of General Plan Amendment 22-05: Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City adopt an Ordinance approving General Plan Amendment 22-05 and reclassify the land use for that parcel as depicted in Exhibit "A," as shown on the land use map of the City of Yuba City from Low Density Residential to Neighborhood Commercial.
5. Recommendation of Approval of Rezone 22-06: Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City adopt an Ordinance approving General Plan Amendment 22-05 and Rezone 22-06 and reclassify the zone district for those districts as depicted in Exhibit "B," as shown on the zoning map of the City of Yuba City from One Family Residence (R-1) to Neighborhood Convenience Commercial (C-1) X₂₈.
6. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Yuba City at a regular meeting thereof held on September 28, 2022 by the following vote:

Ayes:

Noes:

Absent:

Recused:

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

Michele Blake, Planning Commission Chair

ATTEST:

Benjamin Moody, Secretary to the Planning Commission

Exhibit A: General Plan Amendment 22-05 Map

Exhibit B: Rezone 22-06 Map

EXHIBIT A

Gorsi Medical (GPA 22-05 and RZ 22-06)

General Plan Land Use Map



Existing Land Use Designation

Proposed Land Use Designation

GRAY AVE

THOMPSON AVE

MC COLLUM AVE

FRANKLIN RD

BROWN AVE

GRAY AVE

THOMPSON AVE

MC COLLUM AVE

FRANKLIN RD

BROWN AVE

Legend

-  Gorsi Project Site
-  Neighborhood Commercial
-  Medium/Low Density Residential
-  Medium/High Density Residential
-  Low Density Residential



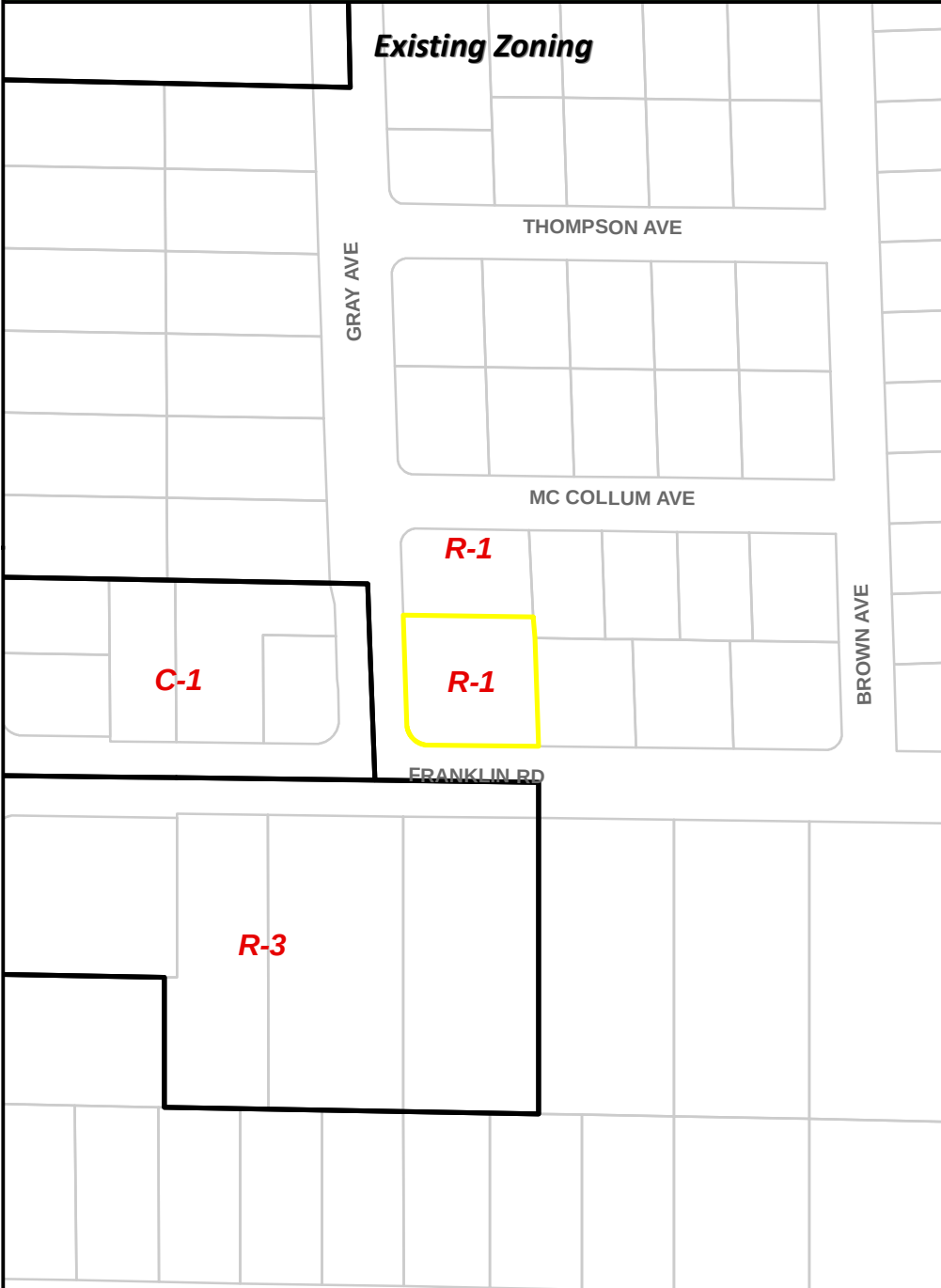
EXHIBIT B

Gorsi Medical (GPA 22-05 and RZ 22-06)

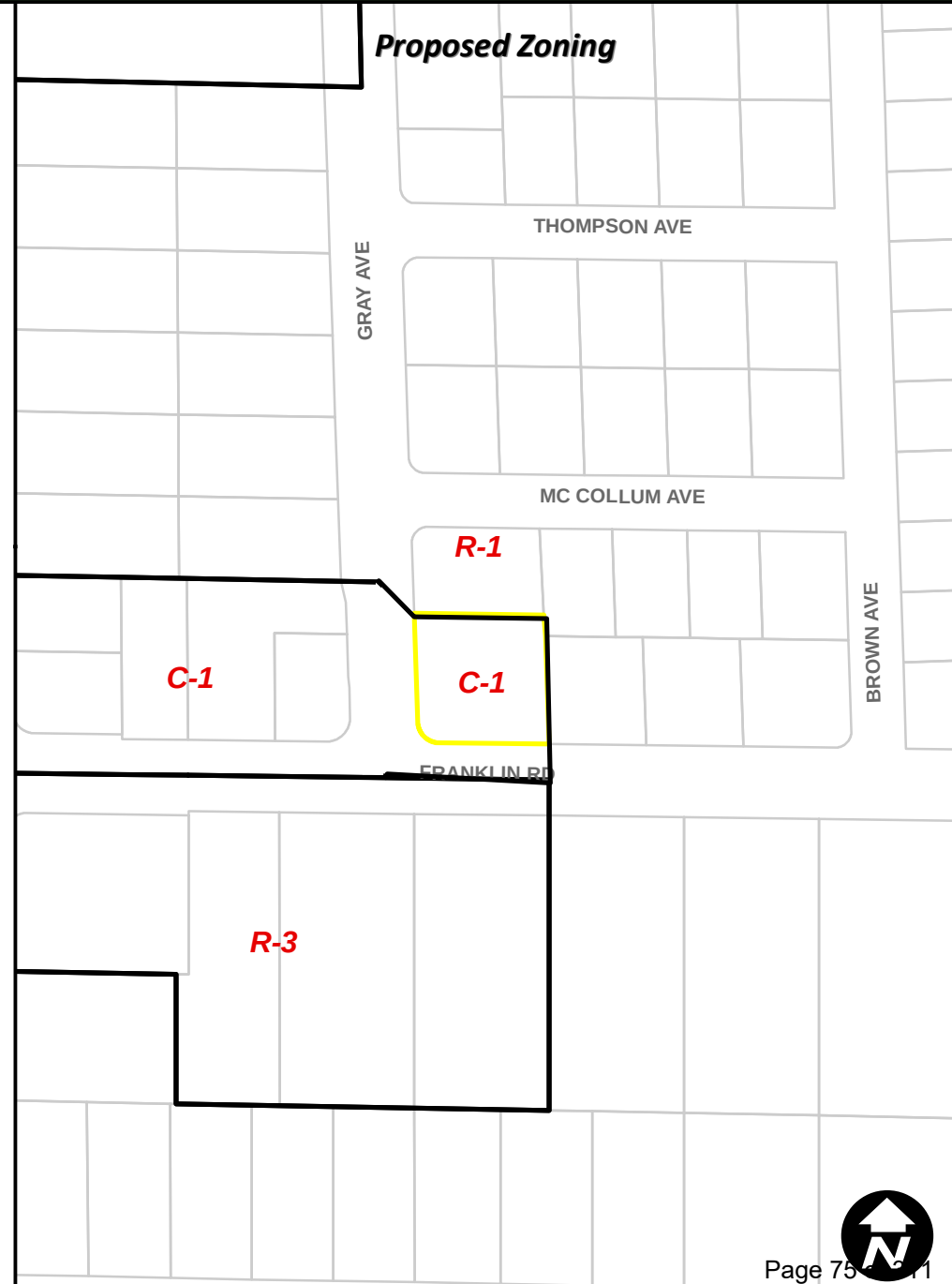
Zoning Map



Existing Zoning



Proposed Zoning



ATTACHMENT 2

Gorsi Medical Location Map

General Plan Amendment (GPA) 22-05, Rezone (RZ) 22-06



ATTACHMENT 3



YUBA CITY

X₂₈ Overlay District

Gorsi Medical (GPA 22-05, RZ 22-06)

X₂₈ Area: This overlay zone applies to 467 Gray Avenue, Assessor's Parcel Number 52-122-011.

- 1) A 0.19-acre parcel located at the northeast corner of Gray Avenue and Franklin Avenue. The parcel has direct frontage onto Gray Avenue. The site is identified as Assessor's parcel number 52-122-011.

Criteria for Development

1. A masonry wall as outlined in Sec. 8-5.5905 of the Yuba City Municipal Code shall be required when the use is expanded or increased beyond a medical office.
2. The Developer shall coordinate with Public Works to relocate the existing transit sign/speed limit sign. In addition, an easement shall be dedicated to the City of Yuba City for the future construction of a Yuba Sutter Transit bus stop.
3. The existing non-conforming wooden fence along Franklin Avenue shall be removed when the residence is converted to a medical office.
4. Additional environmental review may be required when the use is expanded or increased beyond a medical office.

X₂₈ Overlay District was approved in conjunction with General Plan Amendment (GPA) 22-05 and Rezone (RZ) 22-06, City Council Meeting Month Day, 2022, Ordinance #XXXXX

ATTACHMENT 3



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

Date: September 28, 2022
To: Chair and Members of the Planning Commission
From: Development Services Department
Presentation By: Ashley Potočník, Development Liaison

Subject: **Consideration of General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from Single Family Residential (R-1) to Neighborhood Commercial (C-1) X₂₈**

Recommendation: A. Conduct a public hearing, and:
B. Adopt a Resolution recommending the City Council of the City of Yuba City adopt an Ordinance to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities, and approve General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈.

Applicant/Owner: Shamaila Gorsí

Project Location: 467 Gray Avenue (APN: 52-122-011)

Project Number: General Plan Amendment 22-05 / Rezone 22-06

General Plan: The site is designated in the General Plan as Low Density Residential, and the proposal is to amend the General Plan to Neighborhood Commercial.

Zoning: The property is within the One Family Residence (R-1) District, and the proposal is to amend the Zoning to Neighborhood Convenience Commercial District (C-1) X₂₈.

Purpose

Consideration of General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from Single Family Residential (R-1) to Neighborhood Commercial (C-1) X₂₈.

Project Description

This project is a request to rezone a 0.19-acre parcel from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈ and to convert the existing single-family home to a medical office. Staff proposes to include Overlay Zone District X₂₈.

The X₂₈ Overlay Zone District adds specific criteria for development of the subject parcel including the timing required for a masonry style block wall on the north and east property lines, removal of the existing non-conforming wood fence along Franklin Avenue, and relocation of the existing Yuba-Sutter Transit bus stop located along Gray Avenue adjacent to the property.

Analysis

The project site is located in south central Yuba City in an area of transition that is surrounded by single and multiple-family residences and commercial uses. All City services, including water, sewer, and storm-water drainage are available to this site.

This project request is to amend the General Plan land use designation and Zoning District to Neighborhood Commercial / Neighborhood Convenience Commercial District (C-1) X₂₈. The future conversion of the existing home to a medical office will require a Building Permit, and all C-1 development standards are required to be met consistent with the Yuba City Municipal Code. This includes, but is not limited to, building height, setbacks, lighting, landscaping, parking, signage, trash enclosures, etc.

Environmental Determination

This project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines section 15301(n), Existing Facilities, with the basis that this project involves the conversion of a single-family residence to an office use. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project.

Recommended Action:

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

Environmental Finding:

Find that the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities.

General Plan Amendment 22-05 / Rezone 22-06 Findings:

Based upon analysis of the Rezone application, staff recommends the Planning Commission recommend the City Council find that General Plan Amendment 22-05 and Rezoning 22-06 i) are consistent with the General Plan goals and policies; ii) are consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; and iii) the Project would provide open space, light, air, privacy, convenience of access, aesthetic values, protection of environmental values, and protection of public and private improvements.

- B. Adopt a Resolution recommending the City Council of the City of Yuba City adopt an Ordinance to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15301(n), Existing Facilities, and approve General Plan Amendment 22-05 and Rezone 22-06 to rezone 467 Gray Avenue from One Family Residence (R-1) to Neighborhood Commercial (C-1) X₂₈.

Attachments:

1. Planning Commission Resolution to approve GPA 22-05
Exhibit A: General Plan Amendment 22-05 Map
Exhibit B: Rezone 22-06 Map
2. Location Map
3. X₂₈ Zone District Criteria of Development

ATTACHMENT 1

RESOLUTION NO. PC 22-08

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY RECOMMENDING THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPT AN ORDINANCE TO DETERMINE THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15301(N), EXISTING FACILITIES, AND APPROVE GENERAL PLAN AMENDMENT 22-05 AND REZONE 22-06 TO REZONE 467 GRAY AVENUE, APN: 52-122-011

WHEREAS, the applicant has filed an application to amend the General Plan land use designation and Zoning of 467 Gray Avenue that is currently zoned One Family Residential District (R-1); and

WHEREAS, as a result the following entitlement is being considered for approval:

- General Plan Amendment 22-05
- Rezone 22-06; and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, have performed a preliminary environmental assessment of this project and have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines Section 15301(n), Existing Facilities. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

WHEREAS, the City on September 17, 2022, published a legal notice and a public hearing notice was mailed to each property owner within at least 350 feet of the project site in compliance with State law concerning the Planning Commission's consideration on September 28, 2022; and

WHEREAS, on September 28, 2022, the Planning Commission concurrently conducted a duly noticed public hearing on the project, at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed all associated documents prepared for the Project and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to recommend the City Council adopt an Ordinance approving General Plan Amendment 22-05 and Rezone 22-06.

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

1. Recitals. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.
2. CEQA Findings: Pursuant to the authority and criteria contained in the California

Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed project have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines Section 15301(n), Existing Facilities. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

3. Project Findings: The Planning Commission finds that that General Plan Amendment 22-05 and Rezoning 22-06 i) are consistent with the General Plan goals and policies; ii) are consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; and iii) the Project would provide open space, light, air, privacy, convenience of access, aesthetic values, protection of environmental values, and protection of public and private improvements.
4. Recommendation of Approval of General Plan Amendment 22-05: Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City adopt an Ordinance approving General Plan Amendment 22-05 and reclassify the land use for that parcel as depicted in Exhibit "A," as shown on the land use map of the City of Yuba City from Low Density Residential to Neighborhood Commercial.
5. Recommendation of Approval of Rezone 22-06: Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City adopt an Ordinance approving General Plan Amendment 22-05 and Rezone 22-06 and reclassify the zone district for those districts as depicted in Exhibit "B," as shown on the zoning map of the City of Yuba City from One Family Residence (R-1) to Neighborhood Convenience Commercial (C-1) X₂₈.
6. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Yuba City at a regular meeting thereof held on September 28, 2022 by the following vote:

Ayes:

Noes:

Absent:

Recused:

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

Michele Blake, Planning Commission Chair

ATTEST:

Benjamin Moody, Secretary to the Planning Commission

Exhibit A: General Plan Amendment 22-05 Map

Exhibit B: Rezone 22-06 Map

EXHIBIT A

Gorsi Medical (GPA 22-05 and RZ 22-06)

General Plan Land Use Map



Existing Land Use Designation

Proposed Land Use Designation

GRAY AVE

THOMPSON AVE

MC COLLUM AVE

FRANKLIN RD

BROWN AVE

GRAY AVE

THOMPSON AVE

MC COLLUM AVE

FRANKLIN RD

BROWN AVE

Legend

-  Gorsi Project Site
-  Neighborhood Commercial
-  Medium/Low Density Residential
-  Medium/High Density Residential
-  Low Density Residential



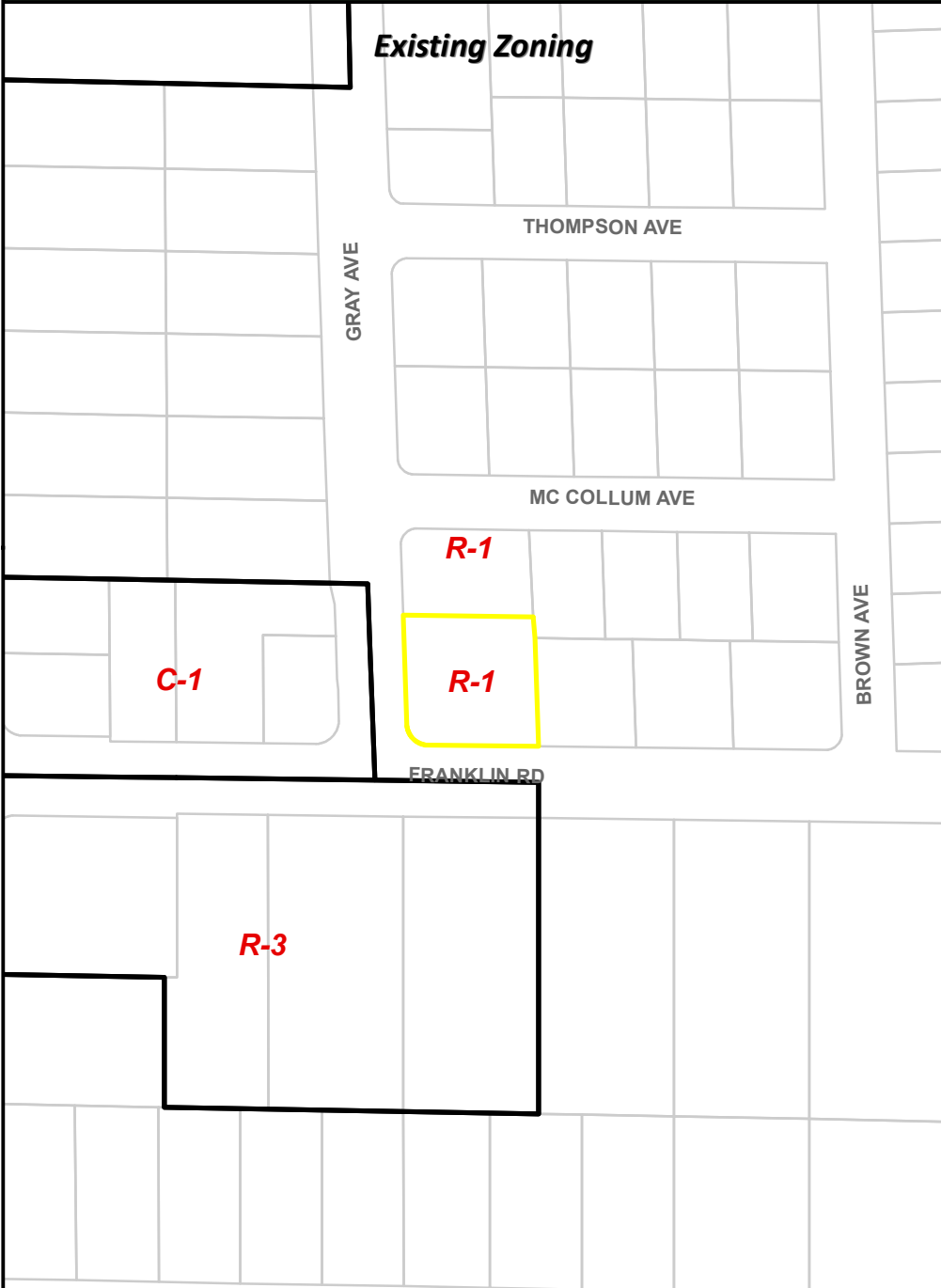
EXHIBIT B

Gorsi Medical (GPA 22-05 and RZ 22-06)

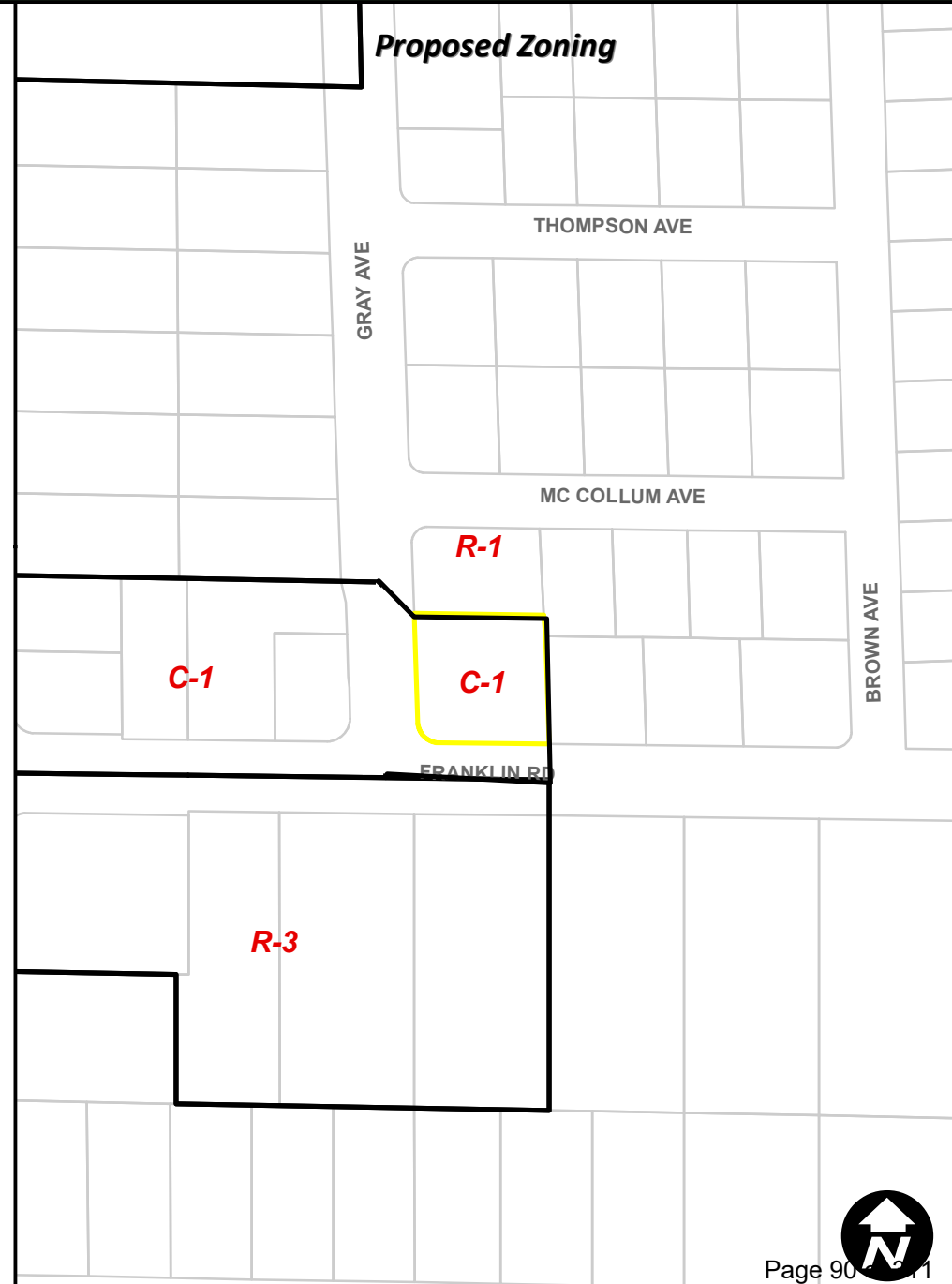
Zoning Map



Existing Zoning



Proposed Zoning



ATTACHMENT 2

Gorsi Medical Location Map

General Plan Amendment (GPA) 22-05, Rezone (RZ) 22-06



ATTACHMENT 3



YUBA CITY

X₂₈ Overlay District

Gorsi Medical (GPA 22-05, RZ 22-06)

X₂₈ Area: This overlay zone applies to 467 Gray Avenue, Assessor's Parcel Number 52-122-011.

- 1) A 0.19-acre parcel located at the northeast corner of Gray Avenue and Franklin Avenue. The parcel has direct frontage onto Gray Avenue. The site is identified as Assessor's parcel number 52-122-011.

Criteria for Development

1. A masonry wall as outlined in Sec. 8-5.5905 of the Yuba City Municipal Code shall be required when the use is expanded or increased beyond a medical office.
2. The Developer shall coordinate with Public Works to relocate the existing transit sign/speed limit sign. In addition, an easement shall be dedicated to the City of Yuba City for the future construction of a Yuba Sutter Transit bus stop.
3. The existing non-conforming wooden fence along Franklin Avenue shall be removed when the residence is converted to a medical office.
4. Additional environmental review may be required when the use is expanded or increased beyond a medical office.

X₂₈ Overlay District was approved in conjunction with General Plan Amendment (GPA) 22-05 and Rezone (RZ) 22-06, City Council Meeting Month Day, 2022, Ordinance #XXXXX

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Kathy Willis

Summary

Subject: DWR 2022 Urban Community Drought Relief Grant Program

Recommendation: A. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the City-owned Property Turf Replacement Project on behalf of the City

B. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Commercial Property Turf Replacement Rebate Program on behalf of the City

C. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Every Drop Counts Rebate and Education Program Expansion on behalf of the City

Fiscal Impact: Staff time associated with grant administration

Purpose:

To acquire grant funds for City and commercial drought resilient turf replacement and water conservation and education programs for water customers.

Council's Strategic Goal:

This item addresses Council's Strategic Goals of *Business Friendly* and *Fiscal Responsibility* by seeking alternative sources of funding for programs and projects that support the City, commercial businesses, and residential water customers in mitigating short-and long-term drought impacts.

Background:

Recent, ongoing, and anticipated droughts across California have required California water suppliers to focus on "Making Water Conservation a California Way of Life." The City is particularly vulnerable to drought conditions, as 90% of the City's water supply is surface water from the Feather River. A key part of navigating the uncertain water supply future is reduced water usage by residential, commercial, industrial, and institutional customers. Current and anticipated legislation has restricted "non-functional

turf” for Commercial, Industrial, and Institutional (CII) customers.

To support and reduce the financial burden of these efforts, the Department of Water Resources (DWR) has created grant programs for local agencies. In 2021, the City secured \$6.5 million in funding from the Urban Community Drought Relief Grant Program (Program) for an Aquifer Storage Recovery Well at the Water Treatment Plant. Another competitive round of the Program has been issued for 2022/2023.

Analysis:

The City’s grant consultant, Blais & Associates, and Public Works and Parks staff have identified the replacement of non-functional turf at six (6) City-owned properties, a CII turf replacement program, and an expansion of the City’s Every Drop Counts water conservation education and rebate program as qualifying projects for the Program.

Factors for selecting these projects include:

- City-owned Property Turf Replacement Project
 - City sets the example for water-efficient landscaping and non-functional turf conversion
 - Proposed properties for the replacement project:
 - City Hall
 - Water Treatment Plant
 - Wastewater Treatment Facility
 - Holly Tree Park
 - Kingwood Park
 - Shanghai Garden Park
 - Substantial water savings calculated at all six (6) locations
- Commercial Property Turf Replacement Rebate Program
 - Mitigate the financial burden in the event of legislation requiring non-functional turf replacement by CIIs
 - Proposed rebate is up to \$5 per square foot on a first-come, first-served basis
- Every Drop Counts Rebate and Education Program Expansion
 - Continue and expand water conservation education, outreach, and rebate programs for residential and commercial customers
 - Expanded program offerings may include rebates for new indoor and outdoor fixtures; multimedia educational materials including videos, printed guides, and kits; and in-person outreach through water audits, group workshops, and/or large community event presence
 - \$75,000 budgeted for water conservation in Water Treatment Plant operating budget for Fiscal Year 22/23, which could be fully or partially redirected for other increased needs such as chemicals, labor, and energy

These projects are particularly applicable for the Program, as the current competitive round encourages water conservation and non-functional turf replacement assistance projects for underrepresented communities and tribes.

Fiscal Impact:

Staff intends to apply for a total of \$3.1 million for the combined three projects:

- A. \$2,500,000 – City-owned Property Turf Replacement Project
- B. \$500,000 – Commercial Property Turf Replacement Rebate Program

C. \$100,000 – Every Drop Counts Rebate and Education Program Expansion

While the grant program specifies a minimum \$3 million award plus a 25% local agency match, the City has applied as a Disadvantaged Community per the results of the 2020 census, which would eliminate the local match requirement. Should the City's request be denied, there would be insufficient funding in the water enterprise fund to meet the 25% match requirement for the City-owned Property Turf Replacement Project and the Commercial Property Turf Replacement Rebate Program, and therefore the Public Works-Development Services Department would not move forward with those projects.

Alternatives:

Do not authorize the Public Works Director to execute the grant documents and do not move forward with one or more of the projects.

Recommendation:

A. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the City-owned Property Turf Replacement Project on behalf of the City.

B. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Commercial Property Turf Replacement Rebate Program on behalf of the City.

C. Adopt a Resolution authorizing the Public Works Director or designee to apply, accept, and execute all documents associated with Department of Water Resources 2022 Urban Community Drought Relief Grant Program for the Every Drop Counts Rebate and Education Program Expansion on behalf of the City.

Attachments:

1. Resolution 1 - City Turf Replacement Project
2. Resolution 2 - Commercial Turf Replacement Rebate
3. Resolution 3 - Water Conservation Program

Prepared By:

Scarlett O. Harris
Administrative Analyst II

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING GRANT APPLICATION, ACCEPTANCE, AND EXECUTION FOR THE
CITY-OWNED PROPERTY TURF REPLACEMENT PROJECT**

WHEREAS, the City of Yuba City proposes to implement the City-owned Property Turf Replacement Project; and

WHEREAS, the City-owned Property Turf Replacement Project is being implemented in response to a drought scenario, as defined by Water Code Section 13198(a), and is intended to: (1) address immediate impacts on human health and safety; (2) address immediate impacts on fish and wildlife resources; and/or (3) provide water to persons or communities that lose or are threatened with the loss or contamination of water supplies; and

WHEREAS, the City of Yuba City has the legal authority and is authorized to enter into a funding agreement with the State of California; and

WHEREAS, the City of Yuba City intends to apply for grant funding from the California Department of Water Resources for the City-owned Property Turf Replacement Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. That pursuant and subject to all of the terms and provisions of Budget Act of 2021, the City of Yuba City Public Works Director or designee is hereby authorized and directed to prepare and file an application for funding with the Department of Water Resources and take such other actions as necessary or appropriate to obtain grant funding.
2. The City of Yuba City Public Works Director or designee is hereby authorized and directed to execute the funding agreement with the Department of Water Resources and any amendments thereto.
3. The City of Yuba City Public Works Director or designee is hereby authorized and directed to submit any required documents, invoices, and reports required to obtain grant funding.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney

ATTACHMENT 2

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING GRANT APPLICATION, ACCEPTANCE, AND EXECUTION FOR THE
COMMERCIAL PROPERTY TURF REPLACEMENT REBATE PROGRAM**

WHEREAS, the City of Yuba City proposes to implement the Commercial Property Turf Replacement Rebate Program; and

WHEREAS, the Commercial Property Turf Replacement Rebate Program is being implemented in response to a drought scenario, as defined by Water Code Section 13198(a), and is intended to: (1) address immediate impacts on human health and safety; (2) address immediate impacts on fish and wildlife resources; and/or (3) provide water to persons or communities that lose or are threatened with the loss or contamination of water supplies; and

WHEREAS, the City of Yuba City has the legal authority and is authorized to enter into a funding agreement with the State of California; and

WHEREAS, the City of Yuba City intends to apply for grant funding from the California Department of Water Resources for the Commercial Property Turf Replacement Rebate Program Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. That pursuant and subject to all of the terms and provisions of Budget Act of 2021, the City of Yuba City Public Works Director or designee is hereby authorized and directed to prepare and file an application for funding with the Department of Water Resources and take such other actions as necessary or appropriate to obtain grant funding.
2. The City of Yuba City Public Works Director or designee is hereby authorized and directed to execute the funding agreement with the Department of Water Resources and any amendments thereto.
3. The City of Yuba City Public Works Director or designee is hereby authorized and directed to submit any required documents, invoices, and reports required to obtain grant funding.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney

ATTACHMENT 3

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AUTHORIZING GRANT APPLICATION, ACCEPTANCE, AND EXECUTION FOR THE
EVERY DROP COUNTS REBATE AND EDUCATION PROGRAM EXPANSION**

WHEREAS, the City of Yuba City proposes to implement the Every Drop Counts Rebate and Education Program Expansion; and

WHEREAS, the Yuba City Every Drop Counts Rebate and Education Program Expansion is being implemented in response to a drought scenario, as defined by Water Code Section 13198(a), and is intended to: (1) address immediate impacts on human health and safety; (2) address immediate impacts on fish and wildlife resources; and/or (3) provide water to persons or communities that lose or are threatened with the loss or contamination of water supplies; and

WHEREAS, the City of Yuba City has the legal authority and is authorized to enter into a funding agreement with the State of California; and

WHEREAS, the City of Yuba City intends to apply for grant funding from the California Department of Water Resources for the Yuba Every Drop Counts Rebate and Education Program Expansion.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. That pursuant and subject to all of the terms and provisions of Budget Act of 2021, the City of Yuba City Public Works Director or designee is hereby authorized and directed to prepare and file an application for funding with the Department of Water Resources and take such other actions as necessary or appropriate to obtain grant funding.
2. The City of Yuba City Public Works Director or designee is hereby authorized and directed to execute the funding agreement with the Department of Water Resources and any amendments thereto.
3. The City of Yuba City Public Works Director or designee is hereby authorized and directed to submit any required documents, invoices, and reports required to obtain grant funding.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney

CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Public Works Department
Presentation By: Joshua Wolffe, Associate Engineer

Summary

Subject: Abandoned Railroad Corridor Feasibility Study (Adoption)
Recommendation: Adopt a Resolution which adopts the Abandoned Railroad Corridor Feasibility Study
Fiscal Impact: Potential future grant funds for acquisition, design, environmental remediation, and construction of the proposed Class I trail, through the use of the Abandoned Railroad Corridor Feasibility Study.

Purpose:

To extend the City's pedestrian and bicycle facilities throughout the abandoned railroad corridor, creating a more accessible and connected active transportation network.

Council Strategic Goal:

Adopting the Abandoned Railroad Corridor Feasibility Study addresses Council's Strategic Goal of Infrastructure, as the adoption of this Study will provide guidance for the expansion of the active transportation network.

Background:

In October 2019, the Public Works Department applied for a Caltrans Sustainable Transportation Planning Sustainable Communities Grant to secure funding for a Feasibility Study (Study). The purpose of the Study is to allow the City to determine the feasibility of converting the existing railroad right of way between Harter Parkway and Plumas Street to a bike/pedestrian path, and provide conceptual design alternatives for future grant applications. In June 2020, the City was notified that it was awarded \$200,000 in grant funding for the Study.

In November 2020, the City entered into a Restricted Grant Agreement with the California Department of Transportation (Caltrans) to receive funds for the Study. The City issued a Request for Proposals on September 27, 2021, with a deadline for submittals of October 28, 2021.

On December 21, 2021, City Council awarded a Professional Services Agreement to Dokken Engineering (Dokken) to develop the Study.

Analysis:

Throughout 2022, Dokken performed public outreach, audited the abandoned railroad corridor's existing physical and environmental conditions, determined the cost of the corridor's acquisition from its current owner, Union Pacific Railroad Company (UPRR), and created various sets of cost estimates for construction of a Class I shared-use path along the 2.3-mile corridor. The Study also analyzed options for bicycle-pedestrian connectivity from Plumas Street to the Feather River Levee trail, which would ultimately allow trail users to travel from Sutter on the west end of the trail, to Marysville on the east end. The results of the information collected through the aforementioned processes have been consolidated into the Abandoned Railroad Corridor Feasibility Study (Attachment 1, Exhibit A).

The Study determined that the conversion of the UPRR corridor was feasible, and recommended two alternatives: one alternative constructing an 18-foot-wide asphalt concrete (AC) trail throughout the entire corridor, and the other alternative constructing an 18-foot-wide trail with 12 feet of the trail width being AC for cyclists, and 6 feet of the width being a concrete sidewalk for pedestrians. The preferred alternative was the AC/concrete option that consists of the following project scope:

- 18-foot wide trail:
 - 12 feet of trail width of AC, consisting of two 6-foot bike lanes
 - 6 feet of trail width of concrete, creating a 6-foot wide sidewalk for pedestrians, and separating pedestrians from cyclists
- Pedestrian overcrossing at the intersection of Stabler Lane and State Route 20, and another pedestrian overcrossing at State Route 99
- Safety improvements:
 - High Intensity Activated Crosswalk (HAWK) signals, curb ramp and sidewalk bulb-outs and improvements at Tharp Road
 - HAWK signals, curb ramp and sidewalk improvements, and pedestrian refuge island improvements at Gray Avenue and Clark Avenue Intersections
 - Rectangular Rapid Flashing Beacons (RRFBs), curb ramp, sidewalk, and pedestrian refuge island improvements at Cooper Avenue
 - Various striping and signage improvements along the entire corridor
- Feather River Levee Trail Connection
 - Modification of striping along Plumas Street, south of Bridge Street, to upgrade from Class III to Class II bicycle lanes

Based on the Study, the estimated total project cost is \$70,100,000:

Phase	Cost
Preliminary Engineering	\$7,032,000
Right of Way/Acquisition	\$7,766,400
Environmental/Remediation	\$8,055,000
Construction	\$50,218,500
Construction Support	\$7,553,300

The environmental and remediation costs were gathered based on previous soil analysis of the railroad corridor. The full extent of contamination within the corridor and potential required remediation is currently still an unknown, and may impact acquisition and remediation costs.

Staff will use the recommendations of this Study to strategically apply for grant funding through eligible

grant programs such as the Active Transportation Program (ATP), Congestion Mitigation & Air Quality Improvement Program (CMAQ), Transportation Recreational Trails Program, and others. Due to the size and cost of this project, the entire corridor will be broken into multiple phases, such that the City's grant applications will be competitive with other agencies.

Fiscal Impact:

The City was awarded a Sustainable Communities Competitive Grant through the California Department of Transportation (Caltrans). The grant award amount was \$200,000, with a local match of \$25,912, resulting in a total project cost of \$225,912. City staff is currently working to complete final reimbursement and closeout of the grant with Caltrans.

There is no direct cost associated with adopting the Abandoned Railroad Corridor Feasibility Study. The City will be able to leverage the Study to competitively compete for grant funding to acquire, design, remediate, and construct the Class I trail.

Alternatives:

1. Do not adopt the Abandoned Railroad Corridor Feasibility Study. This may compromise future grant funding opportunities.
2. Request modifications to be made to the Abandoned Railroad Corridor Feasibility Study. This will incur additional costs from Dokken, and may affect grant funding opportunities.

Attachments:

1. Attachment 1 - Resolution
2. Exhibit A - Feasibility Study
3. Attachment 2 - Project Overview Exhibit

Prepared By:

Josh Wolffe
Associate Civil Engineer

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADOPTING THE ABANDONED RAILROAD CORRIDOR FEASIBILITY STUDY**

WHEREAS, the California Department of Transportation has awarded the City funding in the amount of \$200,000 for the Feasibility Study for Abandoned Railroad Corridor (Study); and

WHEREAS, staff awarded a Professional Services Agreement to Dokken Engineering for the development of the Study; and

WHEREAS, the study will provide strategic guidance for the creation of competitive grant applications to fund design, acquisition, environmental remediation, and construction of the shared-use trail through Yuba City; and

WHEREAS, it has been determined by the City Council that such provisions are in the public interest.

NOW, THEREFORE, the City Council of the City of Yuba City does resolve as follows:

Section 1. The City Council of the City of Yuba City adopts the “Abandoned Railroad Corridor Feasibility Study” attached as Exhibit A.

Section 2. This Resolution shall take effect immediately

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

ATTEST:

Wade Kirchner, Mayor

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit(s):

A. Abandoned Railroad Corridor Feasibility Study

EXHIBIT A



Abandoned Railroad Corridor Feasibility Study

February 10, 2023

Executive Summary

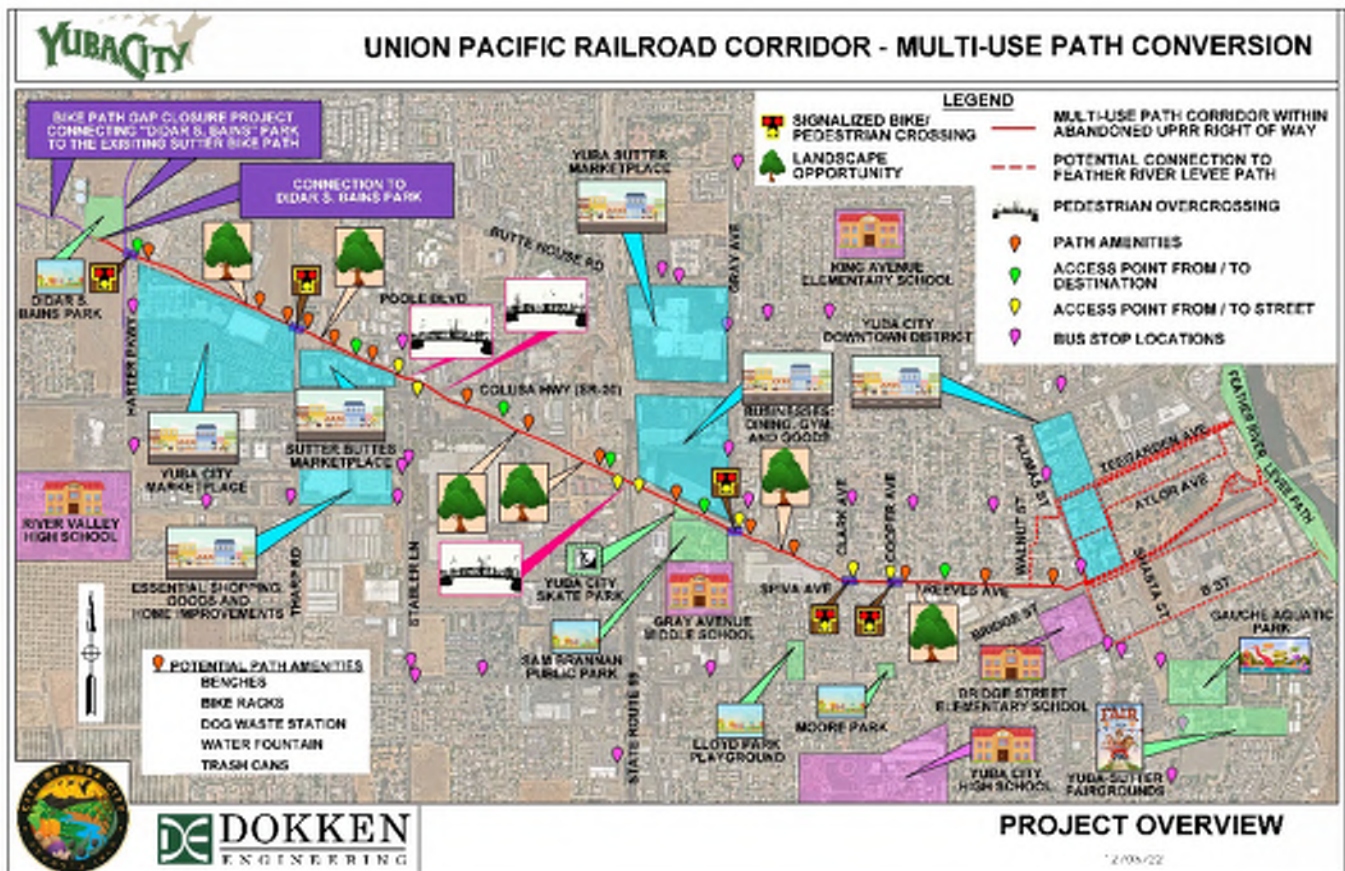
The City of Yuba (City) has coordinated the preparation of this Feasibility Study to investigate converting 2.3 miles of an abandoned Union Pacific Railroad (UPRR) corridor into a multi-use pathway. The Feasibility Study has determined the viability and cost of a multi-use path conversion. The completion of the study has put the project in good positioning to proceed to preliminary engineering and receive public funding.

Purpose and Goals

The three main goals of the multi-use path project are:

- Transportation Equity
- VMT Reduction
- Community Engagement

Converting the abandoned UPRR corridor provides an opportunity to take what is currently a blight to the City and residents and create an aesthetically pleasing centralized trail, providing connectivity and equity throughout the City for a variety of uses.



Note: For larger Project Overview exhibit, see Figure 4 in report.

Outcome of Study

The study evaluated converting 2.3 miles of abandoned UPRR right of way to a multi-use path. The multi-use path would provide a safe pedestrian and bicycle infrastructure gap closure from Harter Parkway to the Feather River Levee Path. This gap closure would allow for safe pedestrian and bicycle travel to many destinations between the Town of Sutter on the west end, and the City of Marysville on the east end. The total cost of the project was estimated at \$67 - \$70 million depending on specific project attributes. See Section 4 for more details on Cost Estimates. The recommended project alternatives are discussed below.

Recommendations

The study evaluated several path alternative components under the umbrella of two main path alignments. The two alignments studied were Alignment 1 with Civic Center Improvements and Alignment 2 without Civic Center Improvements. The Civic Center Improvements are part of the proposed SR 20/SR 99 Interchange which completed project initiation in 2016 with an approved PSR-PDS document. While both alignments were studied to give the City as much data as possible to move forward, it is the recommendation of this study that the City proceed with Alignment 1, the path alignment with Civic Center Improvements. The proposed SR 20/SR 99 interchange will almost certainly be constructed well within the lifetime of the proposed path structures. As these are multi-million dollar structures, it is in the City's best interest to design the structures to tie into the SR 20/SR 99 and Civic Center Improvements project.

For each path alignment the study evaluated different typical section options, grade separated crossing options, and gap closure to the Feather River Levee Path options. The top two recommended alternative combinations are shown in the table below.

Alternative Ranking

Path Alternative Options				Cost*	Key Benefits	Ranking
Alignment	Typical Section	Feather River Levee Path Gap Closure	Grade Separations			
Alignment 1 (with Civic Center)	12-foot width HMA, 6-foot width Concrete	Alt 1	Overcrossing @ Stabler Ln/SR 20 and at SR 99	\$70,100,000	- Alignment 1 fits with future improvements - Concrete ped path provides visual delineation between peds and bikes and received positive public feedback. - Alt 1 Downtown Alternative is the gap closure option that received most positive feedback from public and has a favorable LTS score. - Overcrossings (OCs) are recommended over Undercrossings (UCs) due to safety and maintenance issues presented by the tunnel effect of UCs.	1
Alignment 1 (with Civic Center)	18-foot width HMA	Alt 1	Overcrossing @ Stabler Ln/SR 20 and at SR 99	\$67,300,000	- Alignment 1 fits with future improvements - Full HMA width path is cost effective and reduces maintenance costs. - Alt 1 Downtown Alternative is the gap closure option that received most positive feedback from public and has a favorable LTS score - OCs are recommended over UCs due to safety and maintenance issues presented by the tunnel effect of UCs.	2

*Costs include: PSR, PA&ED, PS&E, ROW, and Construction

The City should proceed to Preliminary Engineering with the top two recommended alternatives. The City should also monitor grant programs for eligibility and opportunity; and remain flexible and ready to highlight different aspects of the project to meet the requirements of available funding sources.

Table of Contents

1. Introduction.....	1
1.1. Purpose and Goals.....	1
1.2. Existing Conditions of Corridor.....	1
1.3. Needs and Deficiencies.....	1
1.4. Corridor Vision	2
2. Project Scoping	3
2.1. Existing Plans and Information.....	3
2.2. Corridor Inventory and Analysis.....	3
2.3. Stakeholder Outreach and Engagement	3
3. Project Alternatives	7
3.1. Alternative Concepts.....	7
3.2. Right of Way and Environmental Assessments	32
4. Cost Estimates	34
4.1. Methodologies.....	34
4.2. Project Assumptions	36
4.3. Cost Estimate Summaries	37
5. Project Development Process	40
6. Funding.....	42
6.1. Funding Outlook: Opportunities and Challenges.....	42
6.2. Funding Strategies	42
7. Attachments.....	43

Attachment A: Yuba-Sutter County Regional Bike Path and Trail Exhibit

Attachment B: Public Outreach & Engagement Materials

Attachment C: Civic Center Improvement Plans

Attachment D: Structure Advance Planning Studies

Attachment E: Cost Estimate Backups

Attachment F: Preliminary Right of Way Maps

1. Introduction

1.1.Purpose and Goals

The City of Yuba (City) has coordinated the preparation of this Feasibility Study to investigate converting 2.3 miles of an abandoned Union Pacific Railroad (UPRR) corridor into a multi-use pathway. The Feasibility Study will determine the viability and cost of a multi-use path conversion. The completion of the study will put the project in good positioning to proceed to preliminary engineering and receive public funding.

By completing the railroad corridor conversion the City hopes to improve transportation equity, reduce VMT, and engage the community.

1.2.Existing Conditions of Corridor

The City shares a Class I path, the Sutter Bike Path, with Sutter County. The Sutter Bike Path begins in the Town of Sutter and extends east along a former UPRR corridor to end at Hooper Road in northwest Yuba City. The City's Sutter Bike Path Gap Closure project is currently in the design phase and will extend the Sutter Bike Path to Harter Parkway. The Sutter Bike Path will also connect to the proposed Didar S. Bains Park. The construction of Didar S. Bains Park is expected to be completed in Summer of 2023 while the Sutter Bike Path Gap Closure project is expected to begin construction Summer of 2023.

The abandoned railroad corridor is currently owned by Union Pacific Railroad, is zoned for industrial land use, and has eight public road crossings. The tracks have been removed along the corridor and there are three existing surface conditions including bare soils, vegetative cover, and railroad ballast (i.e., gravel and cobbles used to line and support railroad tracks).

An exhibit showing the areas existing bike paths, trails, and transit routes is included in Attachment A.

1.3.Needs and Deficiencies

The far east portion of the abandoned UPRR corridor ends amid fairly dense residential city blocks. This residential area is cut off from essential shopping, services, and area schools by State Route 99 (SR 99), State Route 20 (SR 20), and the existing UPRR corridor. For residents without the use of a vehicle (of which this area has many), access to everyday needs is made difficult by this isolation.

In addition to a need for connectivity of people to goods and services, there is a need to connect recreational use within the City. The Sutter Bike Path places users within Yuba City at its western boundary at a location that is not in close proximity to stores, retail, or adjacent pedestrian facilities. Across the City on the eastern boundary, the Feather River Levee Bike Path takes pedestrians across the river into Marysville and connects to parks along the way. Between these two trails, pedestrian facilities within the City are discontinuous and arbitrary. Many Transit stops exist throughout the City, however bike and pedestrian connectivity to those transit stops is lacking. The path would also provide a safer route to several area schools.

According to *Community FactFinder*, a tool used by California State Parks that analyzes demographics, in 2020 nearly 80% of Yuba City's population took trips alone in a personal vehicle, while only approximately 1.5% biked or walked for their trips. An even smaller 0.82% used public transit. These figures emphasize the need for alternatives to vehicular travel and improved connectivity to local transit.

The following figure shows Environmental Justice Areas designated by Sacramento Area Council of Governments (SACOG) within Yuba City overlaid with the path location. From this exhibit it is apparent that the path will serve several vulnerable neighborhoods.

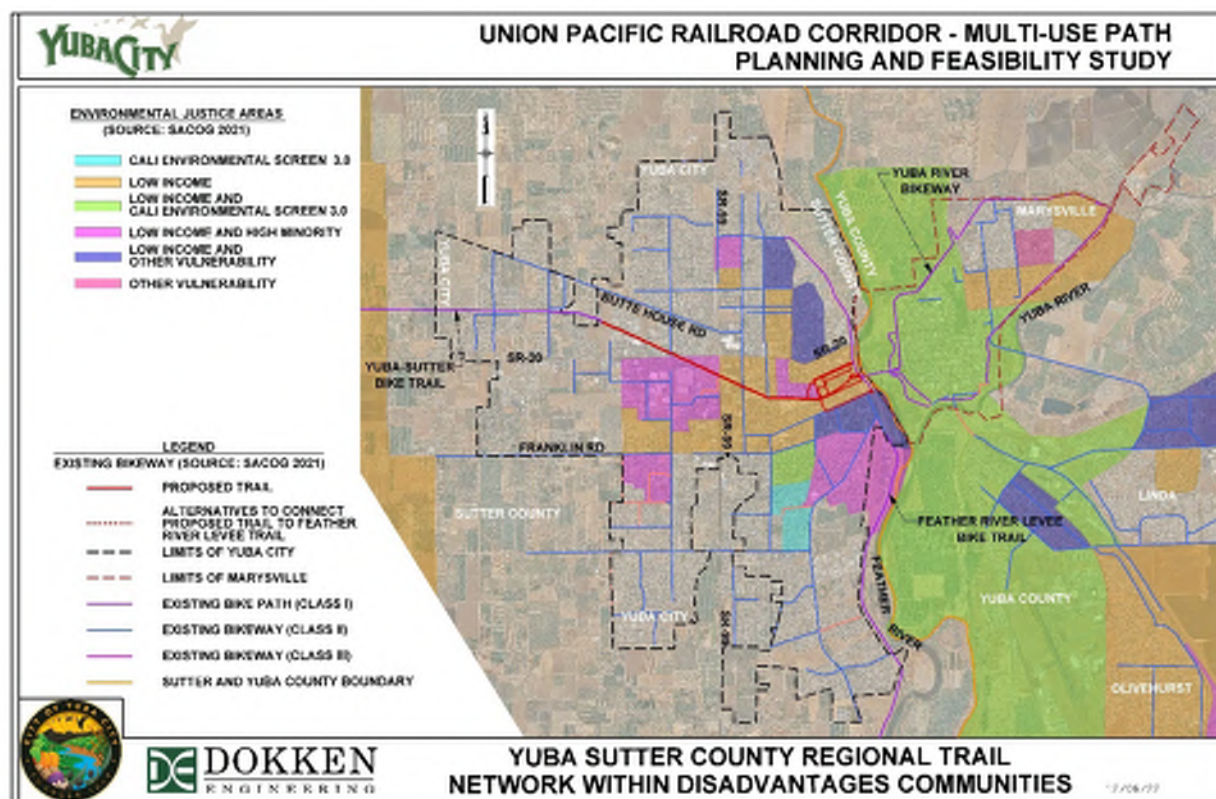


Figure 1 - Disadvantaged Communities

1.4. Corridor Vision

In 2011 a Bicycle Master Plan was completed in order to position the City for the creation of a community bikeway system which would make bicycling a viable mode of transportation. Creating a bikeway system is a mechanism for creating a more livable community, reducing traffic congestion and improving local air quality. The creation of the Bicycle Master Plan found that a total of 744 daily bicycle trips occur for travel to work or school. The City estimated that the implementation of the Bicycle Master Plan could increase these trips to 3,992. Through community outreach while developing the Plan, the City was directed to provide safer streets and expand on existing infrastructure by constructing additional bike paths, bike lanes, and designating shared roadways. The Plan recommended expanding the network of bikeways from 40 miles to 108 miles.

The following two high priority bicycle path projects were recommended in the Bicycle Master Plan:

Priority	Project Title	Description	Length
1	Railroad to Bike Path Conversion	Convert abandoned Union Pacific Railroad Right-of-Way to accommodate a bike path which extends to Bridge Street from Hooper Road.	2.90
2	Levee Bike Path Connection	Connect existing bike paths on west levee of Feather River adjacent to Second Street.	0.57

The UPRR Corridor conversion to a multi-use path will encompass both of these projects.

Converting the abandoned UPRR corridor provides an opportunity to take what is currently a blight to the City and residents and create an aesthetically pleasing centralized trail, providing connectivity and equity throughout the City for a variety of uses.

2. Project Scoping

2.1.Existing Plans and Information

The UPRR corridor conversion to a multi-use path complies with relevant City Master Plans, ADA Transition Plan, and Bicycle Master plans. In 2022 SACOG completed a plan entitled *Sacramento Region Trail Network Action Plan* which is aimed at improving area trail connectivity thereby improving health, environmental justice, economic vitality, safety, recreation, and access to all ages/abilities. The UPRR multi-use path is included in two of the plans proposed projects, SUT02 Railroad Corridor Bike Path and SUT03 Olive Street Bridge Path.

2.2.Corridor Inventory and Analysis

Two site visits were performed, one in February of 2022 and another in March of 2022. Existing conditions were noted including, observed volume of traffic at proposed crossings, land uses, potential access needs from the path, potential locations of path amenities, and more.

2.3.Stakeholder Outreach and Engagement

Understanding the demographics and preferences of potential users will factor in when determining the value of infrastructure investment. The City used several public outreach methods to engage potential users and request input. Three public presentations were organized throughout the preparation of this Feasibility Study. A website was prepared specifically for this project. Round-table meetings with stakeholders were held to help extend the outreach as well as brainstorm on solutions.

On May 14th, 2022, the City introduced the project to the public at the Farmers' Market. With a "pop-up" set up, the public got an opportunity to look at exhibits and pictures of what the potential for the 2.3-mile corridor transformation. Exhibits displayed the proposed project's alignments, visuals of at-grade crossings, overcrossings, and undercrossings. The visuals allowed community members to see the City's vision for the project, ask questions about the project, and provide suggestions/comments for the project. The public was also asked to provide ideas for amenities along the corridor that would entice them to utilize the corridor. During this event, the public was provided comment cards requesting their input, these are presented in Attachment B. The general reaction from the public was excitement and receptive to the idea of having the corridor.

On June 26th, 2022, the City utilized the opportunity to provide an information booth at the Yuba-Sutter County Fair. For this event, the team updated exhibits and materials to account for initial feedback received during May's Farmers' Market. A new sector of the community received the opportunity to learn about the corridor's potential and provide feedback on accessibility and amenities. During this event, the public was given the opportunity to complete a comment card and/or complete a questionnaire. The questionnaire included questions about the individuals' frequency of use for the corridor, level of comfort riding in different traffic scenarios, as well as preferred destinations and purpose for utilizing the



Photograph from Farmer's Market "pop-up" on May 14th, 2022

corridor. Comment cards and questionnaires received from public can be found on Attachment B.



**Photograph from Yuba-Sutter County Fair on
June 26th, 2022**

On October 26th, 2022, the City hosted a public meeting at Gray Avenue Middle School. The school is adjacent to the corridor and it was a prime location for accessibility to the community. At this event the public received a presentation of the project challenges and solutions for the potential corridor. The public was able to voice their opinions about challenges, suggestions, requests, and questions about the practicality, funding, safety, and project timeline. During this public meeting, Yuba City Mayor Dave Shaw, Yuba City Councilmember Shon Harris, Yuba City Engineering staff, and Dokken Engineering design team answered questions from the public. The public filled out comment cards and questionnaires, included in Attachment B.

Various tools were used to notify the public of this Feasibility Study and to invite them to the public events organized. The Feasibility Study team collaborated with City of Yuba Community Services to distribute project information during the Yuba City Wilderness Run 5K on March 26th, 2022. This family-friendly 5K took place along Feather River Parkway and all participants received a “goodie-bag” including a flyer containing general project information and an invitation to visit the project website. The flyer included a QR code linking users to www.yubacitybikepath.com, a website created for this project. The website included general information about the project, dates for upcoming public events and project exhibits for individuals who are not able to attend the meetings. The website included an online survey, representative contact information and an opportunity to subscribe for future notifications.



**Photograph from Public Meeting on
October 26th, 2022**

In addition, the team mailed Yuba City residents adjacent to the corridor and neighborhoods in the vicinity to notify of the project and upcoming public meeting. Lawn-signs with public meeting details were placed at high-traffic locations, parks, and other high visibility locations. Yuba City official social media was used to reach the online community. Posts on the City’s Facebook and website were added to inform public of the project and planned public events. Materials were also provided in Spanish to convey information to Spanish speaking residents.

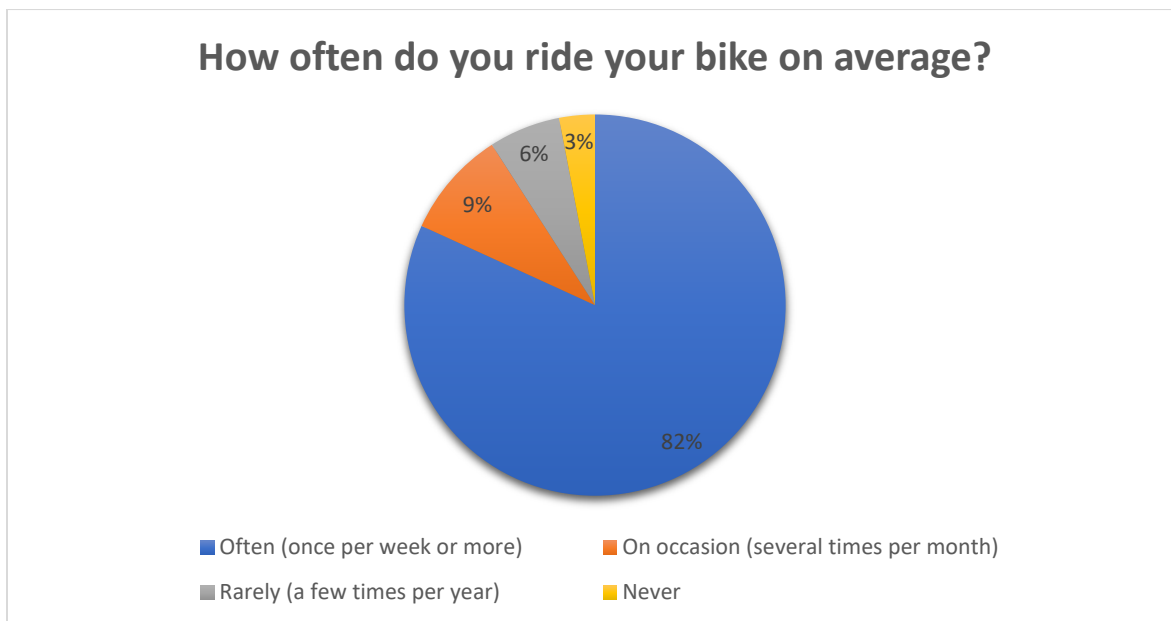
Most of the public input, through comment cards and conversations with staff, was constructive and positive. Several of the potential users expressed the preference of avoiding at grade crossings of the high-traffic intersections such as Stabler Lane, SR 20 and SR 99. With a preference of an overcrossing and not undercrossing. Public was concern about safety, lack of lighting and unattractiveness of an undercrossing. Several participants suggested amenities along the corridor such as benches, water fountains, trash receptacles, and shaded areas.

The primary concern of the public is maintaining a clean and safe path after it is built.

The public outreach team developed a questionnaire for participants to share information about their riding habits, riding personality, and vision for this corridor transformation. Below are summaries of responses to tangible questions. For a complete list of questionnaires received and comment cards received, see Attachment B.

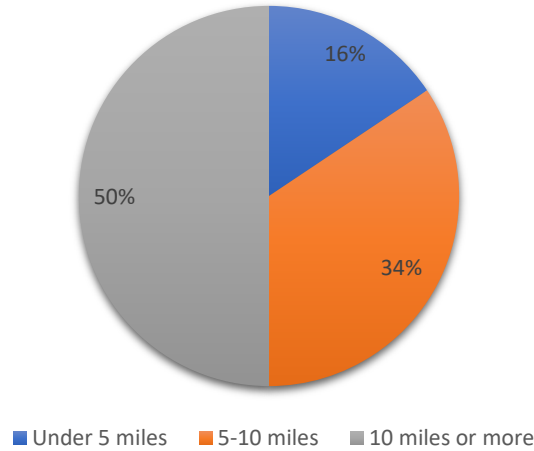


- Question #1 asked “How often do you ride a bike on average?”. From thirty-three participants, 82% responded the ride their bikes once per week or more.



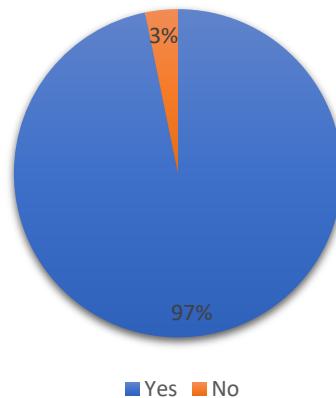
- Question #2 asked “What is a typical ride distance on average?”. From thirty-two participants, 50% responded they ride their bikes at least 10 miles per week.

What is your typical ride distance on average?

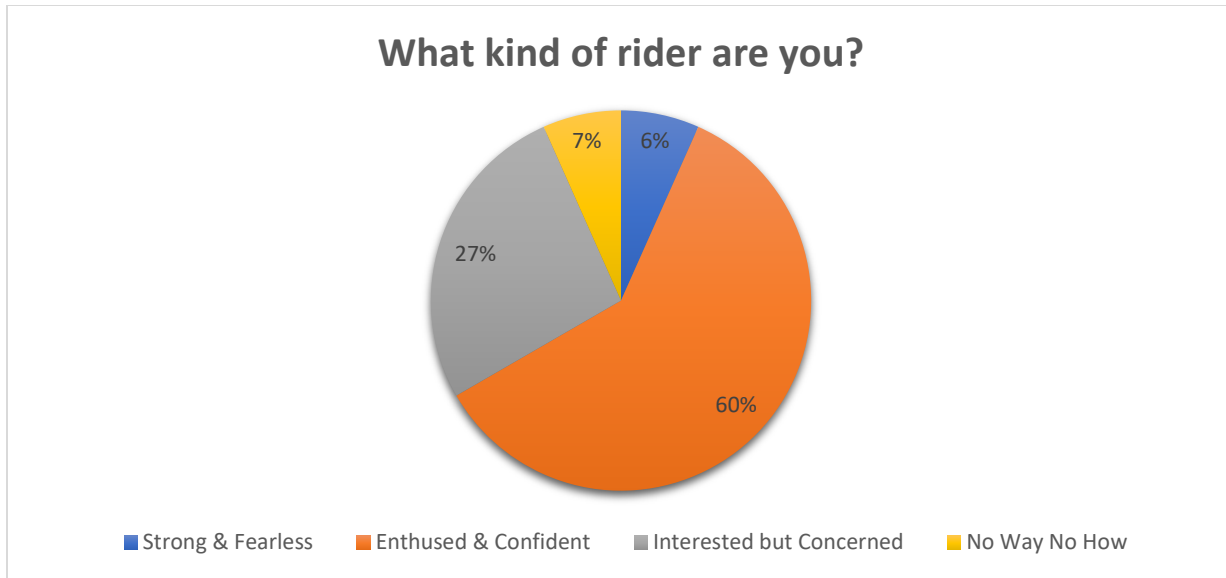


- Question #7 asked “Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?”. From thirty-one participants, 97% responded they would increase their bike riding distance.

Would you take longer rides if there was a continuous Class I trail?



Participants were asked to rate themselves on the level of comfort when riding next to traffic. Categories were based on Roger Geller’s “Four Types of Cyclists”, Portland Bureau of Transportation, Portland, Oregon, 2006. The “Strong and Fearless” type is for people comfortable to ride without any bicycle-specific infrastructure, even on busy streets. The “Enthusied & Confident” are people comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane. The “Interested but Concerned” are people willing to ride but require comfortable facilities that provide separation from heavy traffic. The “No Way No How” are people unwilling to ride regardless of bicycle-specific infrastructure provided”. From thirty respondents of the questionnaire, 60% identified themselves as enthused and confident riders.



For a summary of the comments received during outreach efforts, see Attachment B.

3. Project Alternatives

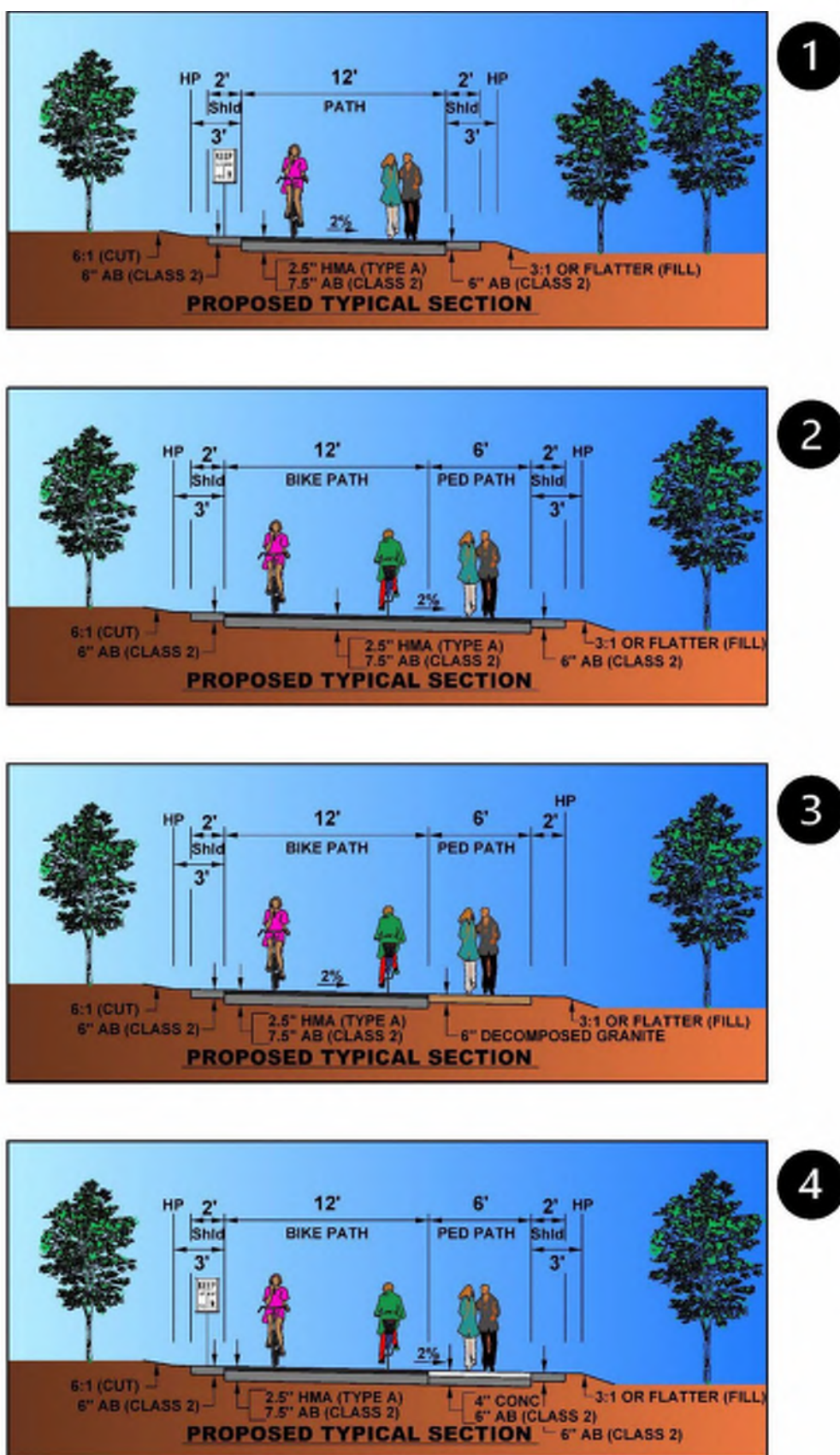
3.1. Alternative Concepts

Path Cross Section

The American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities states that for a shared use path, widths typically range from 10 to 14 feet with a minimum width of 10 feet. A wider path is needed to provide an acceptable level of service when both pedestrians and bicycles are expected.

Caltrans, in the Highway Design Manual describes a Class I bike path as a facility separated from the traveled way with exclusive right of way. Where significant bike traffic is expected and/or significant pedestrian traffic will join bicyclists a minimum path width of 12 feet is preferred.

Several cross section designs were considered and studied for the path. The sections considered are shown in Figure attached.



The various typical sections were evaluated and discussed with the public. A summary of the typical section evaluation is shown below in Table 1.

Table 1 - Typical Section Evaluation

No.	Typical Section	Assumptions	Benefits	Disadvantages	Ranking
1	12-foot Path	- Entire width would be paved, HMA - Striped for two way traffic	- Cost Effective - Meets recommended minimum width	Puts wheeled and non-wheeled traffic in same path, higher potential for conflict	4
2	18-foot Path, HMA	- Entire width paved, HMA 12-foot section would be separated from 6-foot pedestrian section with striping and signage	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts	Higher cost than minimum recommended width	2
3	18-foot Path, HMA/DG	12-foot width paved with HMA 6-foot pedestrian width would be decomposed granite (DG)	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts - Lower cost than full width pavement - Received public feedback that runners prefer DG to pavement.	- DG creates a maintenance task (weed control, regrading after storms, etc) - While DG is preferred for runners, may present difficulties for strollers, which may tempt that traffic onto the bike path creating potential for conflict.	3
4	18-foot Path, HMA/Concrete	12-foot width paved with HMA 6-foot pedestrian width would be concrete	- Separates wheeled and non-wheeled traffic. - Fewer potential conflicts - Difference in surfacing provide higher visibility separation from bikes to peds further reducing potential for conflict. - Concrete path minimizes maintenance cost.	Highest cost of sections considered	1

The cost differences between the various typical sections are discussed later in section 4 of the report. Based on the evaluation it is recommended that the City proceed with either typical section option 2 or 4.

Alignment

For the purposes of this report, we will discuss the bike path in sections from cross street to cross street.

Harter Parkway to Tharp Road

Path will connect to the Sutter Bike Path extension at Didar S. Bains Park. From Harter Pkwy to Tharp Rd, the path will be kept in the center of the right of way. This section provides good opportunity for some meandering of the path. Meandering the path provides visual interest to the users. This section of the path takes users past several retail locations with the Yuba City Marketplace including a Walmart, Home Depot, and some eateries.

Tharp Road to Stabler Lane

Through this section the path was kept toward the south side of the right of way corridor. This was done in consideration of potential future development of a large parcel to the north of the corridor. Users will pass the Sutter Buttes Marketplace. An existing courtyard with access to the UPRR corridor provides a nice opportunity for a path connection to the existing center.

Stabler Lane to SR 99

Within this section, the City has a planned future project that would impact the path alignment. In 2016, the City worked with Caltrans on a Project Study Report – Project Development Support (PSR-PDS) for an interchange at SR 20/SR 99. Through this process, it was also determined that Civic Center Blvd would be extended to intersect with and be constructed on the UPRR corridor just west of SR 99. There are also plans to construct a new hotel at this location. The plans for this potential future development are shown in Attachment C.

For this one section the path is evaluated as two separate alignments, Alignment 1 with Civic Center Improvements and Alignment 2 without Civic Center Improvements. Outside of the Stabler Lane to SR 99 limits, the path alignments are identical and were not evaluated separately.

Within this section, alignment 1 was designed to allow the future Civic Center improvement to be constructed without impacting the multi-use path. Alignment 2 was designed assuming the new Civic Center route would not be in place.

During the development of Alignment 1, it was determined that the cross section of the Civic Center Blvd extension proposed in the PSR-PDS would be too wide to allow the multi-use path to fit adjacent to the roadway within the UPRR right of way corridor. Assuming minor adjustments to the proposed Civic Center Blvd cross section, the multi-use path could be placed adjacent to the proposed roadway with minimal right of way impacts. The figure below shows the assumed cross section for the future Civic Center Blvd extension. As the two projects proceed in their development, the City should ensure that the designers are coordinating with each other.

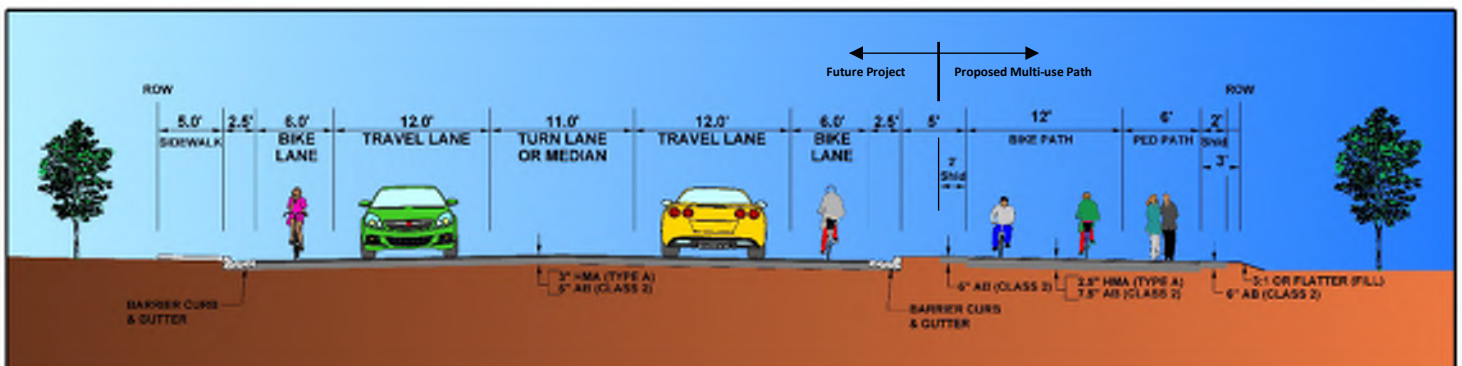


Figure 3 - Assumed Cross Section for Future Civic Center Blvd

SR 99 to Gray Avenue

This section includes two important features to the path, a connection to the popular Sam Brannan Park as well as the City Skate Park. Gray Avenue Middle School is also adjacent to the park. North of the path is a complex that used to house a large shopping center, but is now mostly boarded up. The addition of the path would make this complex a more attractive option for potential lessees.

Gray Avenue to Clark Avenue

The path would meander through this section to provide interest. The path begins to connect to apartments and a more residential area.

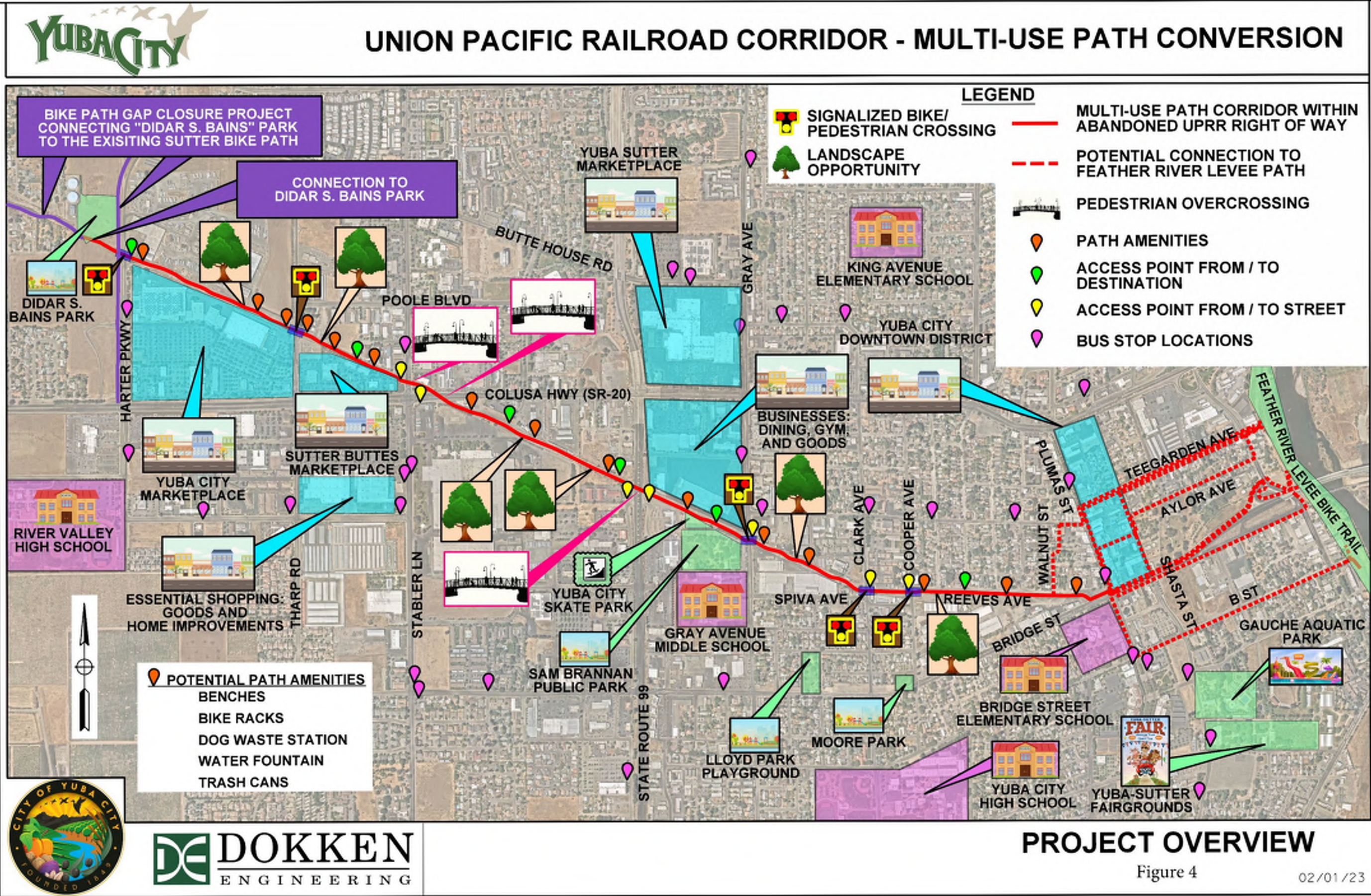
Clark Avenue to Cooper Avenue

Clark Ave to Cooper Ave is a short straight section passing multi-unit housing and businesses.

Reeves Avenue

In this section, the path travels parallel to and separated from Reeves Avenue. Reeves Ave is the southern border of a large residential neighborhood. Crosswalks will be placed in areas most likely to be used by bicyclists connecting to other neighborhoods, likely Orange Street, Olive Street, and Almond Street.

Figure 4 attached, shows an overview of the entire corridor with path and area highlights.



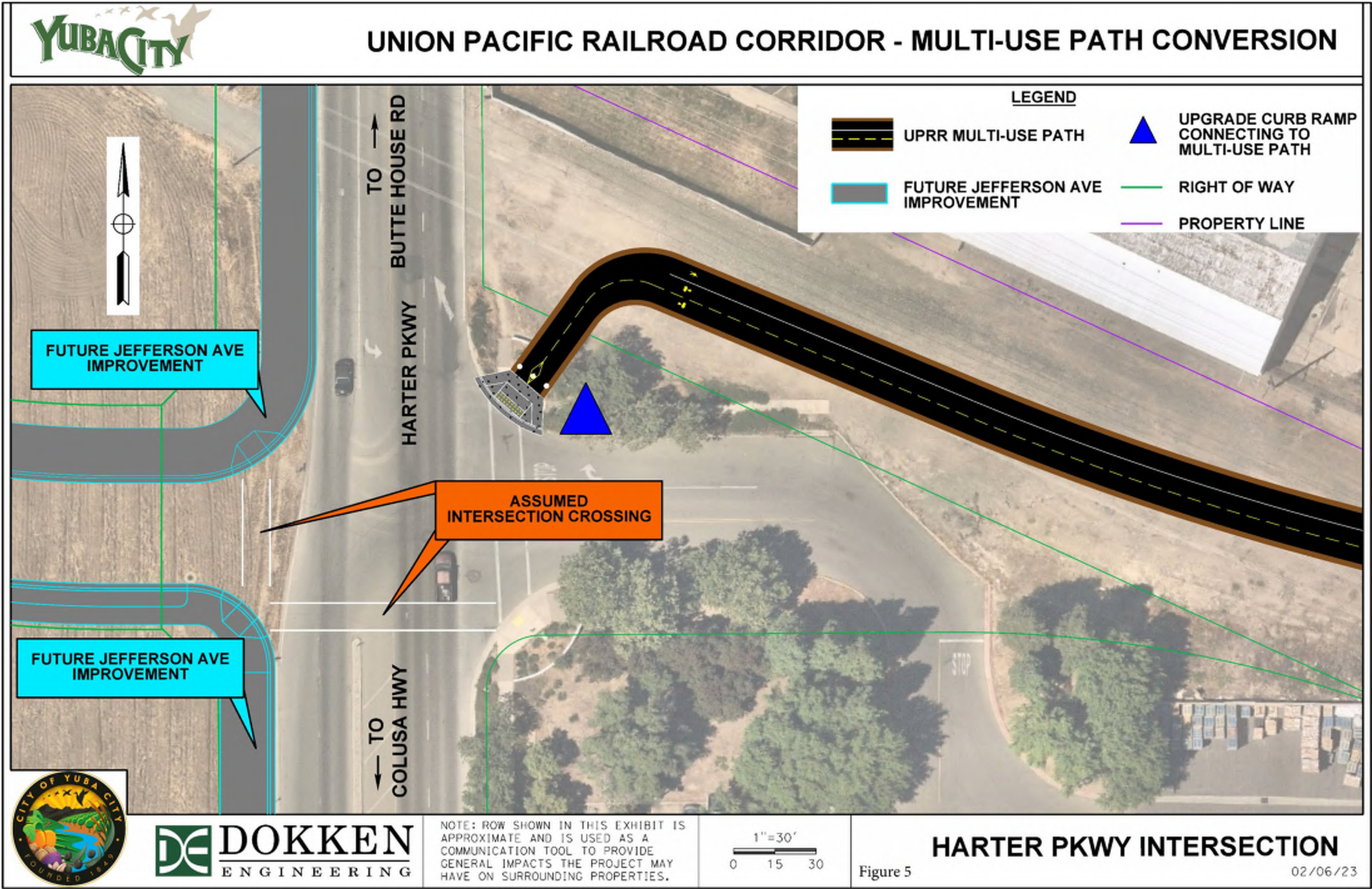
Crossings

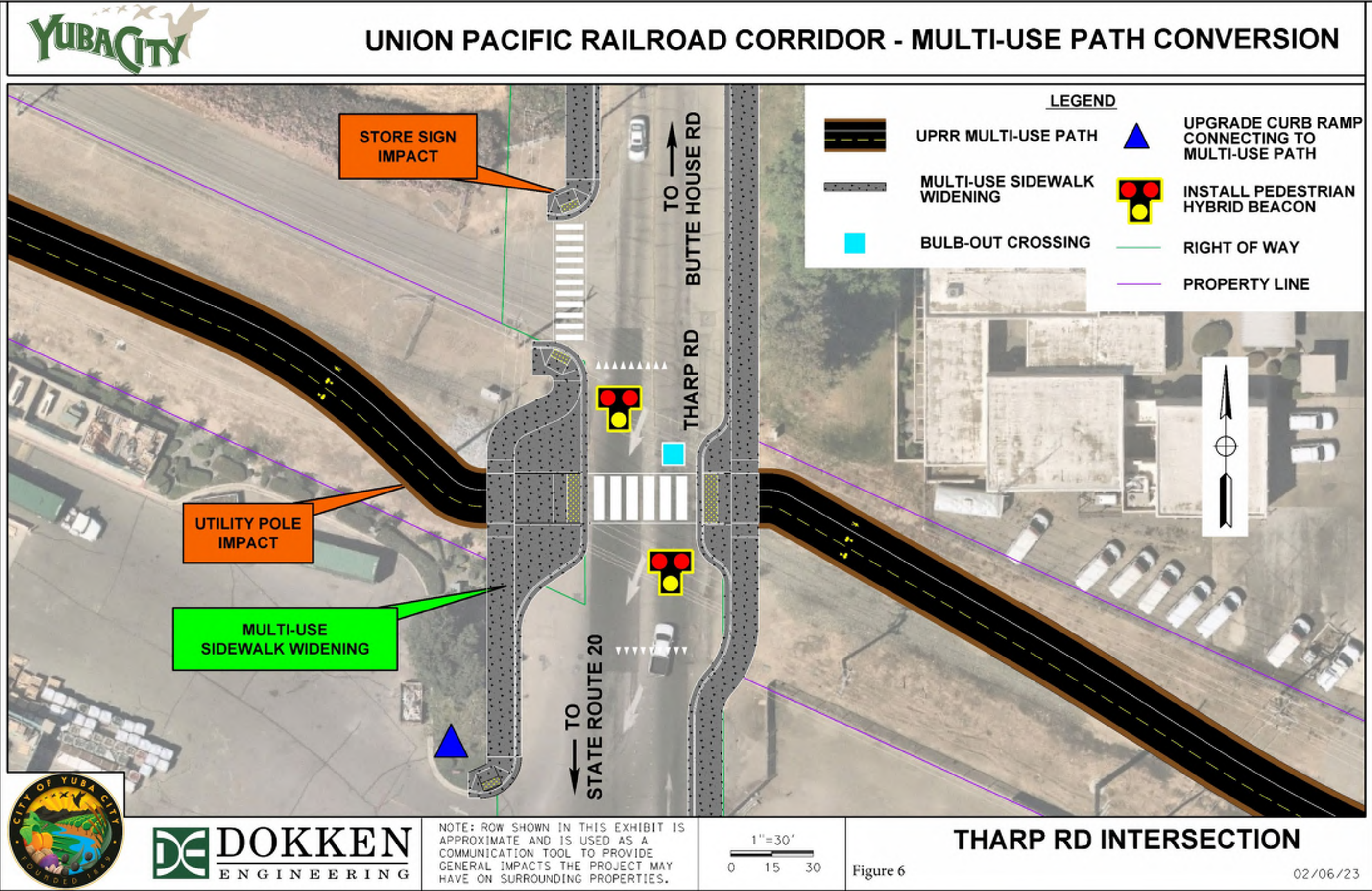
Each location where the path intersects a street, the characteristics of that street were evaluated to determine the best method of crossing. A summary of each crossing evaluation is shown in Table 2 below.

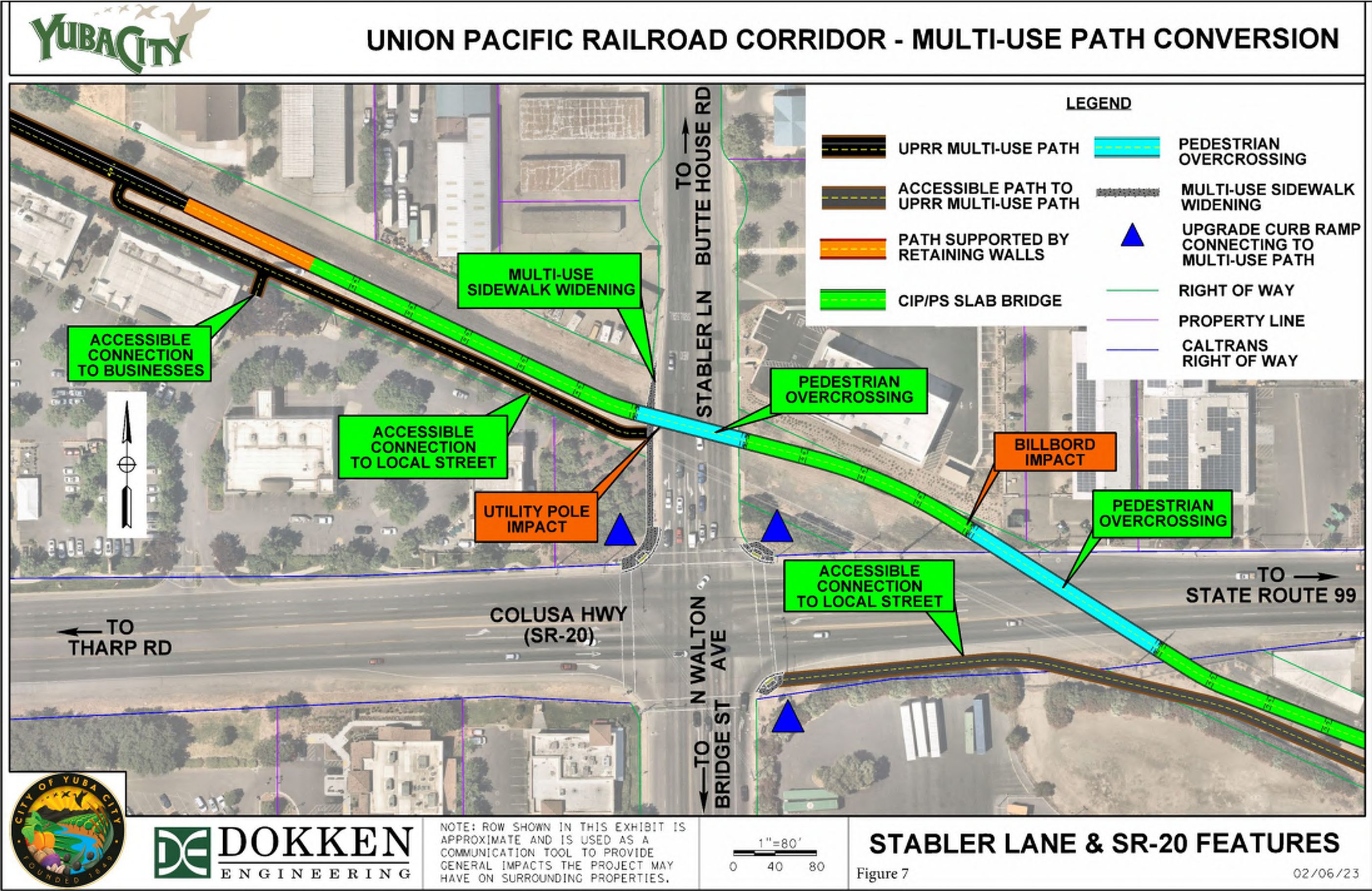
Table 2 - Crossings Evaluation

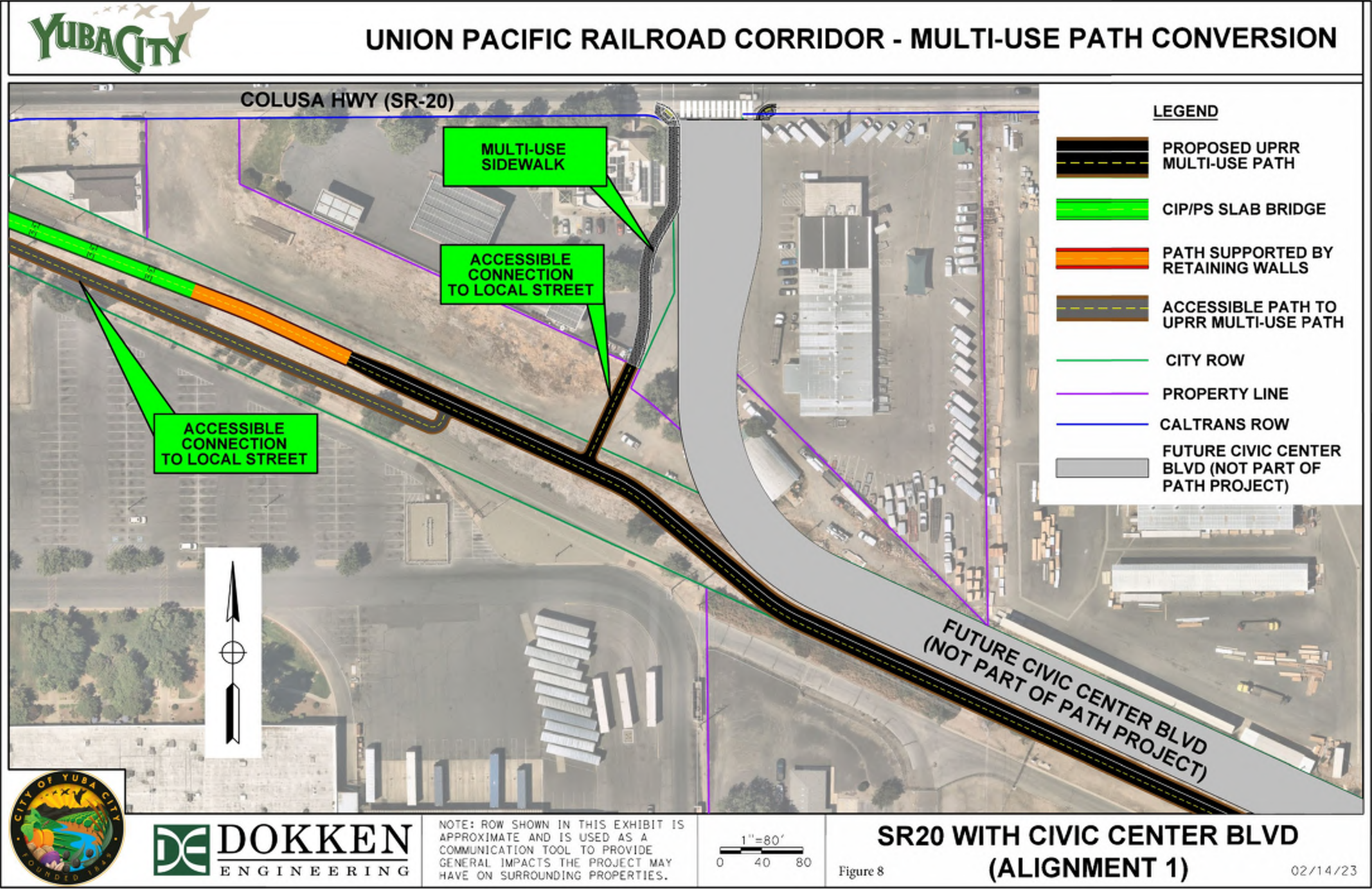
Cross Street	Cross Street Characteristics	Crossing Method	Notes
Harter Pkwy	Collector with moderate traffic and plans to widen in the future	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Tharp Rd	Collector with moderate traffic and nearby intersection and driveways	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Stabler Ln	Arterial, heavy traffic	Overcrossing or undercrossing	It is recommended that for an overcrossing, these two crossings be combined into one structure as the proximity of the two precludes a vertical alignment conforming between them. Also, a combination of fill and retaining walls in between is less cost effective and blocks more visibility to local businesses adjacent to the crossing than a continuous structure. While studied, the undercrossing option for these locations is considered infeasible as it creates a long tunnel effect that is not conducive to safety or maintenance.
SR 20	Highway, heavy traffic and limited right of way access		
SR 99	Highway, heavy traffic and limited right of way access	Overcrossing	Two-span main structure assumes a bent in the median of SR 99.
Gray Ave	Arterial, moderate traffic	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Clark Ave	Arterial, moderate traffic. An offset intersection is directly south. Proximity of this intersection creates need for a higher level of protection at crossing.	X-walk with Pedestrian Hybrid Signal	Commonly known as a "HAWK" signal. Warning signage will also be employed
Cooper Ave	Relatively low traffic local road	X-walk with Flashing Beacons	Warning signage will also be employed

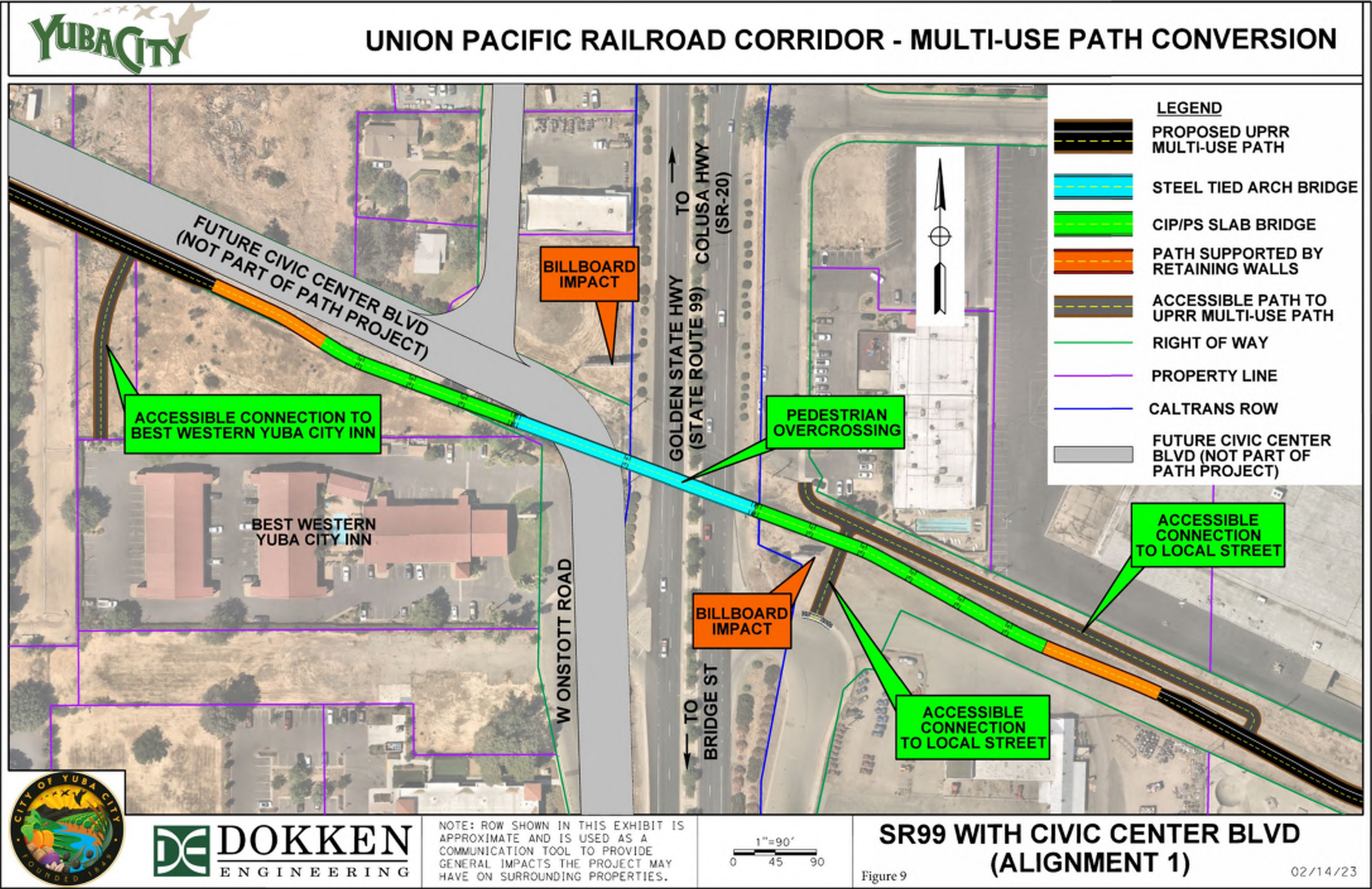
A detailed view of each crossing is included in the following Figures 5 through 13.

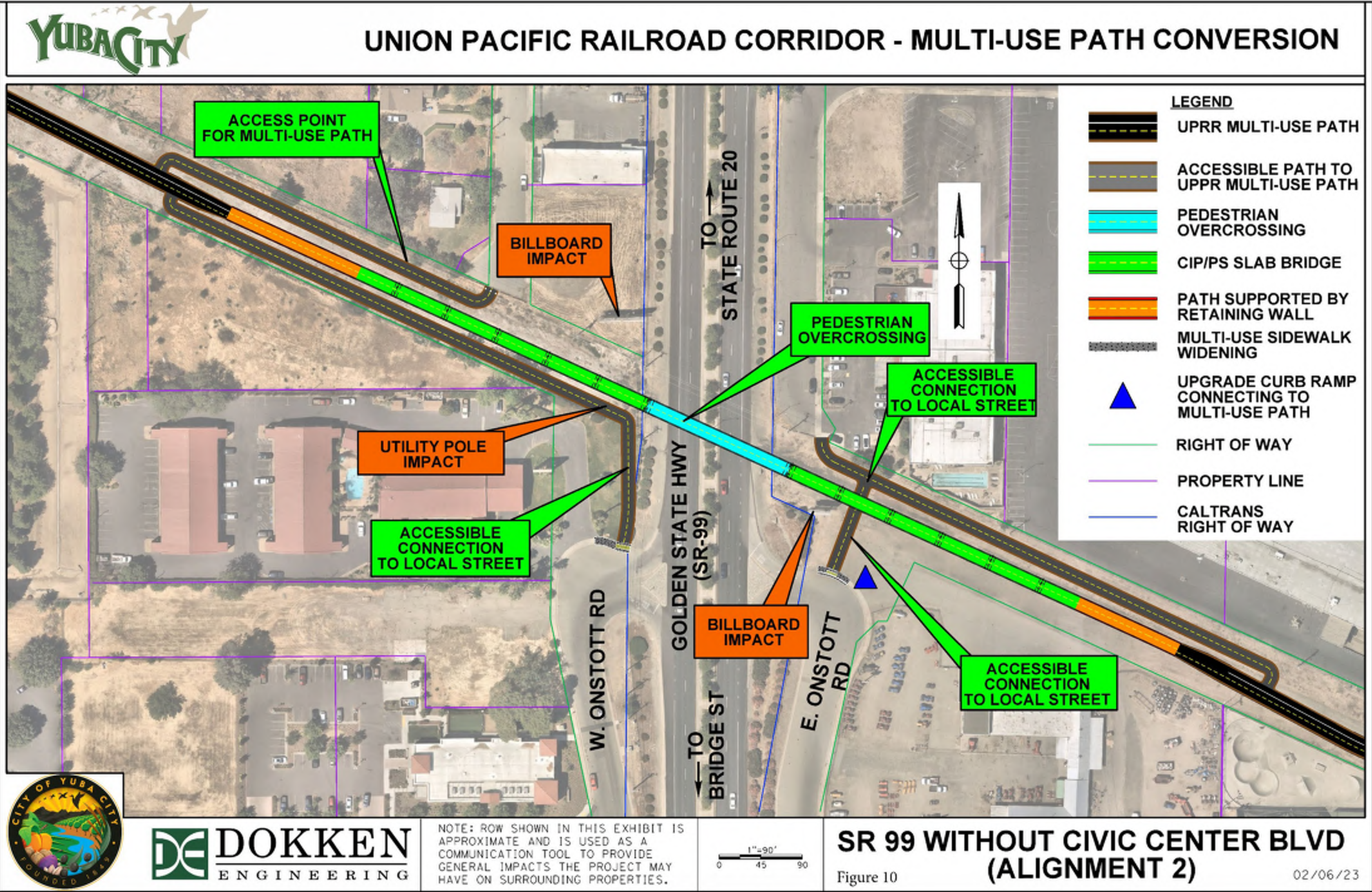


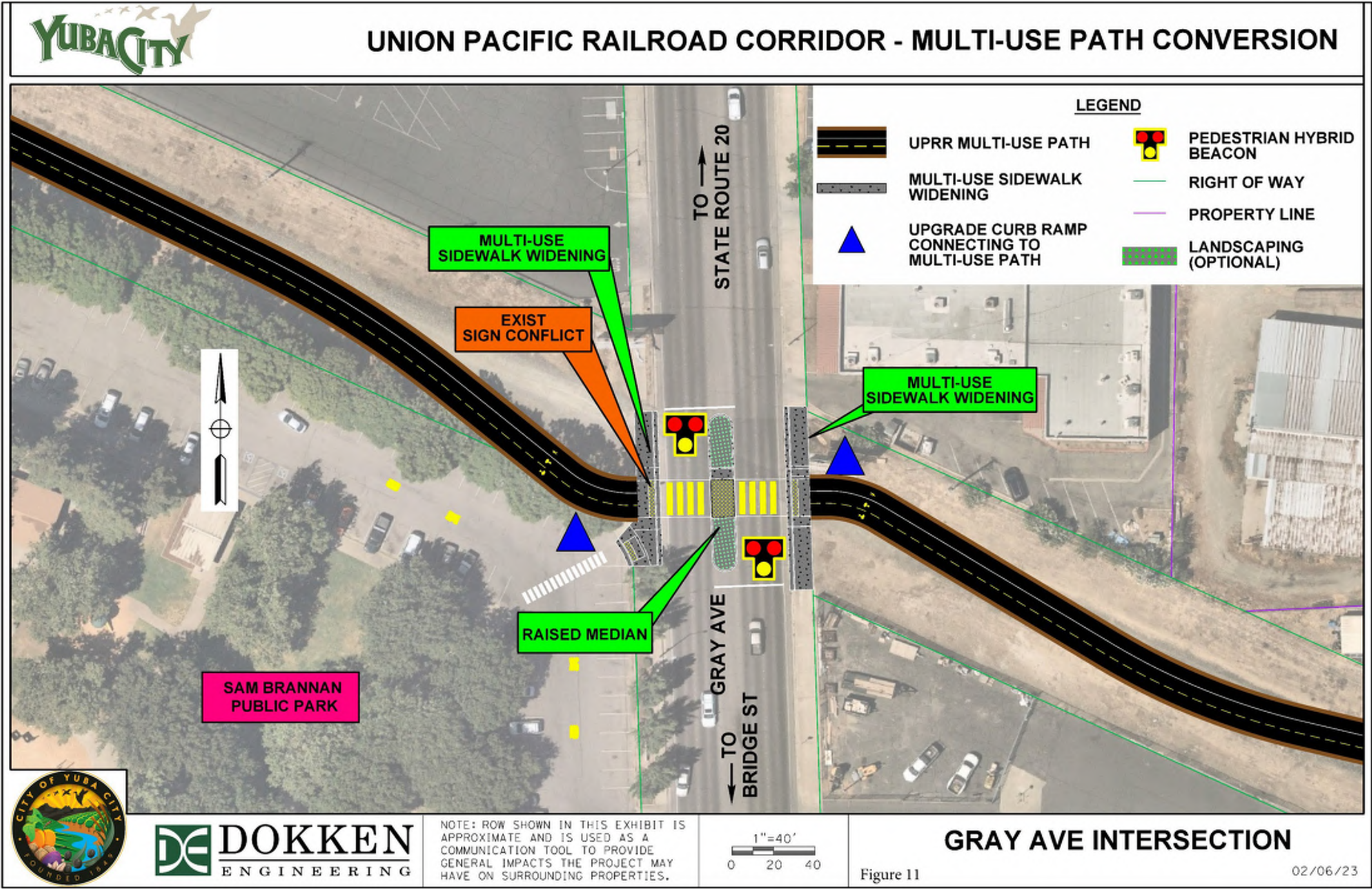


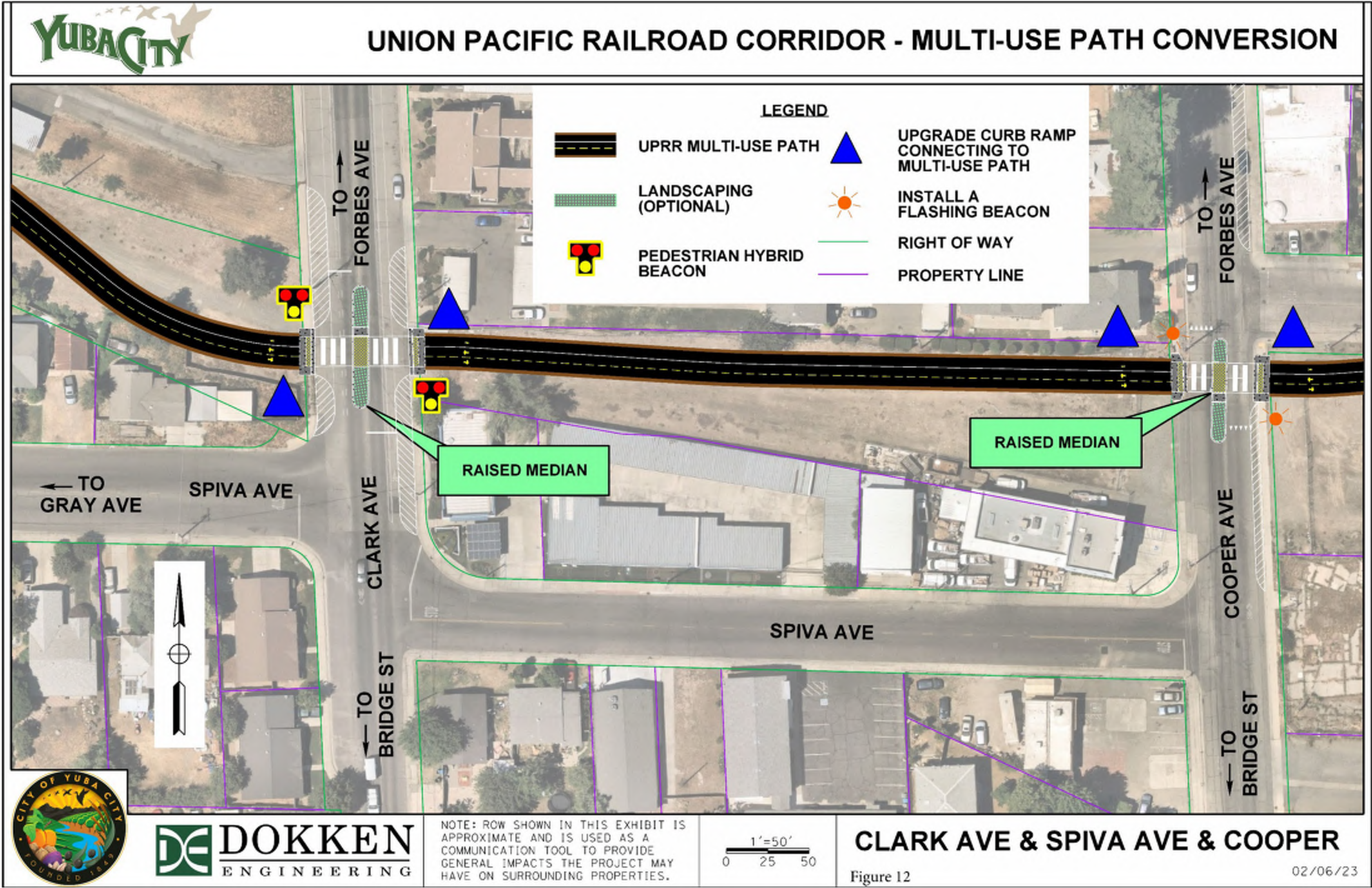


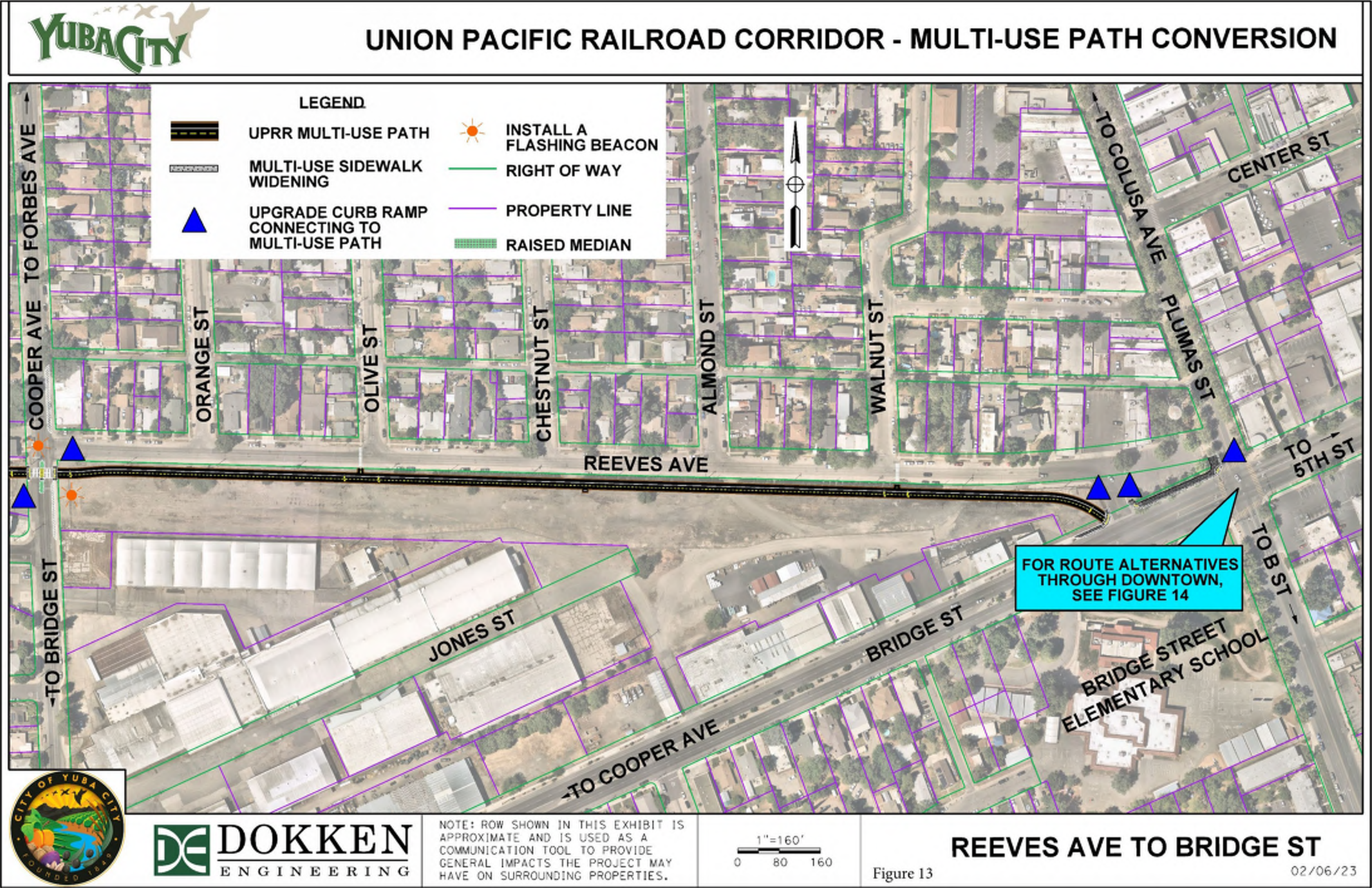












NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS USED AS A COMMUNICATION TOOL TO PROVIDE GENERAL IMPACTS THE PROJECT MAY HAVE ON SURROUNDING PROPERTIES.

1"=160'

0 80 160

REEVES AVE TO BRIDGE ST

Figure 13

02/06/23

Structure Advanced Planning Studies

Due to heavy traffic and the need for access control, grade-separated crossings are recommended for the Stabler Lane, SR 20 and SR 99 crossings. Two advanced planning studies (APSs) were prepared for each crossing. For Stabler Lane and SR 20, both undercrossing and overcrossing alternatives were developed. For the SR 99 crossing, two overcrossing alternatives were considered, one assuming the SR 99/SR 20 interchange and Civic Center improvements occur and one based on the existing conditions. In the overcrossing scenarios the path would be elevated over the streets/highways while in the undercrossing scenarios the path would be lowered and cross underneath the local or state facility. In both cases, the existing roadway being crossed would maintain its existing vertical alignment.

Overcrossing structures were assumed to be steel tied arch spans with cast-in-place, prestressed concrete slab approach spans. For the overcrossing spans of 100 feet to 200 feet, prefabricated steel truss spans are generally the most economical, but for spans at the longer end of that range, the economy of the tied arch improves relative to the truss and is more attractive. The APSs show tied arches for all the longer spans, and the estimates are based on tied arch spans as well. All overcrossing options would be supported on reinforced concrete bents and are expected to require deep foundations consisting of either driven or cast-in-drilled-hole (CIDH) piles. All overcrossing alternatives are based on a clear width between railings or curbs of 14 feet with 1-foot-wide curbs for a total width of 16 feet. The 14-foot clear width is based on the minimum path width of 8 feet (Caltrans HDM) combined with a 6-foot pedestrian path.

Pedestrian undercrossings are generally discouraged due to user-security concerns. To address these concerns, clear sight lines, generous opening widths beyond the minimum required to clear the path section, adequate lighting and surveillance cameras are often required. If the security concerns can be addressed, undercrossings can be attractive and less-expensive alternatives to overcrossings. Because they require less vertical clearance (10 feet minimum; 12 feet assumed for this study to maximize the size of the opening) than overcrossings (17 feet over conventional highways and local roads and 18.5 feet over freeways and expressways), they result in significantly shorter approach slopes than overcrossings, and those slopes can be accommodated at grade through excavation and retaining walls, if needed, rather than additional structure length. The reduced elevation gain and loss associated with undercrossings requires much less effort for path users, particularly for the mobility-challenged. For cyclists, undercrossings provide the added benefit of allowing them to use momentum from the downhill into the undercrossing to help with the uphill on the way out. However, undercrossings, particularly in relatively flat terrain, such as Yuba City, are prone to flooding and likely require a pump station to clear drainage. They also frequently require expensive relocation of wet utilities, especially gravity storm and sanitary sewers.

Undercrossings of Stabler Lane and SR 20 are considered feasible but would require extensive retaining walls both on the approaches and between the two undercrossings to keep the excavation within the UPRR right of way. These walls would preclude a connection to street level between the two undercrossings. In addition, because of right of way limitations, it would be impractical to design undercrossings with adequate width and side slopes to eliminate the “tunnel” effect. Rather than 1.5H:1V or flatter slopes along either side of the full path cross section that would create an open feel, a vertical wall would be required on at least one side to keep the approach section within the railroad right of way. This wall along the path would limit sight lines through the undercrossings and result in a half-tunnel effect. Required utility relocations would complicate the undercrossings and drive up their costs, as would the need for staged construction and related traffic handling.

An undercrossing of SR 99 was deemed infeasible because the length required to accommodate existing and ultimate lane configurations on SR 99 would make it very difficult, if not impossible, to avoid the “tunnel effect”.

While both the overcrossing and undercrossing alternatives are considered feasible, the real and perceived security issues with undercrossings in an urban area, right of way constraints precluding optimal opening dimensions, public preference, drainage issues, utility relocations, and the unknowns related to the extensive excavation within the railroad right needed for undercrossings, all lead to a recommendation for the overcrossing alternatives. The structure APSs are included in Attachment D.

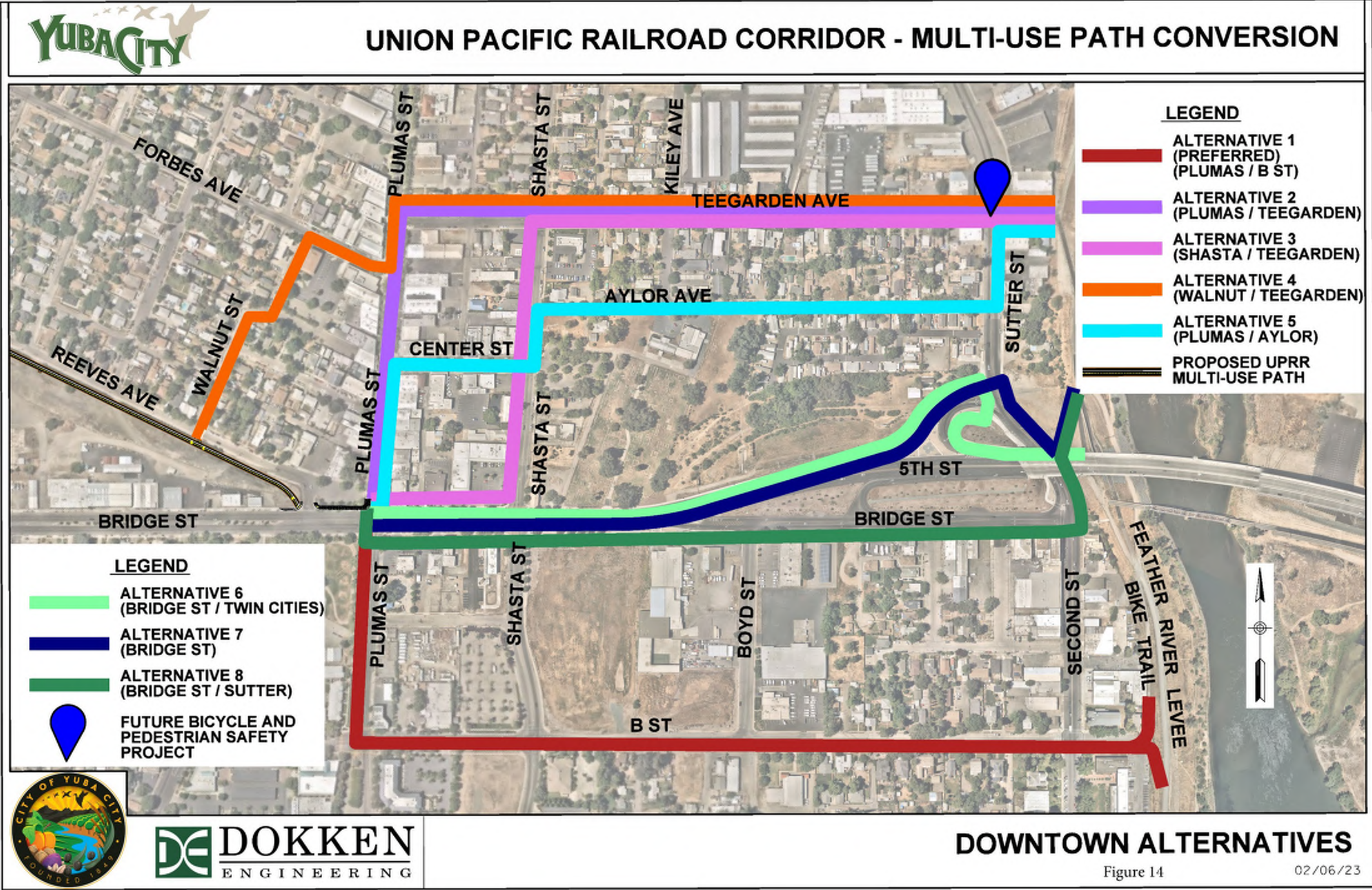
Downtown Alternatives - Gap Closure to Feather River Levee Path

The existing UPRR corridor terminates at Reeves Avenue and Bridge Street. At Bridge Street the path will terminate and bike traffic will be transferred to the local streets. Approximately a half mile to the east, lies the existing Feather River Levee Path. For multimodal connectivity, the City would like to provide a connection from the UPRR converted path to the levee trail. This connectivity would be provided via bicyclists within the roadway under various levels of service. Caltrans defines bike facility level of service using a Class 1 through Class 4 rubric. The Classes of bike facilities are explained in Table 3 below.

Table 3 - Caltrans Bike Facility Classification

Class	Standards
Class 1 Bikeway (Bike Path)	• Serve corridors not served by streets and highways • Can serve as recreational routes or as higher speed commuter connectors • 8' min width, 10' preferred for two-way traffic • 5' min separation from vehicle traffic
Class 2 Bikeway (Bike Lane)	• Striped bike lane within the roadway • Serve streets with high bicycle demand • 5' min width adjacent to on street parking • 6' min width for posted speeds of 40 mph or greater
Class 3 Bikeway (Bike Route)	• Shared facilities that provide continuity between other classes of bikeways • Width is included in standard lane and shoulder widths of the roadway • On street parking is not allowed or restricted
Class 4 Bikeway (Separated Bikeways)	• For exclusive use of bicycles • Separated from vehicle traffic • Same width and separation requirements as Class 1

A total of eight alternative routes were studied to connect the proposed UPRR path and the Feather River Levee path. The downtown connection alternatives studied are shown in the following Figure 14. The feasibility of upgrading the studied routes to Class 1, 2, and 3 was evaluated.



Each downtown connection alternative will require infrastructure improvements in order to bring the road up to an acceptable level of service for bicycle traffic. What class of bike route provided on the roadway will depend on local impacts, funding available as well as public input. Each alternative was evaluated to determine the level of improvements needed for the classes of bike paths considered. A summary of this evaluation is shown in Table 4 below.

Table 4 - Downtown Alternatives, Required Improvements

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
1	Plumas St	3	-Decrease # of lanes -Remove parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Update Traffic Signal Timing	-Eliminate parking -Adjust lane widths to 11' -Bike lane both directions -Pavement Marking -Additional Signing	-Upgrade Pavement Markings -Additional Signing
	B St	2	-Decrease # of lanes -Remove parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Update Traffic Signal Timing	Leave as is	Leave as is
2	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Eliminate Parking -Buffered Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
3	Bridge St	ND (Not a designated bike route)	-Remove Planter Strip -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing -Realign Road -Update Traffic Signal Timing	-Reduce Lanes to 11.5' lanes with a 12' center section -Bike lanes in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Shasta St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Diagonal parking to Parallel -Bike lane both side of road -Pavement Markings -Additional signing -Reduce travel lanes to 11' -Update Signal Timing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is
4	Walnut St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Buffered Bike Lane in both directions -Eliminate Parking -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Forbes Ave	3	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Keep parking = Class 3 or Buffered Bike Lane in both directions and Eliminate Parking -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
4	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Convert Parking to parallel Parking - Bike Lane in both directions -Eliminate curb section -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking in both directions -Realign road -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Bike Lane in both directions -Convert Parking to parallel -Convert travel lane width to 11' -Pavement Markings -Additional signing	Leave as is
5	Bridge St	ND	-Eliminate Parking (on Reeves Ave side) -Separated bike line markings -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Reduce Travel Lanes -Buffered bike lanes in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Plumas St	3	-Separated bike lane between parking and sidewalk in both directions -Convert diagonal parking to Parallel -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Eliminate Parking -Buffered Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Center St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Parking to Parallel -Bike Lane in both directions -Recenter road with 12' lanes -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
5	Shasta St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Convert Diagonal parking to Parallel -Bike Lane in both directions -Convert travel lane to 11' lanes -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Aylor Ave	ND	-Acquire additional area -Separated bike line marking in both direction -Flexible/inflexible post or barriers -Pavement markings -Additional signing	-Acquire additional area -Bike Lane in both directions -Additional Signing -Pavement Markings	-Acquire additional area -Upgrade Pavement Markings -Additional Signing
	Sutter St	ND	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible post or barriers -Pavement markings -Additional signing -Road diet (two way left turn lane)	-Buffered/ Bike Lane in both directions -Pavement Markings -Additional signing	-Upgrade Pavement Markings -Additional Signing
	Teegarden Ave	3/2	-Eliminate Parking -Separated bike line marking in both directions -Flexible/inflexible posts or barriers -Pavement markings -Additional signing	-Buffered/ Bike Lane in both directions -Pavement Markings -Additional signing	Leave as is
6	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	* (see note)	*
7	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	*	*

Alt	Street	Existing Bike Route Class	Improving Route to		
			Class 1	Class 2	Class 3
7	Sutter St	2	-Acquire lane next to sidewalk --Roadwork/excavation -Pavement markings -Additional signing	*	*
8	Bridge St	ND	-Replace sidewalk for a Class 1 path -Remove planter strip and trees -Relocate utilities -Pavement markings -Additional signing -Adjust island width	*	*
	Sutter St	2	-Upgrade sidewalk section to a Class 1 path -Relocate utilities -Pavement Markings -Additional signing	*	*

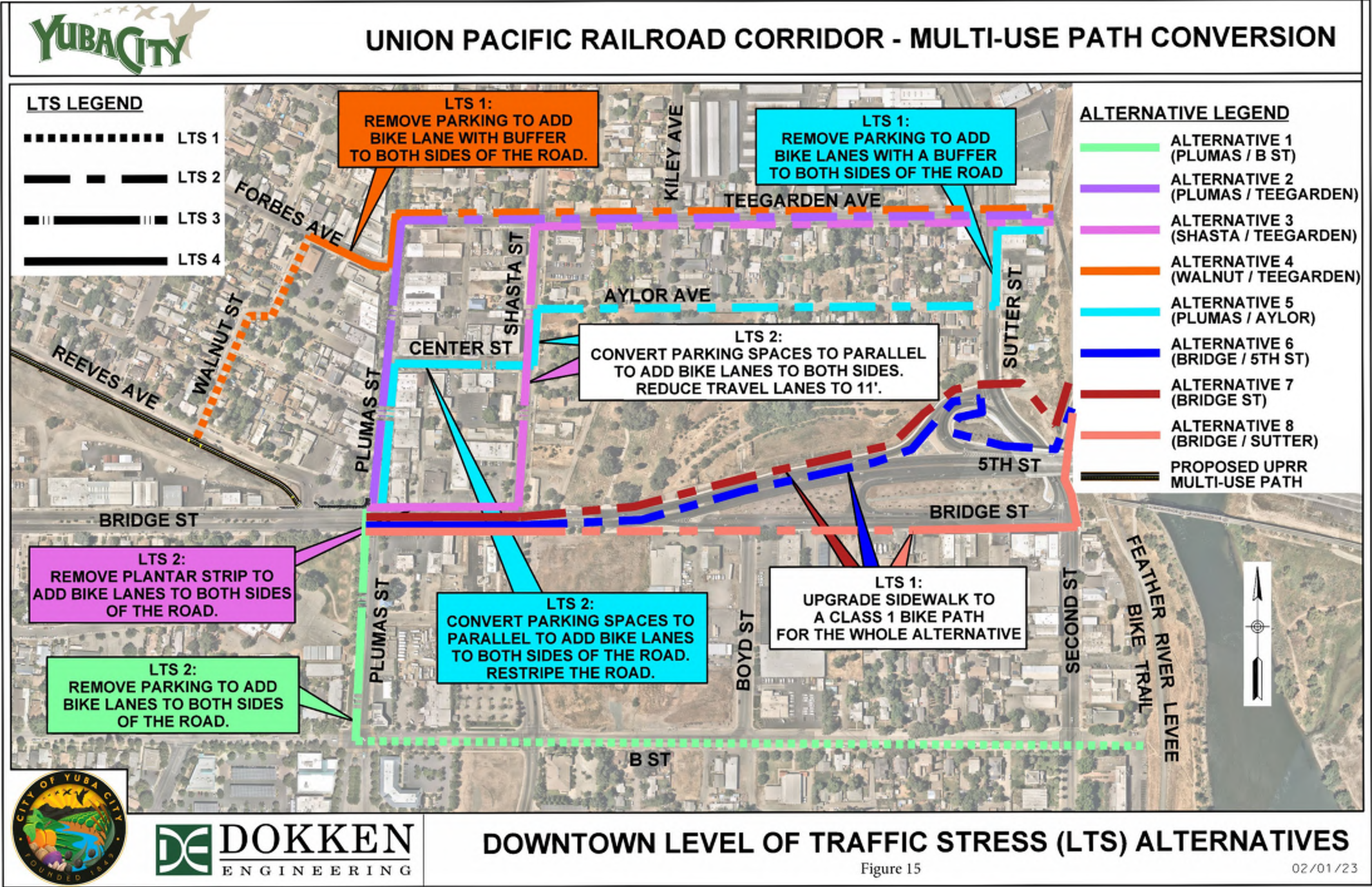
* - Alternatives 6, 7, and 8 are all Class 1 paths, so upgrading to Class 2 or 3 is not applicable.

A useful tool to use when evaluating what level to improve a bike facility to is something call Level of Traffic Stress (LTS). LTS is an approach that quantifies the amount of stress or discomfort a person feels when they bicycle close to traffic. The methodology was developed in 2012 by the Mineta Transportation Institute and San Jose State University and is being utilized by transportation agencies nationwide including Caltrans.

The LTS method assigns a numeric stress level to streets and paths based on attributes such as traffic speed, traffic volume, number of lanes, frequency of parking turnover, intersection crossings and more. LTS applies a “weakest link” logic, meaning the stress level is assigned based on the lowest-performing attribute of the street. If a segment has mostly low-stress characteristics, the occurrence of one high-stress attribute dictates the stress level for the segment. The LTS methodology identifies four stress levels:

- LTS 4 – High stress, suitable for few adults (about 4 percent of adults).
- LTS 3 – Moderate traffic stress, for some adults (about 10 percent of adults).
- LTS 2 – Low traffic stress, suitable for most adults (about 50 percent of adults).
- LTS 1 – Very low traffic stress, suitable for most children.

Each downtown alternative studied was assigned an LTS level, these LTS designations can be seen in Figure 15 attached.



To determine a recommended alternative for the downtown connection, several evaluation criteria were considered. Impacts to local businesses and circulation was considered. For example, eliminating on-street parking could have a negative impact on local businesses and the project may have to include allowances for replacing the lost parking elsewhere. The overall cost of the alternatives were considered. The Level of Traffic Stress (LTS) was considered and finally public reaction to each alternative was weighed. Refer to Section 2.3 for more discussion on public feedback of the downtown routes. For the purposes of ranking it was assumed that each alternative would be upgraded to a Class 2 facility (except for alternatives 6 through 8 which are only Class 1 facilities). Table 5 below ranks each alternative against these criteria.

Table 5 - Downtown Alternatives Ranking

Downtown Alternative	Ranking Criteria (Poor - Fair - Good)			
	Impacts to Local Business and Circulation	Cost	LTS	Public Feedback
1	Good	Good	Fair	Fair
2	Fair	Good	Good	Poor
3	Fair	Good	Fair	Poor
4	Fair	Fair	Fair	Poor
5	Fair	Fair	Fair	Poor
6	Fair	Poor	Good	Good
7	Fair	Poor	Good	Good
8	Fair	Poor	Good	Good

Based on the evaluation and ranking of each downtown alternative, it is recommended to proceed with Alternative 1, a connection via Plumas Street and B Street upgraded to a Class 2 facility.

Path Amenities

It is assumed that several path amenities will be included in the corridor conversion such as landscaping, lighting, benches, water fountains, bike racks, dog waste station, and trash receptacles. Potential locations of these amenities are shown in the Project Overview exhibit, Figure 4.

3.2. Right of Way and Environmental Assessments

Right of Way Impacts and Coordination

This feasibility study revolves around the idea of converting the abandoned UPRR corridor into a separated bicycle and pedestrian way. The 2.3-mile corridor is currently owned by UPRR and negotiations with the owner will be necessary to acquire the right of way. The entire 80 foot width of the UPRR corridor over the length of the project would be acquired for the path conversion as well as the entire parcel adjacent to Reeves Avenue containing the former railyard. Beyond the 2.3-mile corridor several alternatives were studied to decide the feasible route to close the gap between the corridor and the Feather River Levee Path. Seven alternative routes for the gap closure were considered with emphasis on two main alternatives. Alignment 1 impacts the existing abandoned Union Pacific Railroad (UPRR) corridor, 16 privately owned properties, 4 billboards, and public right of way. Alignment 2 also impacts the abandoned UPRR corridor, 16 privately owned properties, 4 billboards, and public right of way. Impacts will involve both partial and temporary acquisitions. Private property impacts in alignments 3-7 are add-ons to alignments 1 and 2.

The impacted privately owned properties are a mix of industrial, commercial, residential, church, government, and vacant parcels. The cost to acquire the proposed permanent and temporary acquisitions was estimated by analyzing the parcels being impacted by each alternative. Recent comparable sale data was reviewed to determine a price per square foot value and provide an estimate of the total acquisition costs. Estimates also include costs associated with improvements within proposed right of way acquisition areas, such as fencing and landscaping. Please see Attachment E for preliminary right of way maps.

For the purpose of valuing the abandoned UPRR corridor, “across the fence” values were utilized. For the purposes of negotiating with UPRR. This is the recommended valuation method, as UPRR will utilize this method for their own appraisal and will become a project cost. This method is a variation of the sales comparison approach and determines market value based on the prices of adjoining land. To utilize this method, the entire corridor was divided into seven separate segments. The first three segments utilized commercial and industrial comparable sales data, segments four through six were a mix of commercial, industrial, and residential properties and the remaining segment utilized vacant and industrial comparable sales data. Additionally, during previous negotiations between UPRR and the City, UPRR provided an across the fence value appraisal as part of their negotiations and would not accept the corridor valuation that was completed for the City. Furthermore, upon acquisition of the UPRR corridor, hazardous waste cleanup will be necessary. This is discussed in the Environmental Assessment section below.

Portions of the trail will also be located within public right of way, including Caltrans right of way and City right of way. As these areas will be obtained through encroachment permit, no acquisition cost estimate is included for these areas.

While the future Civic Center Improvements Project is shown on mapping, this is considered a separate project and no costs related to right of way impacts for this project are included as part of this feasibility study.

Outdoor Advertising

There are four billboards, owned by OUTFRONT Advertising, impacted by the project. OUTFRONT Advertising is based out of New York and owns a significant number of billboards and other forms of advertising across the nation. Two billboards are located on parcel 58-042-004 on the west side of Highway 99 and one is located within public right of way on the east side of Highway 99. These three billboards are double-sided. One billboard located north of Highway 20 within the UPRR corridor is single-sided. All four billboards are serviced by electricity for illumination purposes. The construction of overcrossing structures over Highway 20 and Highway 99 will impact the sight lines to these billboards. The cost to purchase these billboards was included as part of the cost estimate as there are no feasible areas for relocation near their existing locations.

Companies who advertise typically have leases with the advertising company that owns the billboard, and the advertising company typically has a lease with the landowner. The cost to purchase the physical billboard, the costs associated with the purchase of existing leases, and any loss of business goodwill are factored into the cost estimates provided. As the leases for billboards are not public information, the actual costs are unknown, so conservative estimates were provided.

The construction of overcrossings has potential for enhancing the scenery at the locations, therefore advertising on the structures is not being considered at this time.

Environmental Assessment

When UPRR abandoned the corridor through Yuba City, there was not significant remediation done at the time. It appears the only actions taken by UPRR were to remove the tracks, supporting equipment, and place mulch throughout the corridor.

During previous negotiations between the City and UPRR, the City's consultant, Geosyntec provided a memorandum on required remediation of the railroad corridor which included cost estimates. Per the information provided by the City, there were some uncertainties with this estimate as the City was not able to get into contract with UPRR to purchase the corridor and this prevented further investigation of the costs involved. Also, the Geosyntec study did not include soil sampling but was based on data gathered from previous studies' soil samples. Therefore, the full extent of contamination within the corridor and potential required remediation is currently still an unknown.

The extent of contamination along rail corridors generally fall into two categories: residual contamination that may be found along the corridor and contamination associated with the industrial uses alongside a railroad. Potential contaminants are as follows:

- Railroad ties, usually treated with chemicals such as creosote
- Coal ash and cinder containing lead and arsenic
- Spilled/leaked liquids (oil, gasoline, cleaning solvents, VOCs, etc.)
- Herbicides and pesticides
- Fossil fuel combustion products (PAHs)
- Roofing shingles (asbestos)
- Air compressors
- Transformers and Capacitors
- Metals
- PCBs

While the extent of contamination is unknown, it is assumed there will be some level of the remediation required. Remediation may take place during the construction phase and the cost of remediation should be considered as part of the total project cost as UPRR has indicated in the past that they plan to sell the corridor as is. The remediation costs are discussed further in Section 4.

The proposed project has minimal potential to impact cultural or biological environmental resources. Therefore, no other recognized environmental constraints outside of hazardous waste are anticipated to occur within the project area and no additional mitigation costs are anticipated.

4. Cost Estimates

Order of magnitude construction cost estimates were developed for the project, together with estimated environmental, right of way and project delivery costs. This will assist the City in planning and budgeting early activities to advance the project, as well as developing funding for later steps. Methodology, project assumptions and cost summaries are provided below.

4.1.Methodologies

Path

Path estimates were developed using a combination of calculated quantities and lump sum estimations. Drainage, landscaping, erosion control, traffic handling, and signing & striping were included as lump sum costs derived from recent and comparable projects. Quantities were calculated for the pavement section elements, earthwork, signals, lighting, and path amenities. These quantities were then assigned unit costs using bid results from recent and comparable projects. Path costs do not include structural elements

(bridges, culverts, retaining walls, etc.). Additional details on the path cost estimates can be found in Attachment E.

Structures

Structure Estimates were developed by determining each location expected to require a structure along the alignment. Each location was analyzed using aerial photos to estimate necessary length as well as considering required vertical clearances and abutment embankment slopes. Structure types and span lengths were determined using the aerials and Caltrans guidance on “depth-to-span ratios”, along with experience on similar projects. With structure type, length and width; the structures construction costs were estimated based on square footage costs listed in *Comparative Bridge Costs* from Caltrans’ *Bridge Design Aids* adjusted for inflation and reflecting recent local bid results, where available. Additional details on the structure cost estimates can be found in Attachment E.

Right of Way

Right of Way costs were based on average square footage land values (determined from local comparables) and damages (pulled from online databases). Costs include considerations for relocation, unusable remnants, and full takes. Areas of acquisition were developed using assumed right of way widths (discussed below), an estimation of necessary construction easements, and parcel maps. Each affected parcel was studied to determine classification of acquisition, land use, improvements to parcel, and damages to parcel. Also considered were the right of way delivery costs including, appraisals and plat and legal preparation. Attachment F shows the mapping that the right of way costs were based on.

Contingencies

A Contingency allowance of 25% was added to each subset of the costs estimates to account for future changes to and refinement of project design, changes to existing land improvements or development, unknown project complexities that may be discovered during focused design (such as historic structures located, environmental hazards uncovered, unsuitable foundation material, etc.) and potential mitigation costs.

4.2. Project Assumptions

The report presents cost estimates for the following project alternatives:

Path Alignment 1 (with Civic Center Improvements)
Typical Sections Estimated
▪ 12-foot HMA Path ▪ 18-foot HMA Path ▪ 18-foot HMA/Concrete Path ▪ 18-foot HMA/DG Path
Structure Alternatives (Grade Separated Crossings) Estimated
▪ 14-foot clear width Overcrossing at Stabler/SR 20 (APS No. 1) ▪ 14-foot clear width Overcrossing at SR 99 with Civic Center Improvements (APS No. 2)
Downtown Alternatives (Feather River Levee Path Gap Closure) Estimated
▪ Alternatives 1 through 8
Right of Way Estimation
▪ Acquire entire UPRR corridor the length of Path (with Civic Center improvements)

Path Alignment 2 (without Civic Center Improvements)
Typical Sections Estimated
▪ 12-foot HMA Path ▪ 18-foot HMA Path ▪ 18-foot HMA/Concrete Path ▪ 18-foot HMA/DG Path
Structure Alternatives (Grade Separated Crossings) Estimated
▪ 14-foot clear width Overcrossing at Stabler/SR 20 (APS No. 1) ▪ 14-foot clear width Overcrossing at SR 99 without Civic Center Improvements (APS No. 3) ▪ Undercrossing at Stabler/SR 20 accommodating an 18-foot path (APS No. 4 & 5)
Downtown Alternatives (Feather River Levee Path Gap Closure) Estimated
▪ Alternatives 1 through 8
Right of Way Estimation
▪ Acquire entire UPRR corridor the length of Path (without Civic Center improvements)

4.3. Cost Estimate Summaries

Estimated project costs are shown in Table 6. Backup information on costs estimated can be found in Attachment E.

Table 6 - Cost Estimate Summaries

UPRR Corridor Multi-Use Path - Cost Summary

Path Alignment 1 with Civic Center Improvements

Path Construction Costs	
<i>12-foot HMA Path</i>	<i>\$8,420,000</i>
<i>18-foot HMA Path</i>	<i>\$8,670,000</i>
<i>18-foot HMA Path/DG Path</i>	<i>\$8,570,000</i>
* 18-foot HMA/Concrete Path	\$9,090,000
Structure Construction Costs	
* Stabler/SR 20 Ped OC (APS No. 1)	\$18,270,000
* SR 99 Ped OC w/ Civic Center (APS No. 2)	\$13,320,000
Downtown Connection Costs	
* Alt 1	\$14,800
<i>Alt 2</i>	<i>\$17,800</i>
<i>Alt 3</i>	<i>\$16,400</i>
<i>Alt 4</i>	<i>\$19,300</i>
<i>Alt 5</i>	<i>\$35,800</i>
<i>Alt 6</i>	<i>\$425,400</i>
<i>Alt 7</i>	<i>\$457,300</i>
<i>Alt 8</i>	<i>\$425,300</i>
Subtotal Construction Costs	\$40,174,800
25% Contingency	\$10,043,700
Total Construction Costs	\$50,218,500
Right of Way Costs	
Full width of Corridor along Path w/ Civic Center improvements	\$7,766,400
Environmental Costs	
Soil Sampling/Testing	\$55,000
Remediation	\$8,000,000
Service Fees	
<i>Preliminary Design/Project Study Report</i>	<i>\$503,000</i>
<i>Project Approval/Environmental Document</i>	<i>\$1,507,000</i>
<i>Final Design</i>	<i>\$5,022,000</i>
<i>Construction Support</i>	<i>\$7,533,000</i>
PROJECT TOTAL	\$70,100,000

UPRR Corridor Multi-Use Path - Cost Summary

Path Alignment 2 without Civic Center Improvements

Path Construction Costs	
12-foot HMA Path	\$8,420,000
18-foot HMA Path	\$8,670,000
18-foot HMA Path/DG Path	\$8,570,000
* 18-foot HMA/Concrete Path	\$9,090,000
Structure Construction Costs	
* Stabler/SR 20 Ped OC (APS No. 1)	\$18,270,000
* SR 99 Ped OC w/out Civic Center (APS No. 3)	\$11,250,000
Stabler/SR 20 Ped UC (APS No. 4)	\$11,230,000
Downtown Connection Costs	
* Alt 1	\$14,800
Alt 2	\$17,800
Alt 3	\$16,400
Alt 4	\$19,300
Alt 5	\$35,800
Alt 6	\$425,400
Alt 7	\$457,300
Alt 8	\$425,300
Subtotal Construction Costs	\$38,624,800
25% Contingency	\$9,656,200
Total Construction Costs	\$48,281,000
Right of Way Costs	
Full width of Corridor along Path w/out Civic Center improvements	\$7,586,400
Environmental Costs	
Soil Sampling/Testing	\$55,000
Remediation	\$8,000,000
Service Fees	
Preliminary Design/Project Study Report	\$483,000
Project Approval/Environmental Document	\$1,449,000
Final Design	\$4,829,000
Construction Support	\$7,243,000
PROJECT TOTAL	\$67,300,000

Note that if the remediation of the railroad corridor is negotiated into the right of way acquisition with UPRR, this cost would be removed from the total construction cost.

Maintenance Costs

An important cost to consider that is not factored into the total project cost above is the ongoing maintenance costs of a multi-use path that the City would be responsible for. Using maintenance cost data provided by the City, the following annual maintenance costs were calculated. These prices may increase year over year due to inflation. For more detail on how maintenance costs were calculated, see backup cost information in Attachment E.

Table 7 - Annual Maintenance Costs of UPRR Multi-Use Path

Maintenance Item	Annual Cost
Slurry Seal (6 yr frequency assumed)	\$18,700
Path Lighting	\$31,000
Landscape	\$69,800
Security	\$4,380
Trash Collection	\$13,400
Total Annual Maintenance	\$67,500

5. Project Development Process

The Project Development Process (PDP) begins with conceptual studies of a potential project and spans to the completion of Construction. The steps in the PDP are tied to requirements of state and federal environmental laws as well as the requirements of the facility owners and/or funding sources being utilized.

Preliminary Design/PSR

The preliminary design process begins with a purpose and need statement for a project that meets state and regional goals and objectives. During this phase of Project Development, a level of preliminary design is completed to develop project alternatives and their impacts as well as costs and an estimated schedule. The purpose and need statement is then used as a measure for each alternative, and the number of alternatives is reduced for advancement to the next phase. The result of this stage is the completion of a Project Initiation Document (PID), which for projects impacting a State Highway is typically a Project Study Report (PSR) or Project Study Report - Project Development Support (PSR-PDS).

Environmental Clearance/Project Approval

The PSR is then used to begin more detailed designs and studies of alternatives to be considered for approval in the Environmental Clearance/Project Approval phase (known as PA&ED). The studies done in this phase can include but are not limited to, air, noise, water, wetlands, historical and cultural, wildlife and plants, and visual aspects. Social, economic, and land-use issues are also addressed, along with any specific concerns like hazardous wastes. A community outreach plan will be developed during this step as a requirement to the circulation of the environmental document. Once all studies are complete the Draft Environmental Document (ED) will be submitted to the appropriate lead and responsible agencies.

A California Environmental Quality Act (CEQA) compatible ED is necessary for any project requiring state/local approval. A National Environmental Policy Act (NEPA) document is necessary when projects receive federal funding. Under the NEPA process, Caltrans acts as the lead agency through a memorandum of understanding with Federal Highway Administration (FHWA). For project on a State Highway, Caltrans is typically the lead CEQA agency, but this can vary depending on the level of work on and off the highway.

While the Draft ED is in review it will also be made public and opportunity for review and input will be made. During this stage, necessary project permits and agreements will also be determined. The result of this step is the approval of the Environmental Document.



Final Design

Environmental Clearance allows the approved project alternative to move forward to final design and right of way activities. During this stage, project designers will obtain additional mapping and utility information necessary to fully design the project. Project Plans, Specifications, and Estimates will be prepared for Bidding. Utility conflicts will be identified and relocation agreements with effected utilities executed. Other documents required for Bidding will be prepared such as the Information Handout, Notice to Bidders, and Resident Engineer Pending File. Engineers will prepare Right of Way mapping.

Right of Way Acquisition

The geometric base map prepared during final design is used to order title reports and prepare appraisal maps. The appraisal maps indicate the sizes of the partial or full parcel acquisitions and remainders and show engineering details that may affect property appraisal values, such as fences, gates, water wells, and driveways. After appraisal maps are certified and the appraisal process is initiated, the fair market values of required acquisitions are established, then offers are made to parcel owners, negotiations begin, and hopefully a negotiated sale is concluded. Full Right of Way clearance must be complete prior to the start of Construction. In the case of full acquisitions, this typically entails:

- Issuing a 90-day relocation notice to the property owners to vacate their property.
- Initiating and implementing sale of buildings or structures.
- Performing demolition and clearance contracts, as necessary.

In some cases, it is necessary to enter into Condemnation on one of more parcels where an agreement could not be made with a property owner. Condemnation of property through eminent domain is initiated through a Resolution of Necessity, approved by the implementing agency for the particular project. Condemnation can be a long and costly process. For this reason, the community and stakeholder outreach portions of the process are very important.

Permitting and Mitigation

This step is initiated with the Draft Environmental Document with the identification of which permits and mitigations will be required. Application for the permits, or in some cases agreements, then takes place concurrently with the Right of Way Acquisition phase. Many permits and/or impacts will require mitigation, (whether it be fees paid to a mitigation bank, replanting, monitoring during construction, etc.). These mitigations will be paid prior to construction, included in the project construction package, or handled by other agreements. Encroachment Permits for work in the various rights of way will also be secured.

Construction

After the above phases are complete, but before construction can begin, an implementing agency for construction must be determined, typically either Caltrans or the City or County in which the project lies. A Cooperative Agreement for the construction is developed, to detail the roles and responsibilities. A bid package including the project plans, specifications, estimate, and bidder instructions will be prepared and advertised to bidders. Once bidding is complete and the Contractor is awarded the construction contract, construction of the project will begin. If Caltrans is the implementing agency for construction, and depending on funding type, additional steps involving the CTC will be required.

Construction Support

The City may choose to contract with a consultant for Construction Support during the construction of the project. Construction Support includes fielding all requests for information from the Contractor, providing construction inspection, testing, and quality assurance.

Additional detailed discussion about the project delivery process can be found in the Caltrans Project Development Procedures Manual (PDPM) and the Local Assistance Procedures Manual (LAPM) for projects on State Highways.

6. Funding

While all projects will face challenges in attracting discretionary funds, bicycle and pedestrian projects are in high demand in the current funding outlook. Road capacity increasing projects have fallen out of favor in Federal and State programs, and several programs are available for multi-modal project. Even with this project type being in favor, a careful and persistent funding strategy will present the best chance for funding success.

6.1.Funding Outlook: Opportunities and Challenges

After a very long lull, there is finally action at both a State and Federal level to increase transportation funding.

In California, the passage of SB 1 in 2017 directs \$5.4 billion annually towards a host of programs improving state and local road maintenance, transit agency support, bridge maintenance, bicycle and pedestrian programs, and goods movement, with smaller amounts directed at matching local transportation funds, planning, and freeway service patrols.

Congress also recently passed the Infrastructure Investment and Jobs Act (IIJA) which directs \$550 billion over fiscal years 2022 through 2026 to nationwide infrastructure projects. The transportation portion of the IIJA appears to be focused on road and bridge maintenance, electric vehicles, and alternative transportation, which will put this project in good running for funding.

The long drought in transportation funding means a tremendous backlog of needs. That means competition for available funds remains extremely high, and discretionary funding is an uphill battle. It is particularly challenging for rural and urbanizing areas like Yuba City without the magnitude of matching funds or high traffic congestion figures, relative to urban areas, to motivate decision makers.

6.2.Funding Strategies

Funding agencies have their own priorities and goals in administering very competitive programs. Therefore, the more the City can frame project applications to meet the needs of the funding entities, the better chance of funding success. This requires two key strategies:

- **Make projects most competitive by focusing locally controlled money on pre-construction.** Projects that have already completed Project Study Reports or better yet, have received environmental clearances, have an increased chance of funding both because they have identified or cleared many major issues that affect cost, scope, and schedule. Local funding also provides concrete evidence of commitment to the project.
- **Meet with funding agencies.** Finding out directly from the staff how they do the analysis of the applications and make recommendations is key to determine how best to frame this project in funding applications.

Keep in Mind

- A long-term strategy cannot be too specific as the transportation funding is constantly evolving and will look different in 10 years.
- Funding for larger projects, rarely comes from a single source. As transportation funding programs evolve, so must the funding strategies, as a way to take maximum advantage of those changes to funding sources.



7. Attachments

Attachment A: Yuba-Sutter County Regional Bike Path and Trail Exhibit

Attachment B: Public Outreach & Engagement Materials

Attachment C: Civic Center Improvement Plans

Attachment D: Structure Advance Planning Studies

Attachment E: Cost Estimate Backups

Attachment F: Preliminary Right of Way Maps



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

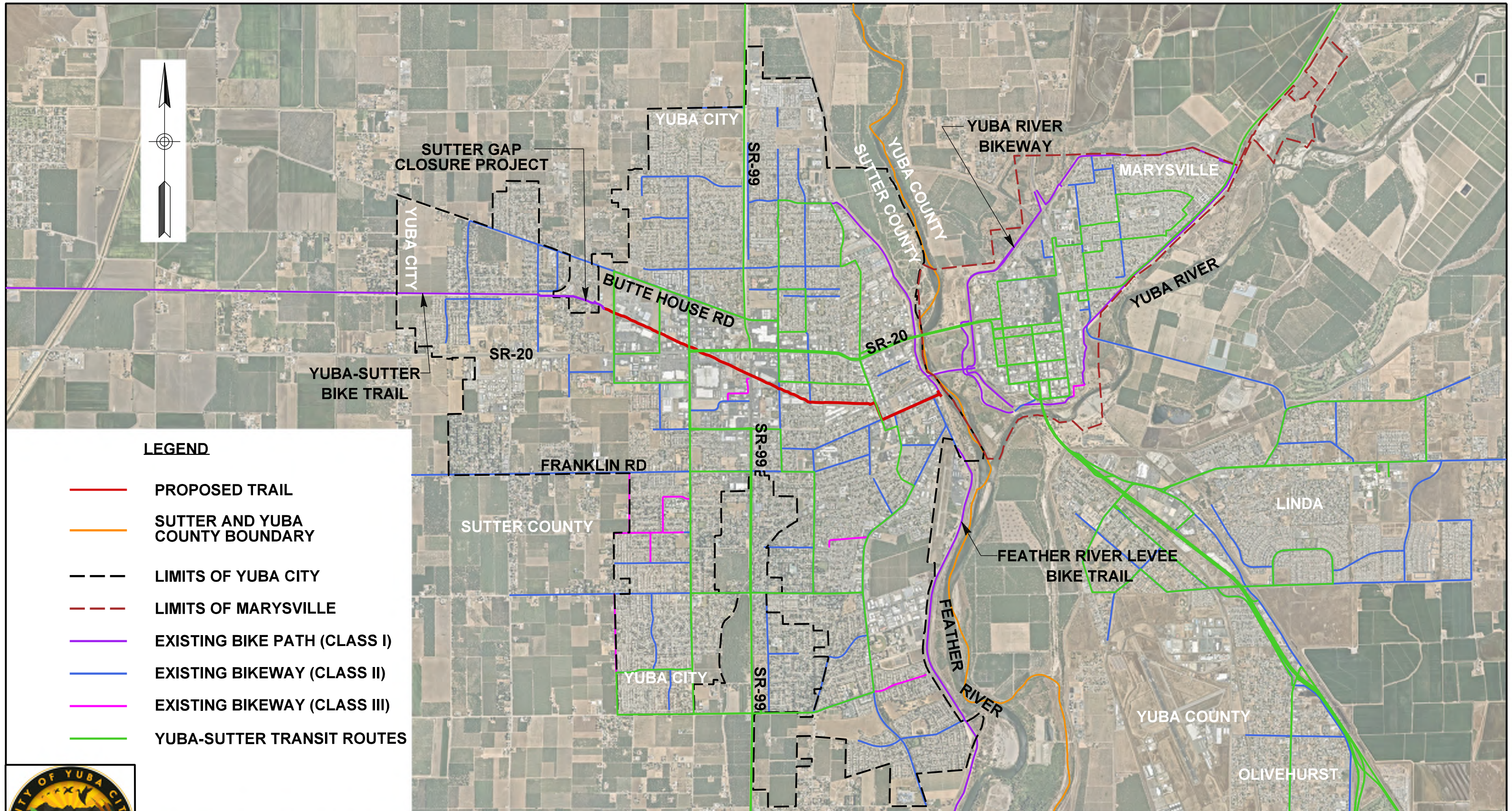
FEASIBILITY STUDY

ATTACHMENT A

Yuba-Sutter County Regional Bike Path & Trail Exhibit



UNION PACIFIC RAILROAD CORRIDOR - MULTI-USE PATH PLANNING AND FEASIBILITY STUDY



YUBA SUTTER COUNTY REGIONAL BIKE PATH AND TRAIL



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT B

Public Outreach & Engagement Materials



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

Name: [REDACTED]
Address (optional): [REDACTED]

COMMENT CARD

Water Fountains

Restrooms

Trash cans

Shade

Benches

Fundraiser Run/Walk/Bike event?



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

[REDACTED]

COMMENT CARD

We really are excited about this idea. My family loves to bike and would like to have a safe path to go biking on.

It would also be a practical idea to use unused space to create a more active community, and get people out in the outdoors.



COMMENT CARD

Yes please!! Build extension to bike path
through Red line. Family of 4 in Tierona Delana
we would use spring-heel.

pedestrian overpasses to avoid impact on
traffic road area.

Concern: avoid homeless camps/tents along path.
Thank you YC!!



COMMENT CARD

GOOD IDEA - MORE BIKE PATHS ARE NEEDED

MAKE SURE THERE'S CONTINUED FUNDING
FOR MAINTENANCE & SECURITY



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

Yes! This would be such an excellent project for Yuba City - we need desperately!! Such a great community - we need more access to get out and run, walk, ride bikes - Thank you for considering the phenomenal positive impact this would have for our community!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

clean bathrooms
community service volunteers to clean bike path



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

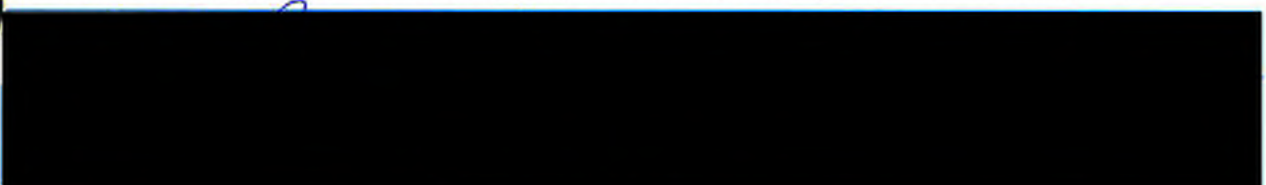


COMMENT CARD

Please think of bike or horse police for
the trail & park



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Hope it gets federally funded. Think its an amazing
Please keep them going over the roads.
Discourage camping. Hire enough people to keep
it clean.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Restrooms
Water fountain



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

trash cans + doggie bags
along the path



COMMENT CARD

I would like this city to have a bike path
cause it's a safety issue for the safety
of the bike rider and it's a healthy
for mind soul & body.
Rest stops to rest benches and water
fountains.



COMMENT CARD

We need this project for our city. I ride my bike
everywhere. The proposal here would promote safety
a healthier community and reduce our carbon footprint.
I'd love to see rest stops with shade. This would be
super helpful especially in the summer. I've seen other
communities incorporate bike tools for community use.

Thank you.



COMMENT CARD

Looking forward to this.

Consider using landscaping to discourage stealth campers.

Also, security! No places for muggers to hide. Consider cameras.



COMMENT CARD

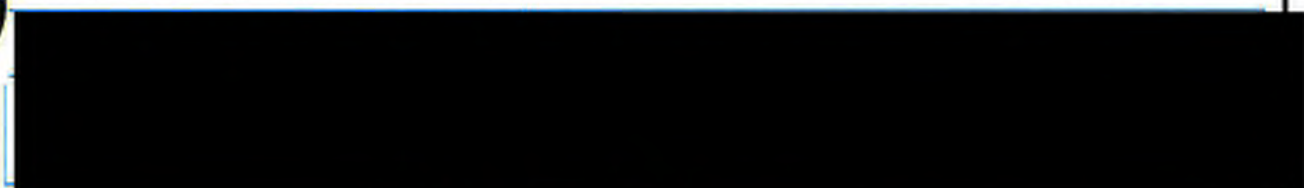
so excited for this! love all the planning that has gone into this. Looking forward to greater outdoor opportunity locally.

thank you for planning a bathroom!
"monkey bars?" - my 5 year old



COMMENT CARD

Hacer en proyecto, como camino para bicicletas seria de mucha ayuda por ayudaria a reducir contaminacion y tambien ayudaria hacer mas ejercicio lo cual reduciria obesidad en la poblacion. Proyectos como estos ocupa más la ciudad de Yuba City.



COMMENT CARD

Se me hace como un buen proyecto para que tengan mas lugares para caminar.



COMMENT CARD

Bike interchange that connects all N+S YC @ HARTER Rd
Harter Rd. Pedestrian over pass. SHOULD BE INCLUDED IN
this project.
tie in N+S Y.C.



COMMENT CARD

YC needs Shanghai Bend
Bike trail connecting -



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

Add Dog Park to route



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

COMMENT CARD

HAVING SAFE AND ACCESSIBLE AREAS TO BE ABLE TO RIDE AND RUN WITH MY FAMILY WOULD BE AMAZING FOR MY FAMILY & ALSO MY FRIENDS.



COMMENT CARD

As a resident of Yuba City and a parent,
I feel this would be a huge asset
to our community! We need more
public areas where people can
gather and hold events.

My son is excited to ride on it!



COMMENT CARD

SO EXCITED TO SEE THIS HAPPENING
FINALLY!!!
CAN'T WAIT TO HAVE US
CONNECTED STRAIGHT TO THE
PORTS



COMMENT CARD

Love the ~~idea~~ idea get out more



COMMENT CARD

I think it's a
GREAT IDEA!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Im totaly into this



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET

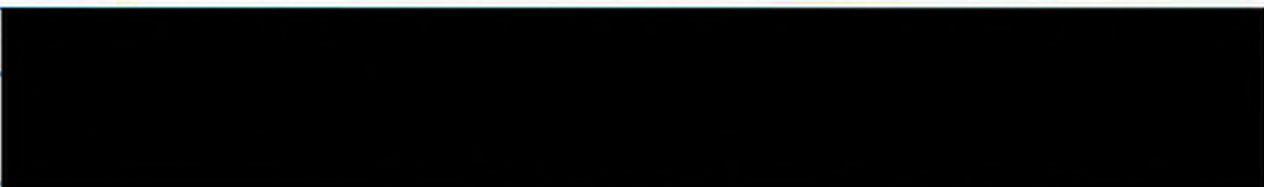


COMMENT CARD

BeautiFul , Love it.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - MAY 14, 2022 FARMERS MARKET



COMMENT CARD

Great project.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

ayudo el proyecto es necesario para la comunidad
de mayaville y yuba City.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

yo estoy de acuerdo que puedan
hacer ese proyecto del camino
para las bicicletas
se falta ahora que ya uno
no puede andar mucho en carro
por el gas
me gustaria mucho que
puedan hacer ese proyecto

atte
Blanca Lopez



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

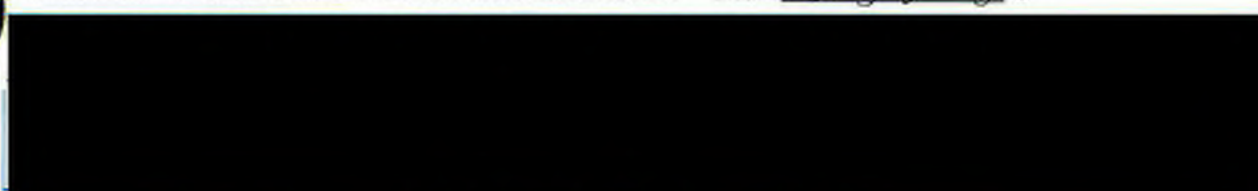


COMMENT CARD

es muy bonito los proyectos
estaria bien , suento para pasar el priway
para evitar atropellar personas



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 6-26-22

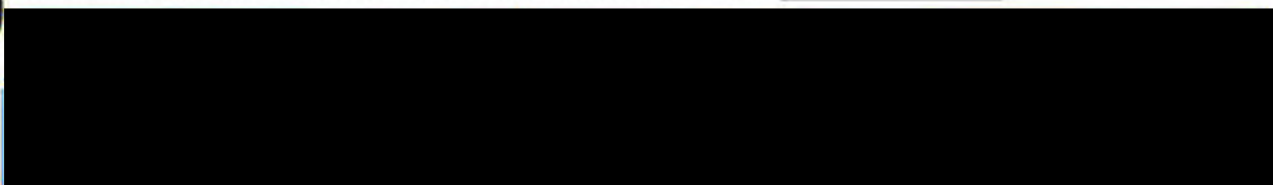


COMMENT CARD

Great idea to convert railroad property
for public use.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

Si apoyo el proyecto



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 11/26/22

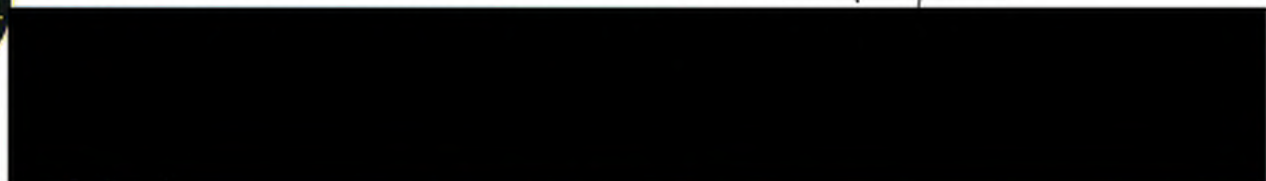


COMMENT CARD

We use the bike trail all the time as a family. Good for fun and exercise. Extending the trail further into Yuba City sounds like a great idea.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22



COMMENT CARD

We use the Bike trail all the time. We have tiny kids and they love it. I would use the bike trail even more if it was expanded.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

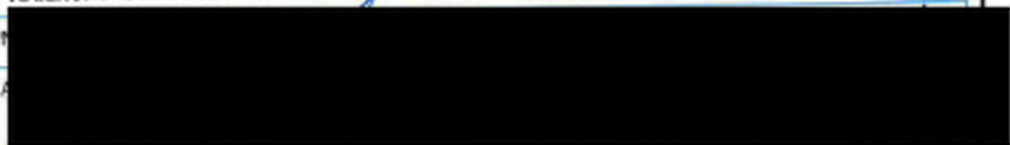


COMMENT CARD

Thank you so much for the beautiful thought out plan. The proposal this team has put together is perfect. We currently ride the trail from Tercebuena to Sotter at least once a week, many times twice a week, weather permitting. It is the highlight of our life, we love it! the birds sing, we often see rabbits. People are happy & smile at us. It has helped my husband in his recovery with cancer. Yes on the bike trail!!!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

I am thrilled to death with the description of a new extension to the Bike Trail. Just the idea of having another direction to ride besides south for through the Badley is fantastic.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

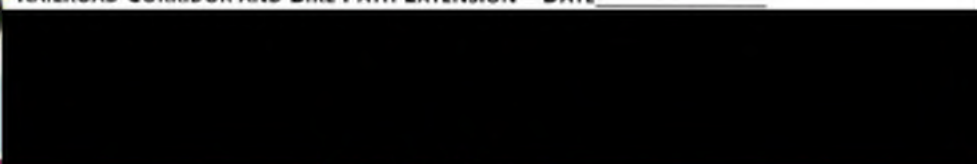


COMMENT CARD

- THE TYPICAL SECTION WITH SEPERATED PEDESTRIAN PATH IS MUCH PREFERRED
- I'M GLAD TO SEE PROPOSED BRIDGES @ 20 \$99



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____



COMMENT CARD

Extending bike trail would be a much welcomed asset to the city for cyclists. I use the existing bike path frequently to commute from Sutter to Yuba City and look forward to the extension to downtown.

I appreciate all the work and ideas that were presented at Oct. 26th meeting and support the proposed plan.

This path provides an excellent + safe place for people to exercise and maneuver around town without a car.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10-26-2022

COMMENT CARD

A bike trail extension would enhance the quality of life in Yuba City and surrounding area. The Yuba/Sutter area has long since trailed behind other cities in level of health studies. The bike path project is a step in the right direction to help overcome that stigma.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/27/22

COMMENT CARD

RE meeting Weds 10/26 6 pm
Thank you for the meeting and information. I am an avid cyclist and would welcome ^{the} proposed Bike Extension. I think it is up to the individual cyclist to be aware of their own safety and use common sense such as to not ride at high use lights and obey all traffic laws. We need to make our town more pedestrian friendly with less traffic congestion. Township Road could use a safe cross walk on West side of the intersection of 99 and Township. As it is now we have to go across the street in front of cars to activate the crossing light.

over



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE _____

COMMENT CARD

With so little to do in our
area this bike path is ESSENTIAL
Thank you City of Yuba City
for actively trying to improve
our quality of life.



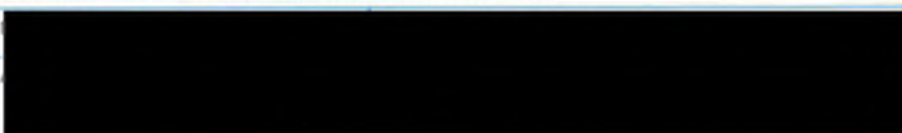
RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 11/26/2022

COMMENT CARD

I'M A HUGE FAN OF THE EXISTING BIKE TRAIL AND I USE
IT MULTIPLE TIMES PER WEEK. GREAT EXERCISE AND
BEAUTIFUL VIEWS. EXTENDING THE TRAIL IS AN AWESOME
IDEA THAT WOULD BE GREAT FOR THE COMMUNITY!



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10- -2022



COMMENT CARD

Support the feasibility study, this can be done and should be done. Not sure if the timid riders (kids) would feel safe through the downtown portion. They might want to stay on the rail / class I portion. Any way to convert the downtown bikeways from Cl II or III to I or IV?



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 26 Oct 2022



COMMENT CARD

Shade is #1 desire as a distance runner.



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

COMMENT CARD

Build it - we will come



RAILROAD CORRIDOR AND BIKE PATH EXTENSION - DATE 10/26/22

COMMENT CARD

- Go for 18' w/ DG running trail.
- Asset for Yuba City & Community!
- More exercising options for community. Great for families.
- I like starting on less expensive portions first and then getting funding for more expensive ~~area~~ aspects (bridges).
- Let's get it 'shovel ready' for funding.

I Love the Sutter Bike Path But
It's not Long enough - on most of my rides
I use the current Bike Path to go out to
the river we are riding on in the streets. We
use the path to return to our starting
area. I look forward to the Bike
Access to get to Marysville in Linda
Tying in the streets and street bridges.
Marysville doesn't feel safe in the down-
town area to ride a bike with all the
car traffic. Thank you
Laura Jones



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles ☐ 5-10 miles ☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Refuse, colusa, butts

4) What places would you like to ride your bike to if it were more convenient?

Downtown for coffee

5) If riding to the Feather River Parkway, what street would be the preferable route?

B Street

6) Where would be an ideal location for you to access the trail?

Anywhere

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Trails

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

Great project.

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any **bicycle-specific infrastructure**, even on **busy streets**.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)

☐ Rarely (a few times a year)

☐ On occasion (several times a month)

☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles

☐ 5-10 miles

☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Yuba City West County Roads - Sutter around the
Butter, Bike Path, Yuba County and Wheel Land -
Sutter area

4) What places would you like to ride your bike to if it were more convenient?

From Marysville Linda area to Yuba City and
Sutter

5) If riding to the Feather River Parkway, what street would be the preferable route?

Safe areas well lit, near other pedestrian
areas

6) Where would be an ideal location for you to access the trail?

From Edgewater 1st Linda across the F Street
Bridge into Yuba City -

7) Would you take longer rides if there was a continuous Class I (dedicated
bike/pedestrian) trail? *yes*

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City
Bike Path?

Benches, Call Boxes, Restrooms, water, Bike
Racks

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper
Rd)? *yes*

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even **on busy streets.**



ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

SUTTER, MARYSVILLE, DOWNTOWN Y.C.

4) What places would you like to ride your bike to if it were more convenient?

5) If riding to the Feather River Parkway, what street would be the preferable route?

TEAGARDEN TO EXISTING RAMP TO LEEVE

6) Where would be an ideal location for you to access the trail?

THE GRAY AVE CROSSING

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

YES

10) Any other comments you would like to share?

THE EXISTING SUTTER BIKE PATH NEEDS UPGRADED
D.G. SHOULDERS TO HELP WITH PEDESTRIAN TRAFFIC

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even **on busy streets.**

☐

ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles ☐ 5-10 miles ☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

4) What places would you like to ride your bike to if it were more convenient?

Downtown

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

YES

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Yuba City to Sutter, Marysville
Pass Rd. Around The Buttes...

4) What places would you like to ride your bike to if it were more convenient?

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

Bridges St

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike Pump, tools

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists. Jennifer Dill and Nathan McNeil. TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

3x week

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

To Sutter + to MSUL Est.
+ NHS

4) What places would you like to ride your bike to if it were more convenient?

everywhere

5) If riding to the Feather River Parkway, what street would be the preferable route?

never there to many addits

6) Where would be an ideal location for you to access the trail?

the RAIL ROAD TRAIL - Downtown
to Sutter & hopefully MSUL

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

water fountains - I can only
carry so much water

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes - 3x week

10) Any other comments you would like to share?

Love this idea

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even **on busy streets.**

☐

ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online

YC resident



Yuba City Bike Path Survey

1) How often do you ride a bike on average? *Once or more a week*

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

City Hall, shopping on Bridge St, Library

4) What places would you like to ride your bike to if it were more convenient?

Marysville

5) If riding to the Feather River Parkway, what street would be the preferable route?

B St eastward

6) Where would be an ideal location for you to access the trail?

Gray or Walton/Stapler

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

benches, bike racks, & water fountains for people + dogs

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes, infrequently

10) Any other comments you would like to share?

please do the section behind Walmart asap!

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists. Jennifer Dill and Nathan McNeil. TRB Journal Online



Yuba City Bike Path Survey

- 1) How often do you ride a bike on average? *3 to 4 Times a week*

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

- 2) What is a typical ride distance on average?
Under 5 miles 5-10 miles 10 miles or more

*30 miles average distance
each ride*

- 3) What places do you ride your bike to? Please be as specific as possible.

*My home is two blocks from the Yuba City Bike Trail
and Royo Ranchero.*

- 4) What places would you like to ride your bike to if it were more convenient?

*I never ride to downtown because of the lack
of a bike trail or bike lane.*

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

Hard to say but probably Bridge if it had a bike lane.

- 6) Where would be an ideal location for you to access the trail?

A connection with the Bike Trail.

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

*I normally ride around the Buttes or
the Nature Preserve South of town. Having a trail going
to the East would add to my*

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

*Benches and seats are nice every once in a while to take a break. Bike racks are really
not necessary. Most of us serious riders do not leave our
bikes even for a minute.*

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

2 to 3 times a week. I love the Bike Trail.

- 10) Any other comments you would like to share?

*This is a great project and will really add
to the recreation quality of life in Yuba City.*

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS		People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.	☐
ENTHUSED & CONFIDENT		People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.	☒
INTERESTED BUT CONCERNED		People willing to ride but who require comfortable facilities that provide separation from heavy traffic.	☐
NO WAY NO HOW		People unwilling to ride regardless of bicycle-specific infrastructure provided.	☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

To Sutter, to downtown YC / plumas,
on levees.

4) What places would you like to ride your bike to if it were more convenient?

Sacramento & Chico

5) If riding to the Feather River Parkway, what street would be the preferable route?

Most direct and shadiest.

6) Where would be an ideal location for you to access the trail?

From Sutter to downtown YC

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

→ Shade ← garbage cans.
restrooms would be cool (but I understand if there are issues with that).

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

As a marathon runner, asphalt or crushed granite preferred for foot path. NOT concrete.

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average? *1-3 DAYS/WK.*

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?
Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Streets, levee, bike trail.

4) What places would you like to ride your bike to if it were more convenient?

I'd ride more on streets if the bike lanes weren't blocked w/cars, more shade trees, and cars went slower.

5) If riding to the Feather River Parkway, what street would be the preferable route?

I ACCESS FRP From North Gate Blvd. to Levee trail to FRP.

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail? *yes!*

but also, more exercising for folks in town.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches, water, doggie bag dispensers for waste

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)? *Yes.*

10) Any other comments you would like to share?

Please, please... native landscaping, trees, + shrubs. Also, solar lights ~~near~~ where needed for illumination.

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

- 1) How often do you ride a bike on average?

Often (once a week or more) 3 days a week
Rarely (a few times a year) On occasion (several times a month)
Never

- 2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

- 3) What places do you ride your bike to? Please be as specific as possible.

To the Buttes from Hooper down the bike trail to Azalea.

- 4) What places would you like to ride your bike to if it were more convenient?

Designated trail away from traffic

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

Queen Mary St to the levee + 5th St bridge

- 6) Where would be an ideal location for you to access the trail?

Tharp or Starbuck

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes. Please separate pedestrian + bikers with 12 ft. 6' separation

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike racks near bus routes

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes! Love it. But we need more separation from workers

- 10) Any other comments you would like to share?

where the proposed path goes by Reeves go south on Plum St to B which is less congested. (Teegarden is heavily used)

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable
to ride without any
bicycle-specific
infrastructure, even
on busy streets.

☐

ENTHUSED &
CONFIDENT



People comfortable
to ride on streets
with motor vehicles
when provided
facilities such as a
bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to
ride but who require
comfortable
facilities that
provide separation
from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to
ride regardless of
bicycle-specific
infrastructure
provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists. Jennifer Dill and Nathan McNeil. TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Colusa HWY 20

4) What places would you like to ride your bike to if it were more convenient?

Colusa HWY 20

5) If riding to the Feather River Parkway, what street would be the preferable route?

Teen Garden Ave

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF RIDER ARE YOU?

Check Box Below

STRONG & FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED & CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☒

NO WAY NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

School

4) What places would you like to ride your bike to if it were more convenient?

The middle of the street

5) If riding to the Feather River Parkway, what street would be the preferable route?

?

6) Where would be an ideal location for you to access the trail?

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Parks to play sports

4) What places would you like to ride your bike to if it were more convenient?

The store

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

An easy spot that allows us to park

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches or various parks lots of trees so it's shaded

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Nature, around town, low traffic areas

4) What places would you like to ride your bike to if it were more convenient?

connecting to the greater Yuba City, Marysville, Yuba County

5) If riding to the Feather River Parkway, what street would be the preferable route?

B Street

6) Where would be an ideal location for you to access the trail?

Plumas Lake (like outside of area) but would love to see these trails connect

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water fountains, public restrooms, painted path

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No, doesn't connect to much

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month) ✓

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

parks & Bike access

4) What places would you like to ride your bike to if it were more convenient?

Bike trail yuba is proposing sounds great

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

Colusa

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

certainly

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Restrooms picnic areas

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

This sounds like a great expansion & I look forward to riding it

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

*Wheatland, Spenceville Wildlife Area, Scotts Flat
Yuba City Bike Path*

4) What places would you like to ride your bike to if it were more convenient?

*From the Sutter Buttes Bike Path through
Marysville*

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

*Some point in Marysville with a parking lot
We are from Wheatland*

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES!

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water, trash bin, benches

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Franklin to Sutter (town) Beautiful Ride!

10) Any other comments you would like to share?

Excited to hear more about this

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any **bicycle-specific infrastructure**, even on busy streets.



ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



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Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

around my neighborhood!

4) What places would you like to ride your bike to if it were more convenient?

Stores, parks, School.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

Close to neighborhood!

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes!

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

all that we need to be safe!

Benches, Bike racks, tables

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

No

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

SKATE PARK

4) What places would you like to ride your bike to if it were more convenient?

PLUMAS ST

5) If riding to the Feather River Parkway, what street would be the preferable route?

PLUMAS

6) Where would be an ideal location for you to access the trail?

MARKET

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

YES

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

ALL

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

LOOKS NICE

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☐

**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☒

**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: [Revisiting the Four Types of Cyclists](#), Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

around neighborhood

4) What places would you like to ride your bike to if it were more convenient?

through town/shops

5) If riding to the Feather River Parkway, what street would be the preferable route?

6) Where would be an ideal location for you to access the trail?

plumas st.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

bench, shade, water fountain

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

no

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

~~Starbucks~~ Starbucks, new earth

4) What places would you like to ride your bike to if it were more convenient?

doesn't matter

5) If riding to the Feather River Parkway, what street would be the preferable route?

any

6) Where would be an ideal location for you to access the trail?

Stabler

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water Fountains

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

no

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED &
CONFIDENT



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☐

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Everyday
☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles

☐ 5-10 miles

☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Starbucks, new earth, bike trail

4) What places would you like to ride your bike to if it were more convenient?

anywhere

5) If riding to the Feather River Parkway, what street would be the preferable route?

~~Doesn't~~ Doesn't matter

6) Where would be an ideal location for you to access the trail?

Doesnt matter

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Sure

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

facilities

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Dont care

10) Any other comments you would like to share?

no

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

**STRONG &
FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.



**ENTHUSED &
CONFIDENT**



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



**INTERESTED BUT
CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



**NO WAY
NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Garden Hwy

4) What places would you like to ride your bike to if it were more convenient?

Bour Rd

5) If riding to the Feather River Parkway, what street would be the preferable route?

Lincoln Rd

6) Where would be an ideal location for you to access the trail?

Court

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Yes

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

I like new plan!

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any **bicycle-specific infrastructure**, even on busy streets.



ENTHUSED &
CONFIDENT



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INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

I ride to Township from
hopper

4) What places would you like to ride your bike to if it were more convenient?

~~Plano~~ Rive Valley high school

5) If riding to the Feather River Parkway, what street would be the preferable route?

Not sure

6) Where would be an ideal location for you to access the trail?

Butte house RD

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches and water fountains

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

~~No~~ Yes

10) Any other comments you would like to share?

No

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

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NO HOW



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Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

I usually start at the beginning and go to township and back.

4) What places would you like to ride your bike to if it were more convenient?

Yuba Sutter market place, more parks

5) If riding to the Feather River Parkway, what street would be the preferable route?

I'm not sure

6) Where would be an ideal location for you to access the trail?

Hooper is best

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

some bike racks / rest stops, restrooms

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

No

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

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FEARLESS**



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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CONCERNED**



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

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NO HOW**



People unwilling to ride regardless of bicycle-specific infrastructure provided.

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Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
~~Rarely (a few times a year)~~

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Urban areas, near shops, food etc

4) What places would you like to ride your bike to if it were more convenient?

Downtown Yuba City

5) If riding to the Feather River Parkway, what street would be the preferable route?

Aylor Ave

6) Where would be an ideal location for you to access the trail?

Gray Ave

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Water fountains, shaded benches

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

No

10) Any other comments you would like to share?

Thank you!

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

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ENTHUSED &
CONFIDENT



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INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: [Revisiting the Four Types of Cyclists](#), Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average? Daily

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Down Town Yuba City.

4) What places would you like to ride your bike to if it were more convenient?

Parks, River, Shopping area's.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Market St.

6) Where would be an ideal location for you to access the trail?

Between the Bridges.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Benches. water fountains.

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

NO

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any **bicycle-specific infrastructure, even on busy streets.**



ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.



INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.



NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.



Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)
Rarely (a few times a year)

On occasion (several times a month)
Never

2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

home, work, quick errands

4) What places would you like to ride your bike to if it were more convenient?

grocery store, gym, park

5) If riding to the Feather River Parkway, what street would be the preferable route?

I would prefer the Plumas/Avila Rd. Get people on Plumas & convert it to a Bike Blvd.

6) Where would be an ideal location for you to access the trail?

from the parkway. I live south of town.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

landscaping! garbage/recycling, water refill stations & free compressed air (or pumps)

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

I haven't yet because I mostly ride south of town.

10) Any other comments you would like to share?

Four Types of Riders

WHAT KIND OF
RIDER ARE YOU?

Check Box Below

STRONG &
FEARLESS



People comfortable to ride without any bicycle-specific infrastructure, even on busy streets.

☐

ENTHUSED &
CONFIDENT



People comfortable to ride on streets with motor vehicles when provided facilities such as a bike lane.

☒

INTERESTED BUT
CONCERNED



People willing to ride but who require comfortable facilities that provide separation from heavy traffic.

☐

NO WAY
NO HOW



People unwilling to ride regardless of bicycle-specific infrastructure provided.

☐

Paraphrased: Revisiting the Four Types of Cyclists, Jennifer Dill and Nathan McNeil, TRB Journal Online

30

Maybe somewhere in the middle



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

- Out on Sutter County roads between Yuba City and Meridian
- Ride into town for errands - Down town.

4) What places would you like to ride your bike to if it were more convenient?

Down town Yuba City and Marysville. Along with distance riding in Sutter County.

5) If riding to the Feather River Parkway, what street would be the preferable route?

Right now I tie into the FRP at Northgate Dr. and Live Oak Blvd as I live in NW Yuba City. However, if a bike trail was available I would prefer connecting with FRP around Bridge Street.

6) Where would be an ideal location for you to access the trail?

I would access the trail at Hooper Rd.

7) Would you take longer rides if there was a continuous Class I (dedicated

bike/pedestrian) trail? If the bike traffic flow allows for an easy pass through town, I might extend a ride through town and down FRP.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City

Bike Path? Benches to include shaded areas. If possible lighting.

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper

Rd)? I do ride the trail. I just rock on it from Sutter to Hooper today.

10) Any other comments you would like to share?

I would very much like to see an extension made to the existing bike trail. I believe it would enhance the quality of life in Yuba City and surrounding area.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

Rarely (a few times a year)

On occasion (several times a month)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

Around the Buttes - Loma Rica - Bangor - Live Oak -
Gridley - Sutter Bypass - Garden Hwy - Franklin School

4) What places would you like to ride your bike to if it were more convenient?

Bridge Street
Marysville

5) If riding to the Feather River Parkway, what street would be the preferable route?

I'm not familiar with the proposed options for
access to Feather River Parkway.

6) Where would be an ideal location for you to access the trail?

Not sure.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Not necessarily.

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

bike racks, water

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

yes

10) Any other comments you would like to share?

I look forward to the extension of the bike trail. I frequently use the existing trail and it's a great place for people to get exercise in a safer environment than the street.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

Often (once a week or more)

On occasion (several times a month)

Rarely (a few times a year)

Never

2) What is a typical ride distance on average?

Under 5 miles

5-10 miles

10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

only on BIKE TRAILS.

4) What places would you like to ride your bike to if it were more convenient?

Longer BIKE TRAIL! ♥

5) If riding to the Feather River Parkway, what street would be the preferable route?

I Don't Ride on the RIVER PARKWAY,
homeless & Dogs.

6) Where would be an ideal location for you to access the trail?

PLUMAS ST.

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

yes 100%

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

TREES

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

FROM Hooper to Sutter twice a week ☺

10) Any other comments you would like to share?

Thank You!



Yuba City Bike Path Survey

- 1) How often do you ride a bike on average?

5 days a week, year long
Often (once a week or more) On occasion (several times a month)
Rarely (a few times a year) Never

- 2) What is a typical ride distance on average?

Under 5 miles 5-10 miles 10 miles or more

- 3) What places do you ride your bike to? Please be as specific as possible.

From Del Prado Mobblom Pl to Sutter Cemetery

- 4) What places would you like to ride your bike to if it were more convenient?

Extend trail from Hooper to Harter as soon as possible. Butte House road is very dangerous for me to get to the present trail

- 5) If riding to the Feather River Parkway, what street would be the preferable route?

No preferable route

- 6) Where would be an ideal location for you to access the trail?

Tharp! (close to my home)

- 7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

To Be Sure!

- 8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

With the exception of benches none!
The more amenities the more they are "trashed"

- 9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes!

- 10) Any other comments you would like to share?

Complete trail to Harter and then Tharp as soon as possible. I'm 85!
I don't think I can wait years!

Additional Comments:

Both Harter Pkwy and Tharp Rd are lacking bike lanes just north of Hwy 20 which is a common corridor to River Valley High School. They don't have sidewalks either.



Yuba City Bike Path Survey

1) How often do you ride a bike on average?

☒ Often (once a week or more)
☐ Rarely (a few times a year)

☐ On occasion (several times a month)
☐ Never

2) What is a typical ride distance on average?

☐ Under 5 miles

☐ 5-10 miles

☒ 10 miles or more

3) What places do you ride your bike to? Please be as specific as possible.

From my home a few blocks from the Hooper origin to Sutter and back. I also ride to Yuba College. Butte House Rd to Gray King Lynn to the levee.

4) What places would you like to ride your bike to if it were more convenient?

A route that would be more scenic such as closer to Feather River amongst the trees.

5) If riding to the Feather River Parkway, what street would be the preferable route?

I take the route listed above due to minimal traffic and shortest distance.

6) Where would be an ideal location for you to access the trail?

I currently have easy access

7) Would you take longer rides if there was a continuous Class I (dedicated bike/pedestrian) trail?

Yes

8) What amenities/facilities, e.g. bench, bike racks, would you like to have on the Yuba City Bike Path?

Bike racks near any areas that are indicative of leaving your bike would seem ideal. i.e. shopping, bus stop, river

9) Do you currently ride the Yuba-Sutter Bike Path (west part of town starting at Hooper Rd)?

Yes

10) Any other comments you would like to share?

Having some consideration to bring local colleges into a long term strategy seems reasonable. The current leg in Marysville does not feel safe to do at times.



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

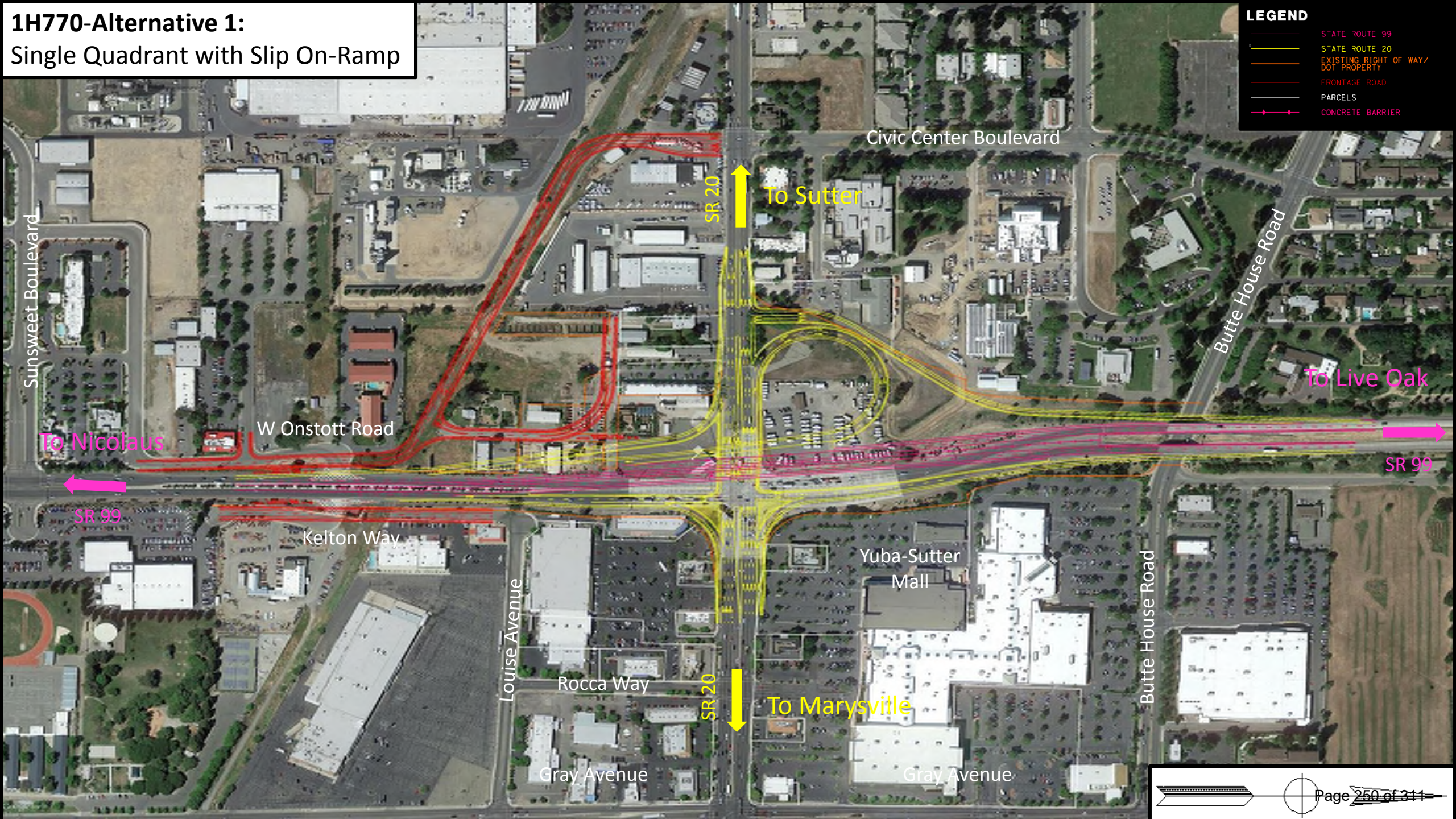
Abandoned Railroad Corridor

FEASIBILITY STUDY

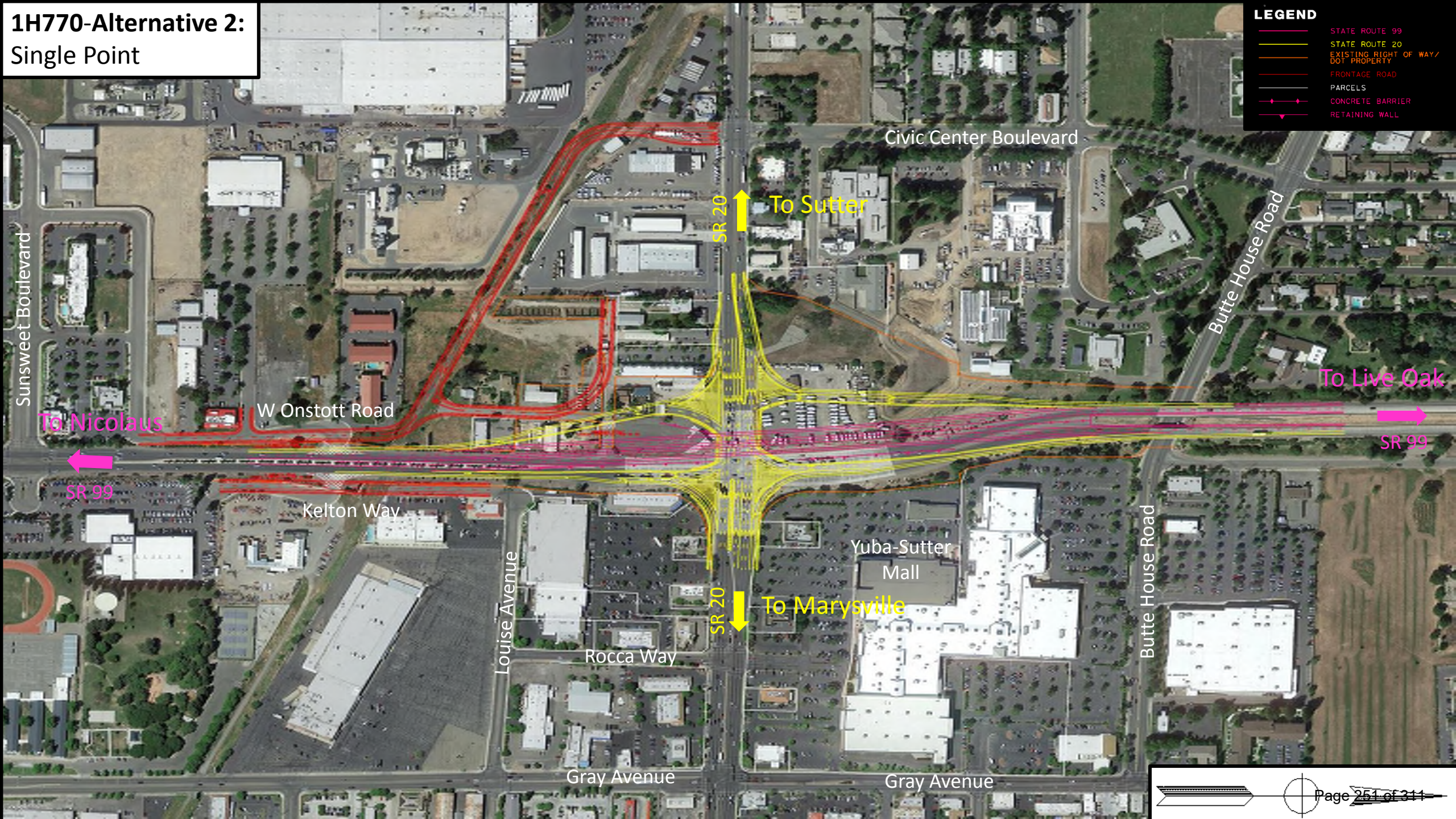
ATTACHMENT C

Civic Center Improvement Plans

1H770-Alternative 1: Single Quadrant with Slip On-Ramp



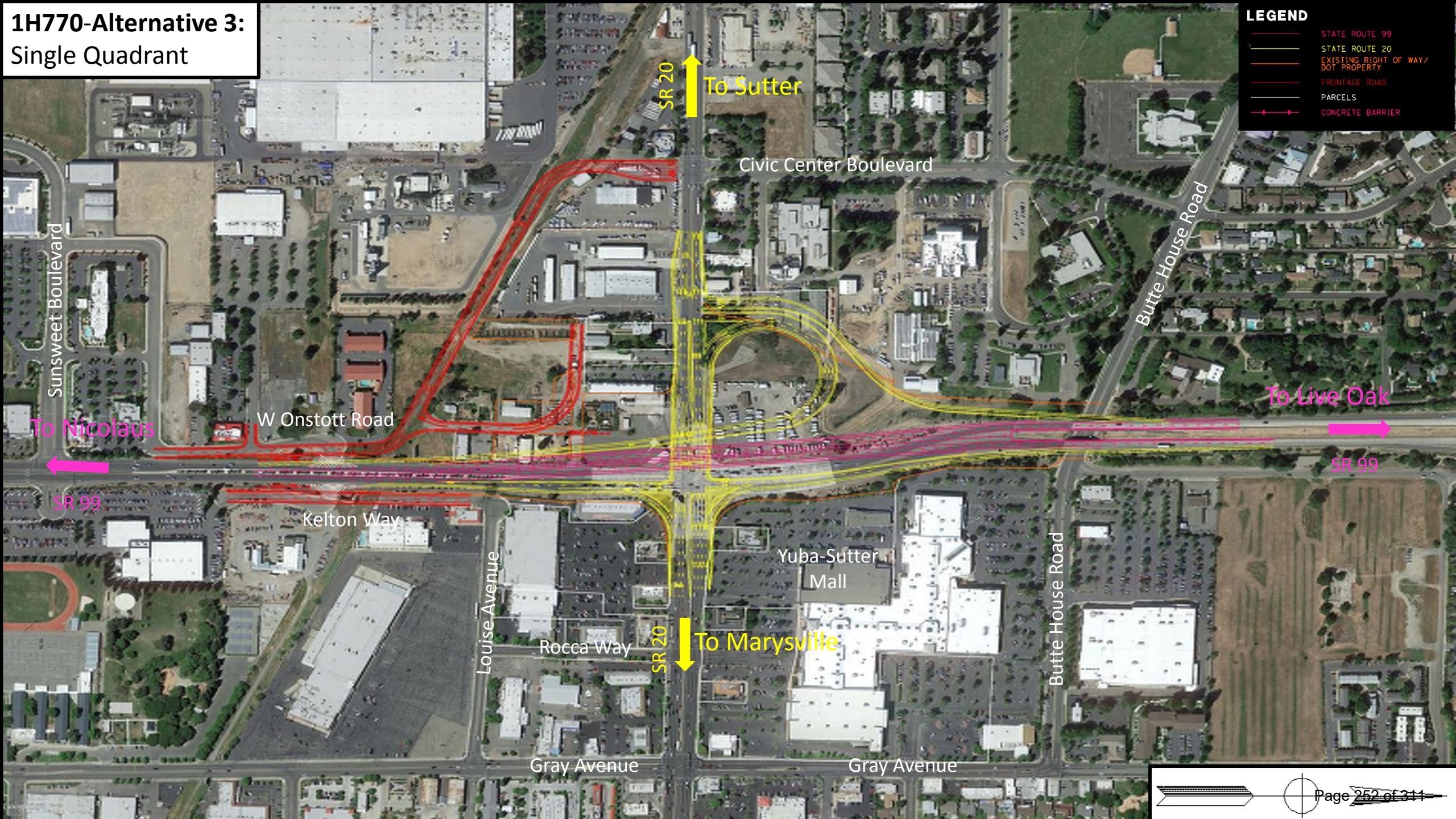
1H770-Alternative 2:
Single Point



LEGEND

- STATE ROUTE 99
- STATE ROUTE 20
- EXISTING RIGHT OF WAY / DOT PROPERTY
- FRONTAGE ROAD
- PARCELS
- CONCRETE BARRIER
- RETAINING WALL

1H770-Alternative 3: Single Quadrant



LEGEND

- STATE ROUTE 99
- STATE ROUTE 20
- EXISTING RIGHT OF WAY / DOT PROPERTY
- FRONTAGE ROAD
- PARCELS
- CONCRETE BARRIER

REZONE 2017-01

WOODWARD STREET REZONE

CITY OF YUBA CITY, CALIFORNIA
FEBRUARY 1, 2017 REVISED JUNE 6, 2017 REVISED OCTOBER 16, 2017



PROJECT NOTES

OWNER
ENTERPRISE REALTY INC
P.O. BOX 255749
SACRAMENTO, CA 95865
CONTACT: WILLIAM MEEK
PHONE: (916) 576-3042

APPLICANT
GILL DEVELOPMENT
850 COLUSA AVENUE
YUBA CITY, CA 95993
CONTACT: SIMON GILL
PHONE: (530) 682-6060

ENGINEER/SURVEYOR
MHM INCORPORATED
1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
CONTACT: SEAN MINARD, P.E., P.L.S.
PHONE: (530) 742-6485

ASSESSOR'S PARCEL NO.
58-041-011

AREA OF TENTATIVE MAP
2.10 GROSS ACRES

EXISTING USE
VACANT

EXISTING GENERAL PLAN DESIGNATION
REGIONAL COMMERCIAL

PROPOSED GENERAL PLAN DESIGNATION
REGIONAL COMMERCIAL

EXISTING ZONING
C-M

PROPOSED ZONING
C-3

LEVEE PROTECTION
LEVEE DISTRICT NO. 1 OF SUTTER COUNTY

ELEMENTARY SCHOOL DISTRICT
YUBA CITY UNIFIED SCHOOL DISTRICT

HIGH SCHOOL DISTRICT
YUBA CITY UNIFIED SCHOOL DISTRICT

FIRE PROTECTION
CITY OF YUBA CITY

LAW ENFORCEMENT
CITY OF YUBA CITY

SANITARY SEWER
CITY OF YUBA CITY

DOMESTIC WATER
CITY OF YUBA CITY

STORM DRAINAGE
CITY OF YUBA CITY

ELECTRICITY
PACIFIC GAS AND ELECTRIC

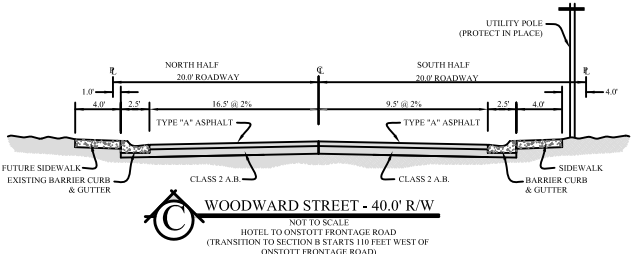
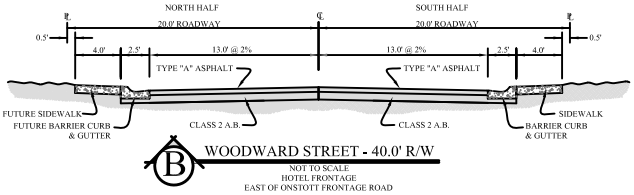
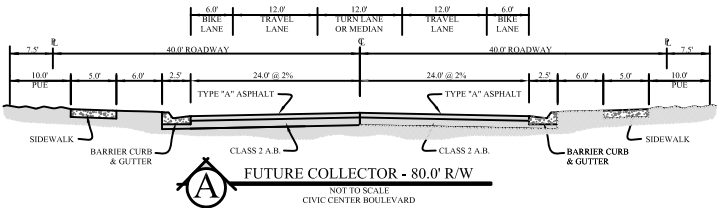
NATURAL GAS
PACIFIC GAS AND ELECTRIC

TELEPHONE
AT&T

CABLE
COMCAST

GENERAL NOTES:

1. THIS EXHIBIT IS FOR REZONE MAP PURPOSES ONLY, ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGE, AND YIELDS ARE TO BE VERIFIED PRIOR TO SITE PLAN.
2. THIS IS AN APPLICATION FOR A REZONE.
3. ALL EXISTING STRUCTURES AND WELLS TO BE REMOVED PRIOR TO CONSTRUCTION.
4. ALL SEPTIC TANKS SHALL BE REMOVED PRIOR TO OR AS PART OF CONSTRUCTION.
5. OWNERS, APPLICANT, ENGINEER, AND SURVEYOR SHALL RECEIVE ANY COMMUNICATIONS AND/OR NOTICES RELATED TO THIS PROJECT.



M.H.M.
ENGINEERS & SURVEYORS SINCE 1892

1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901

TEL: 530.742.6485

FAX: 530.742.5639



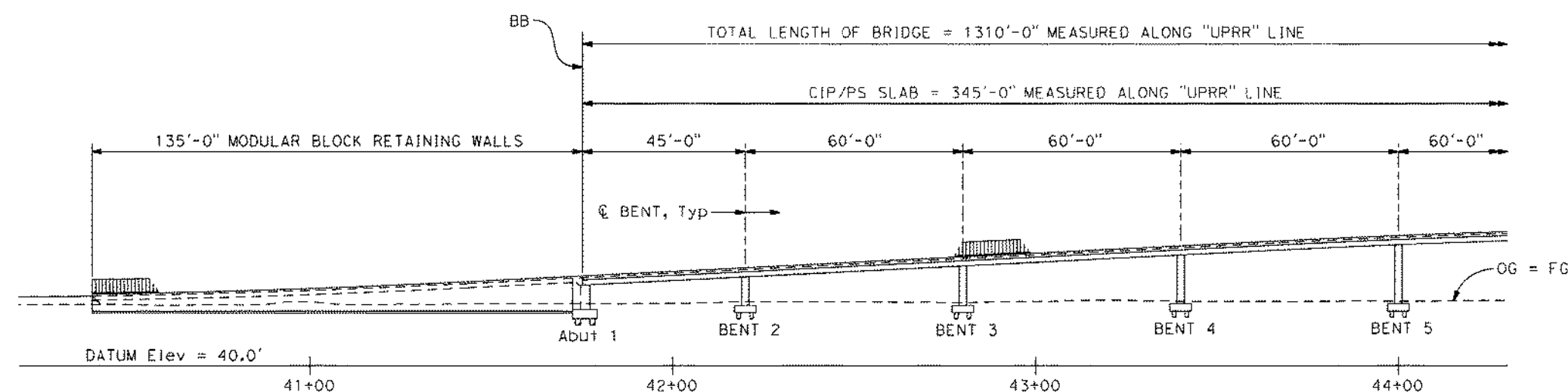
CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

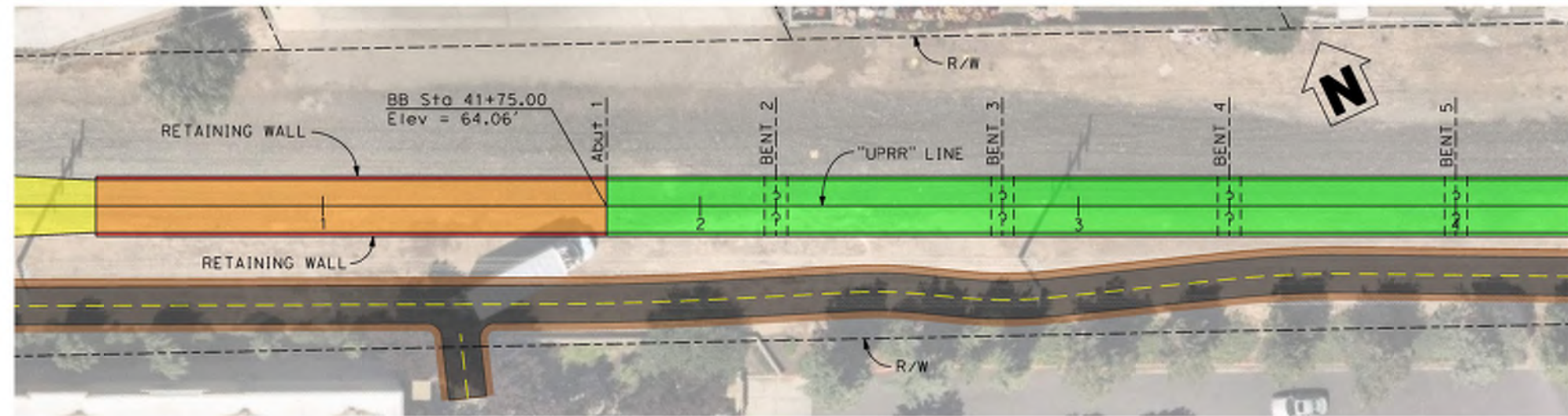
FEASIBILITY STUDY

ATTACHMENT D

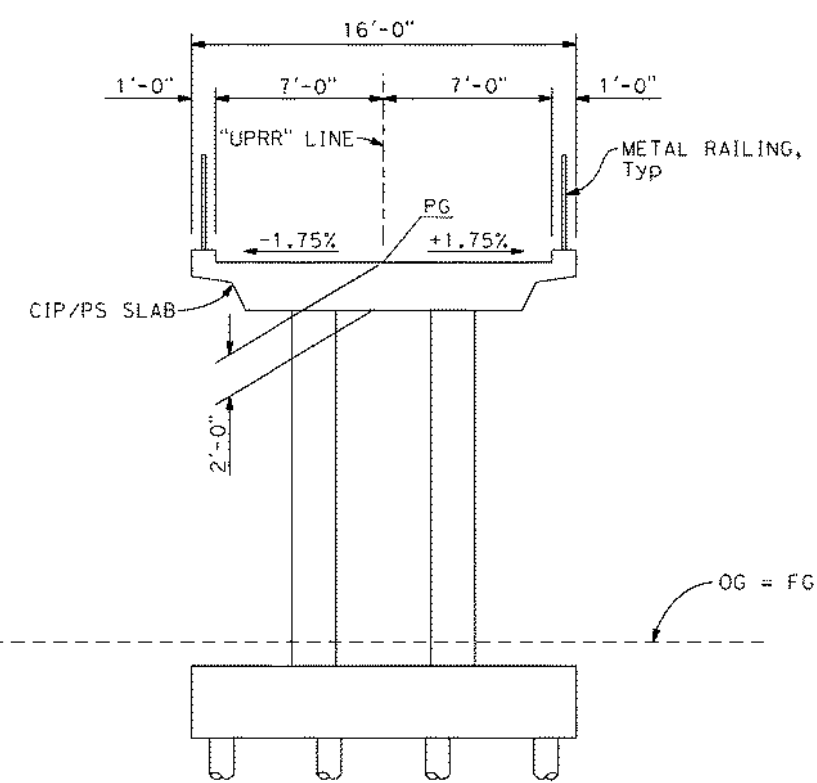
Structure Advance Planning Studies



ELEVATION
 1" = 20'



PLAN
 1" = 20'



TYPICAL SECTION (CIP/PS SLAB)
 1/4" = 1'-0"

LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

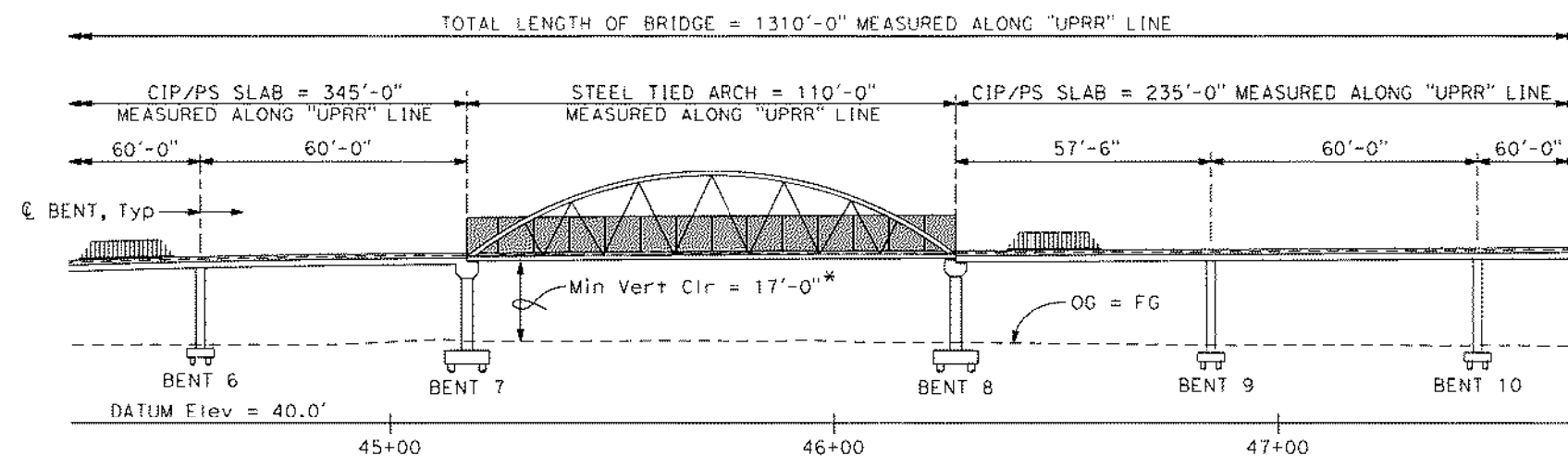
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X	SIGN OFF DATE

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 TIME PLOTTED => #TIME
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DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

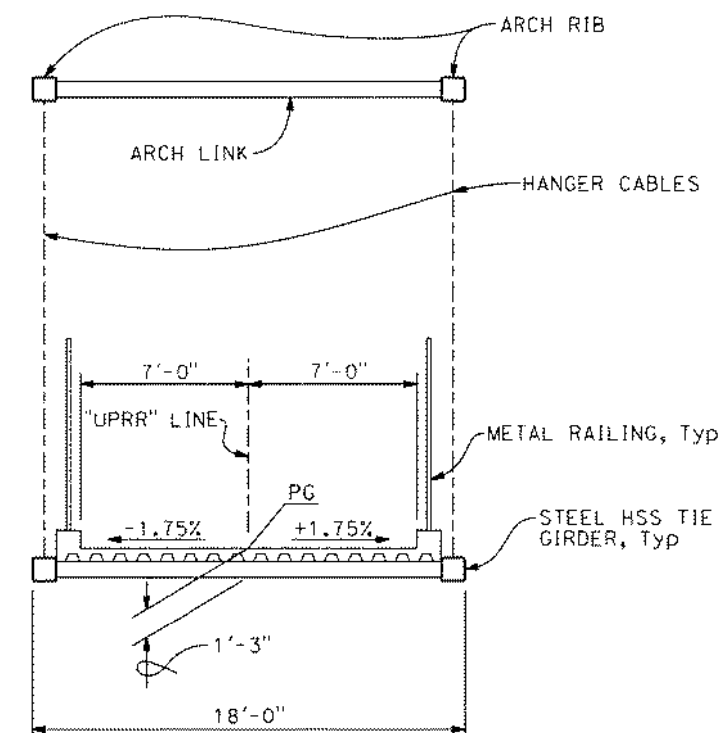
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OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 1	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



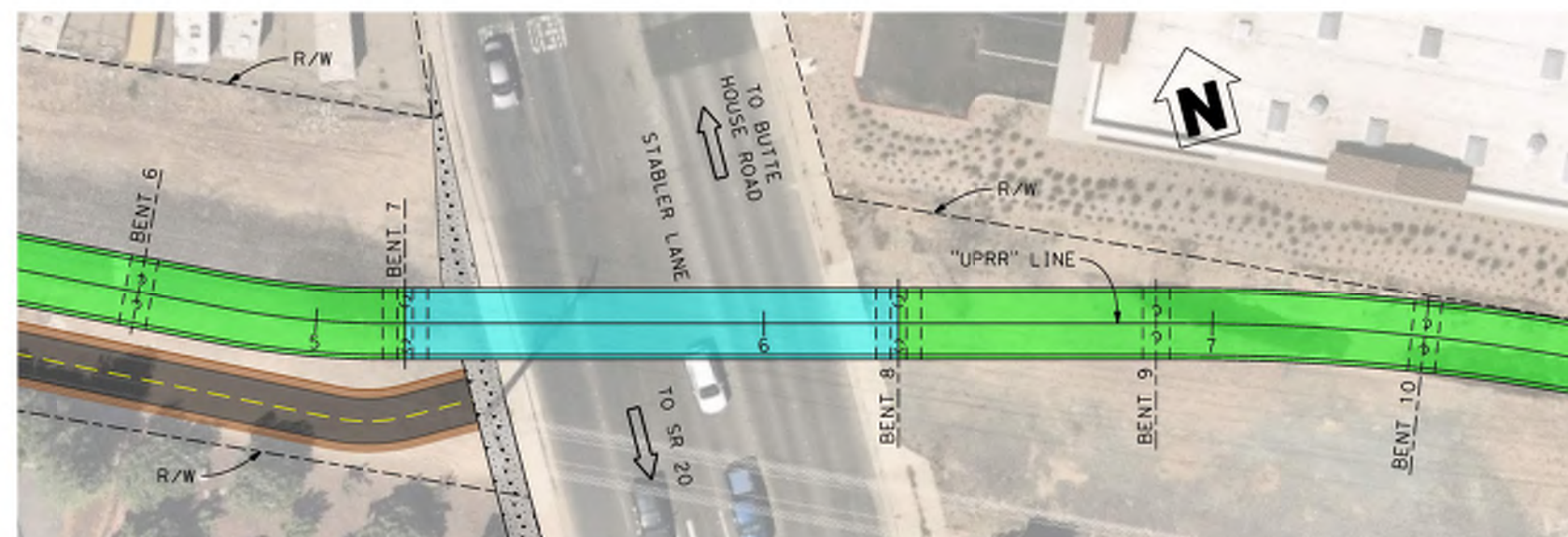
DEVELOPED ELEVATION
1" = 20'

* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER CONVENTIONAL HIGHWAYS AND LOCAL ROADS. STABLER LANE IS A LOCAL MAJOR ARTERIAL

- LEGEND**
- CIP/PS SLAB BRIDGE
 - STEEL TIED ARCH BRIDGE
 - ACCESSIBLE PATH TO UPRR MULTI-USE PATH
 - MULTI-USE SIDEWALK WIDENING



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"



PLAN
1" = 20'

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

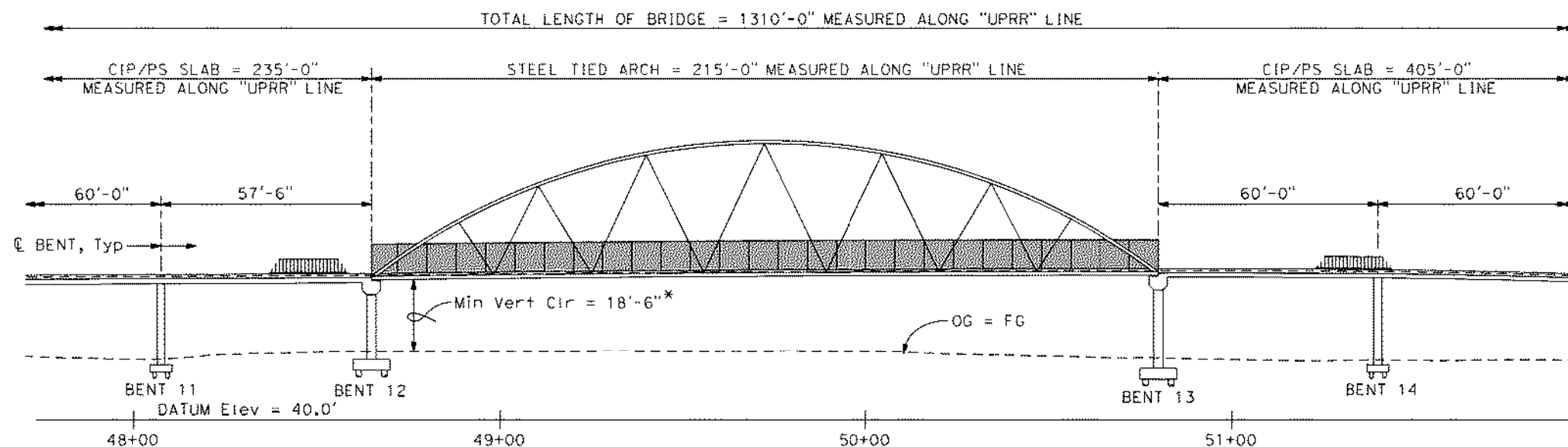
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DRAWN BY	DATE
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APPROVED	DATE
A. POWERS	01/30/23

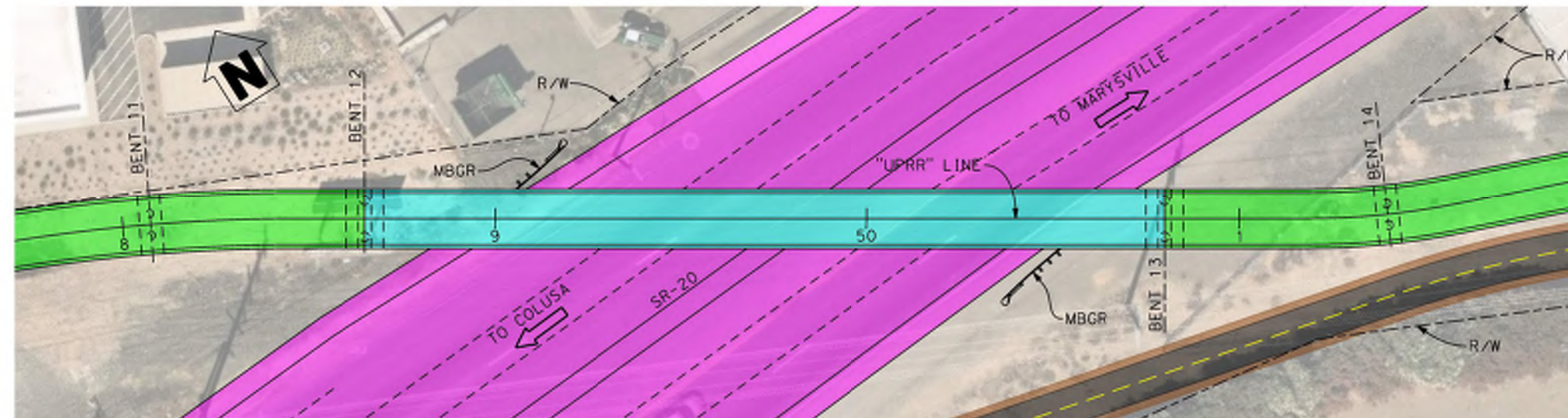
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



DEVELOPED ELEVATION
1" = 20'

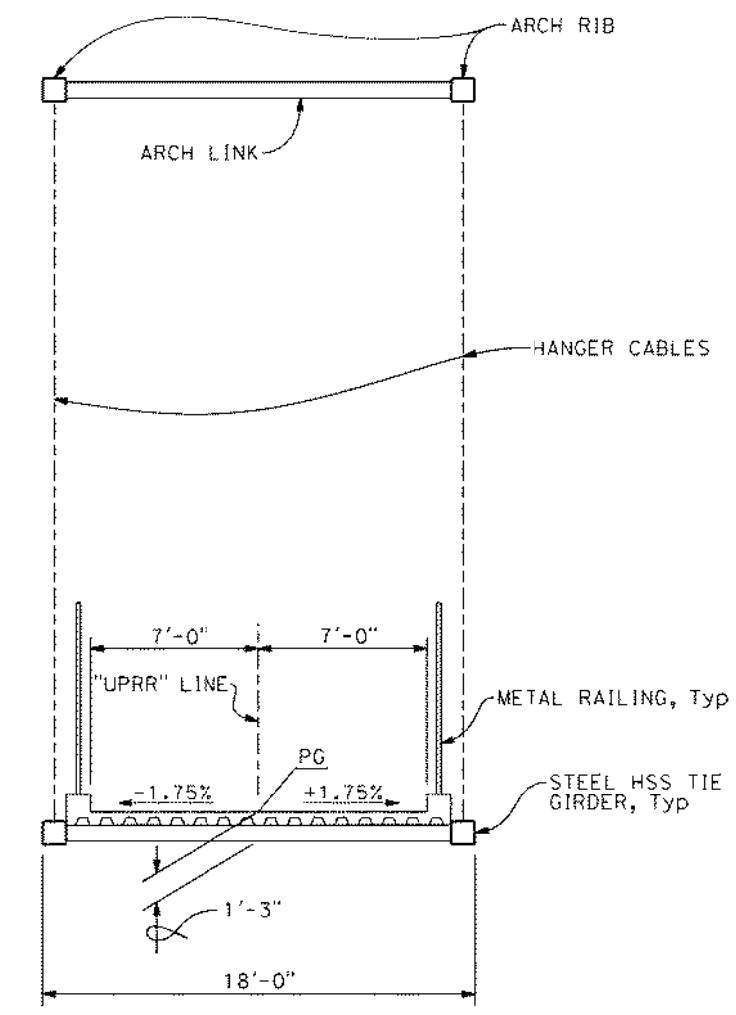
* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS. SR20 IS A 6-LANE CONVENTIONAL HIGHWAY. VERTICAL CLEARANCE COULD BE 17'-0", BUT CALTRANS MAY INSIST ON 18'-6".



LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- FUTURE SR20 CONFIGURATION
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

PLAN
1" = 20'



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"

X DESIGN OVERSIGHT
X SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
TENDLISH (REVISION 6/16/2021)

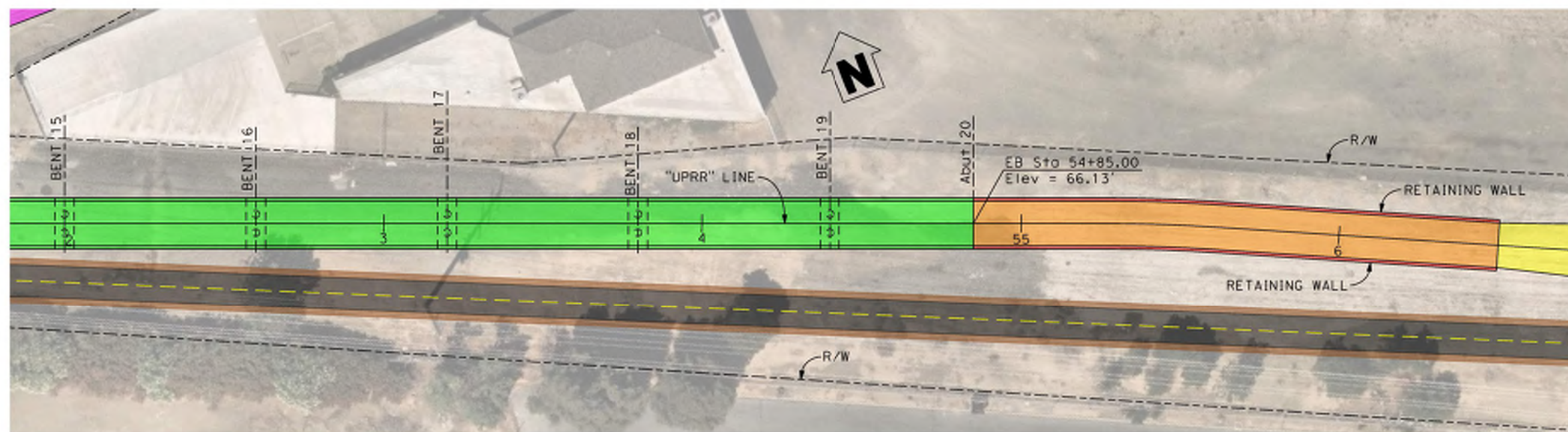
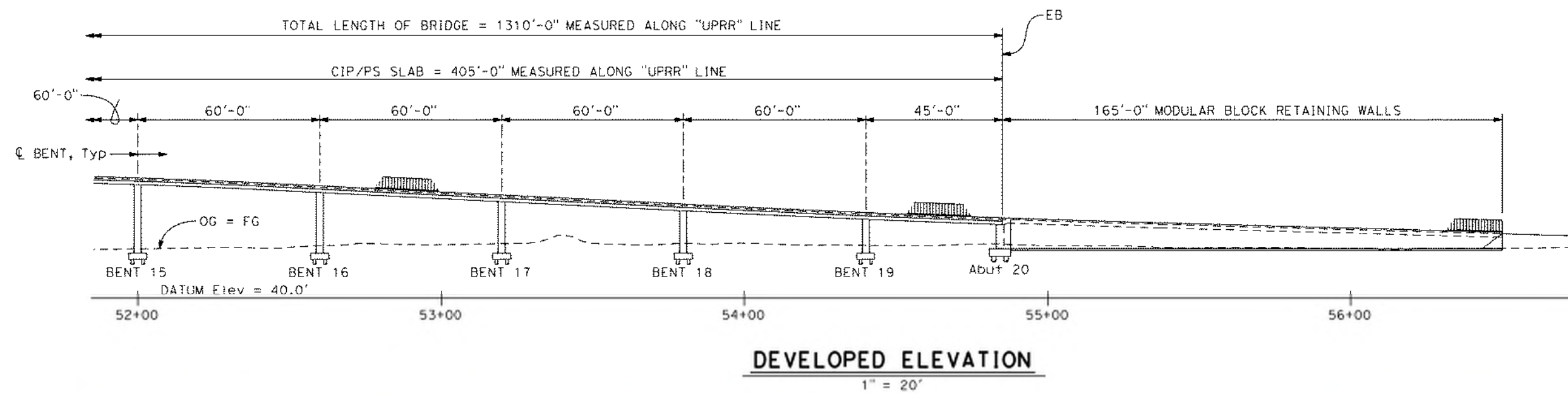
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DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 3	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- CIP/PS SLAB BRIDGE
- RETAINING WALL
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

PLAN

1" = 20'

X
DESIGN OVERSIGHT
X
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

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R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

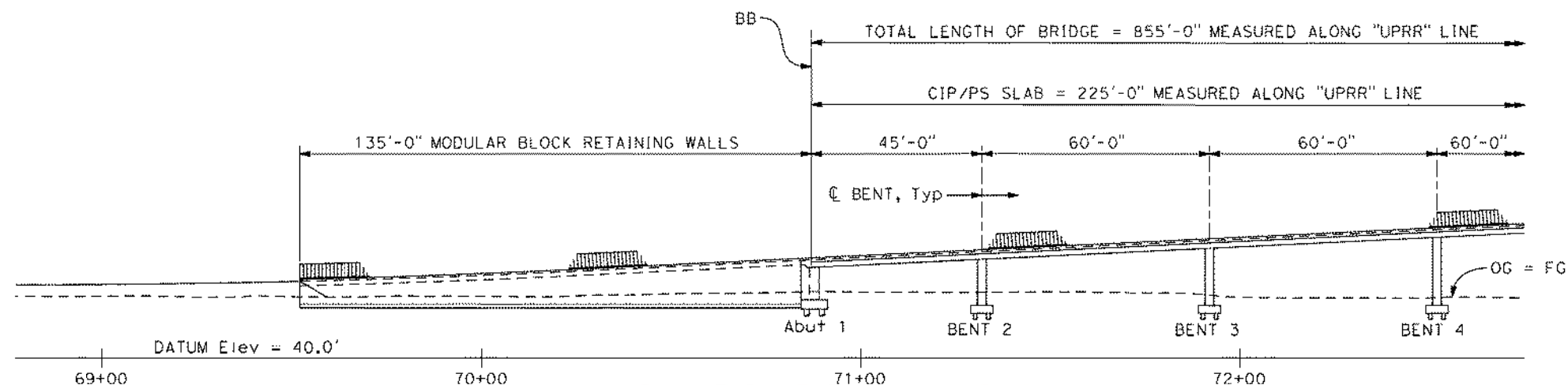
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 1	
OVERCROSSING ALTERNATIVE FOR STABLER LANE/SR20 No. 4	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:

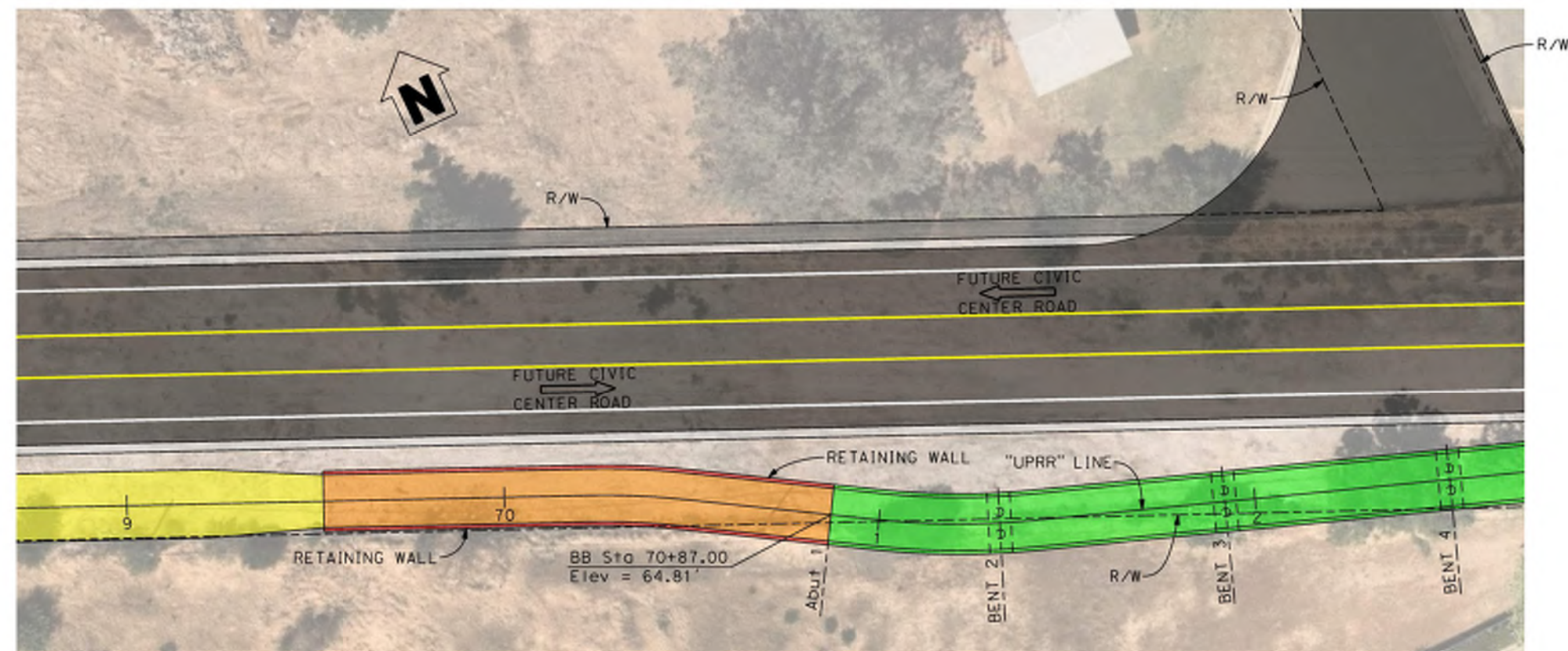
Dist	COUNTY	ROUTE	POST MILE
03	YUBA	99	



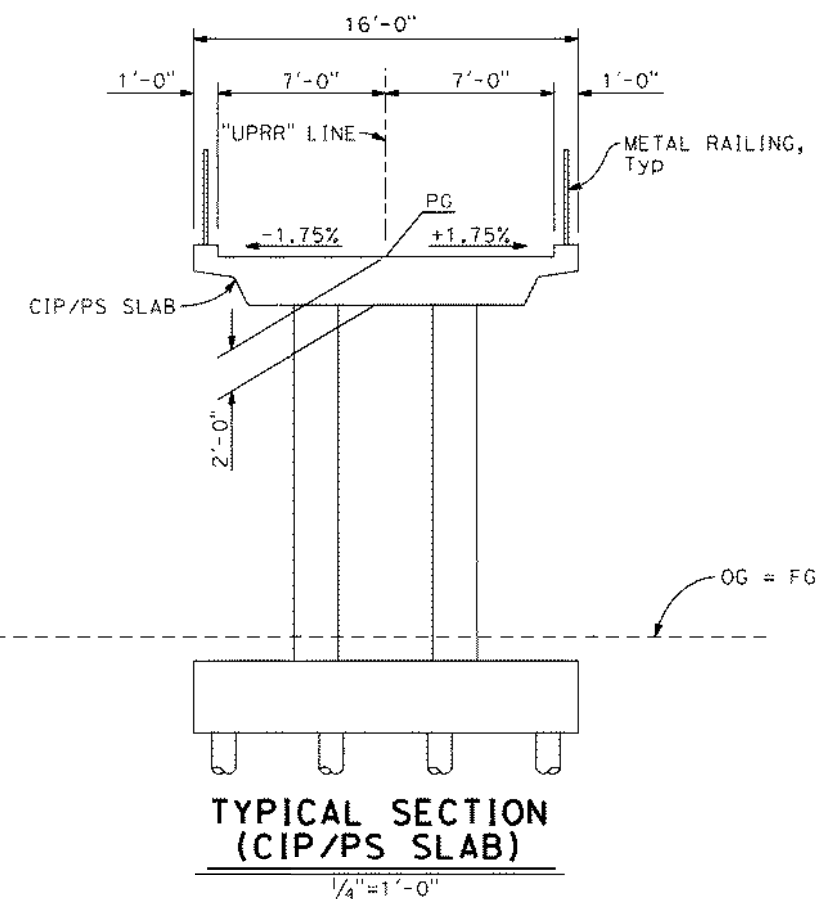
DOKKEN ENGINEERING
 110 BLUE RAVINE ROAD, SUITE 200
 FOLSOM, CA 95630



DEVELOPED ELEVATION

$$1'' = 20'$$


PLAN

$$\overline{1'' = 20'}$$


TYPICAL SECTION
(CIP/PS SLAB)

$$1/4'' = 1' - 0''$$

LEGEND

- | | |
|---|-----------------------------------|
|  | AT GRADE PATH |
|  | PATH SUPPORTED BY RETAINING WALLS |
|  | RETAINING WALL |
|  | CIP/PS SLAB BRIDGE |

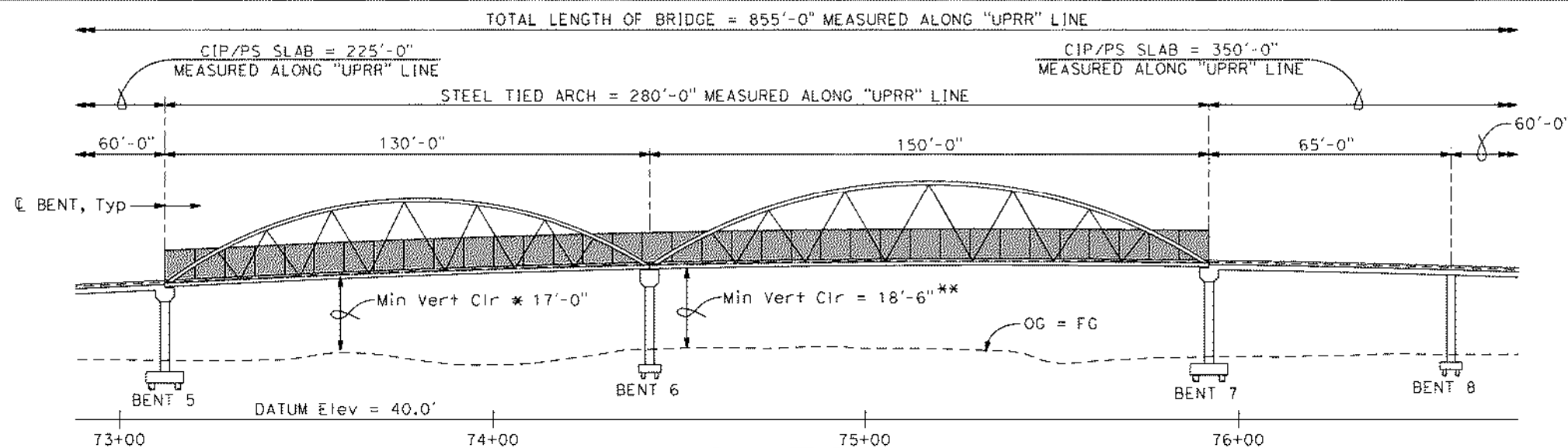
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DRAWN BY	DATE
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CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS PROJECT ENGINEER	ADVANCE PLANNING STUDY No. 2	
	OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 1	
		BRIDGE No.:
	PROJECT EA:	PROJECT No. & PHASE:

X
DESIGN OVERSIGHT
X
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENGLISH) (REVISION 8/16/2021)

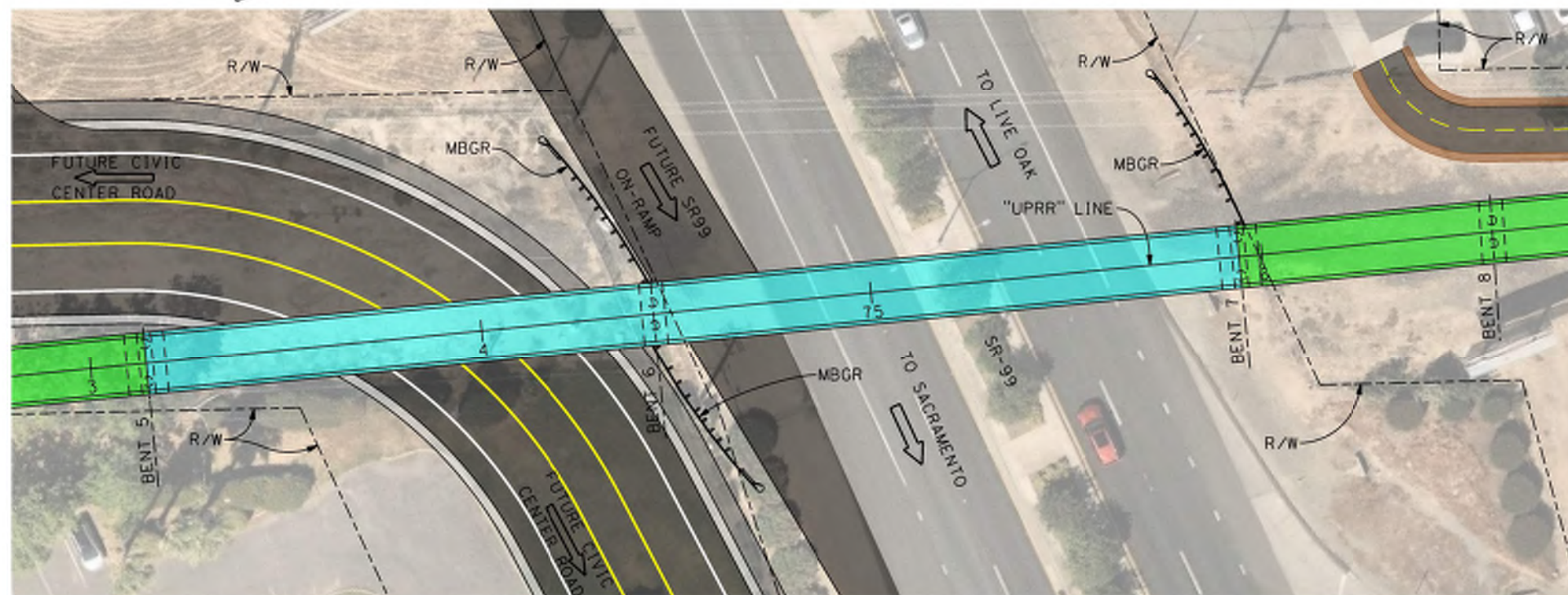
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ELEVATION

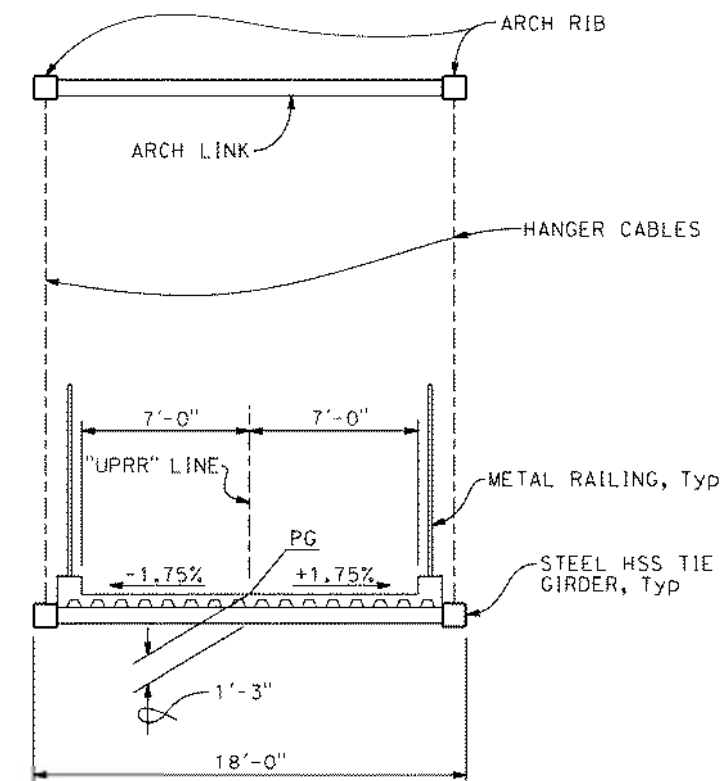
1" = 20'

* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER CONVENTIONAL HIGHWAYS AND LOCAL ROADS.
** MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS.



PLAN

1" = 20'



TYPICAL SECTION (STEEL TIED ARCH)

1/4" = 1'-0"

LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

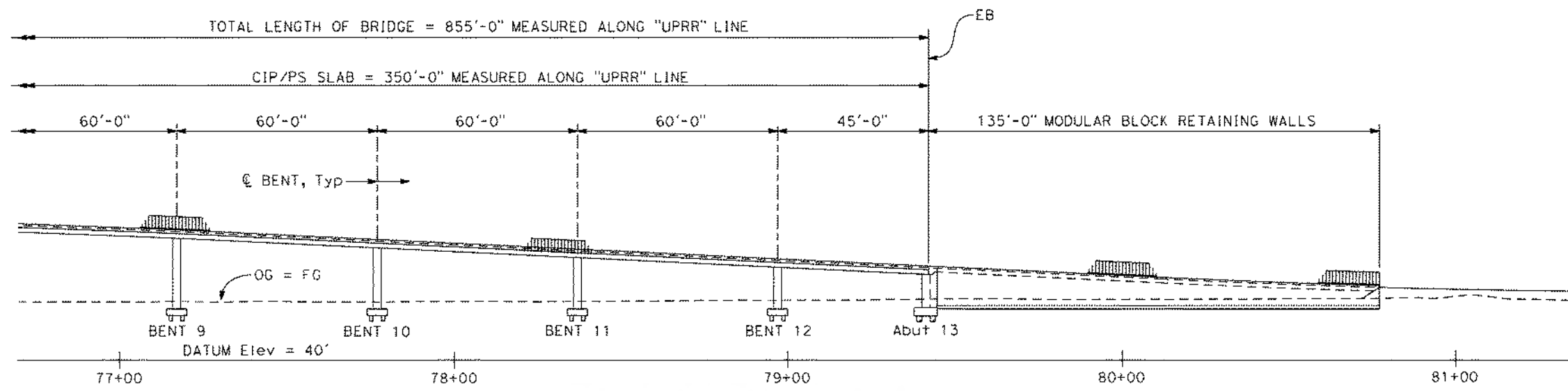
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TENDLISH (REVISION 8/16/2021)

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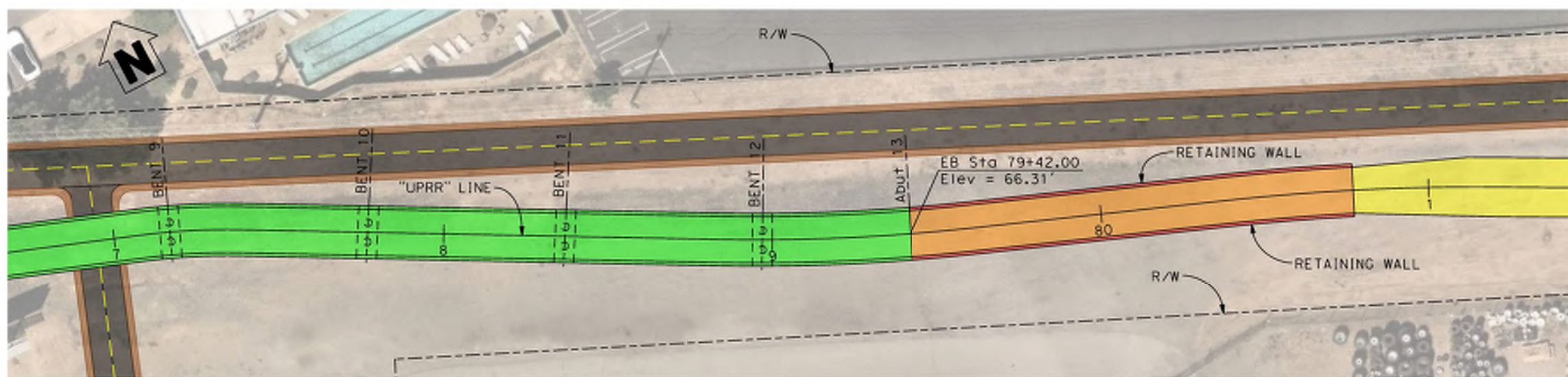
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CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS		ADVANCE PLANNING STUDY No. 2	
PROJECT ENGINEER		OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 2	
		BRIDGE No.:	
PROJECT EA:		PROJECT No. & PHASE:	



DEVELOPED ELEVATION
1" = 20'



PLAN
1" = 20'

LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
TENDLISHI (REVISION 6/16/2021)

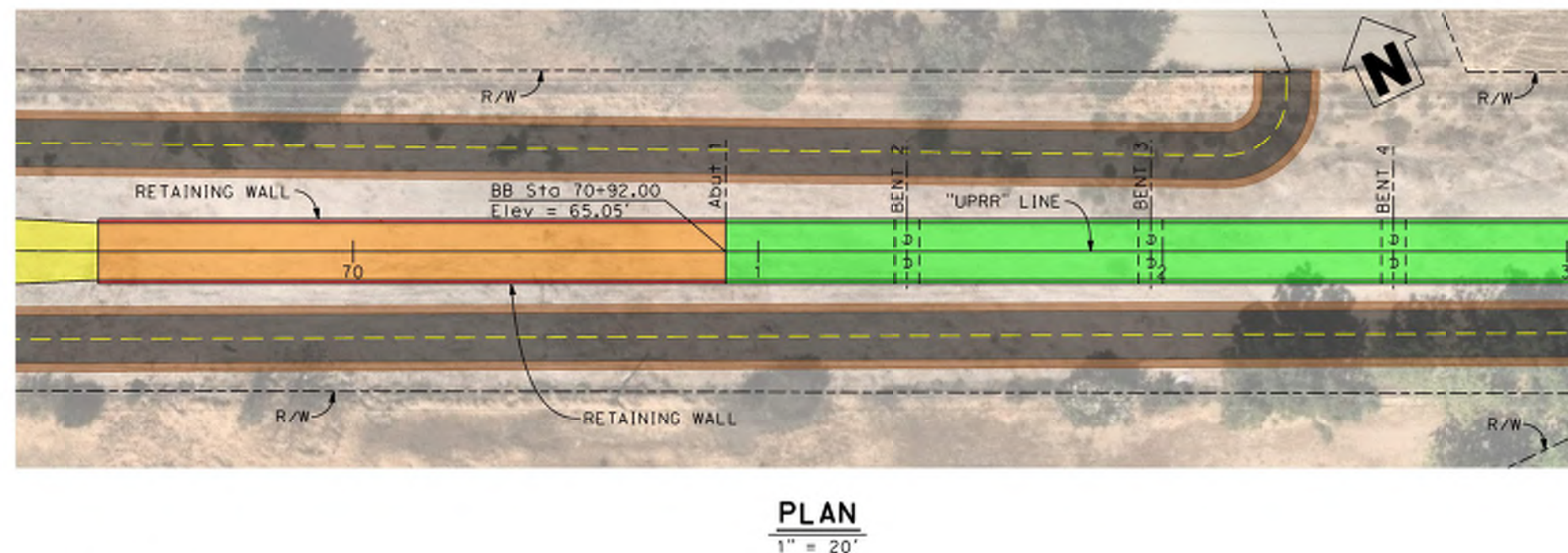
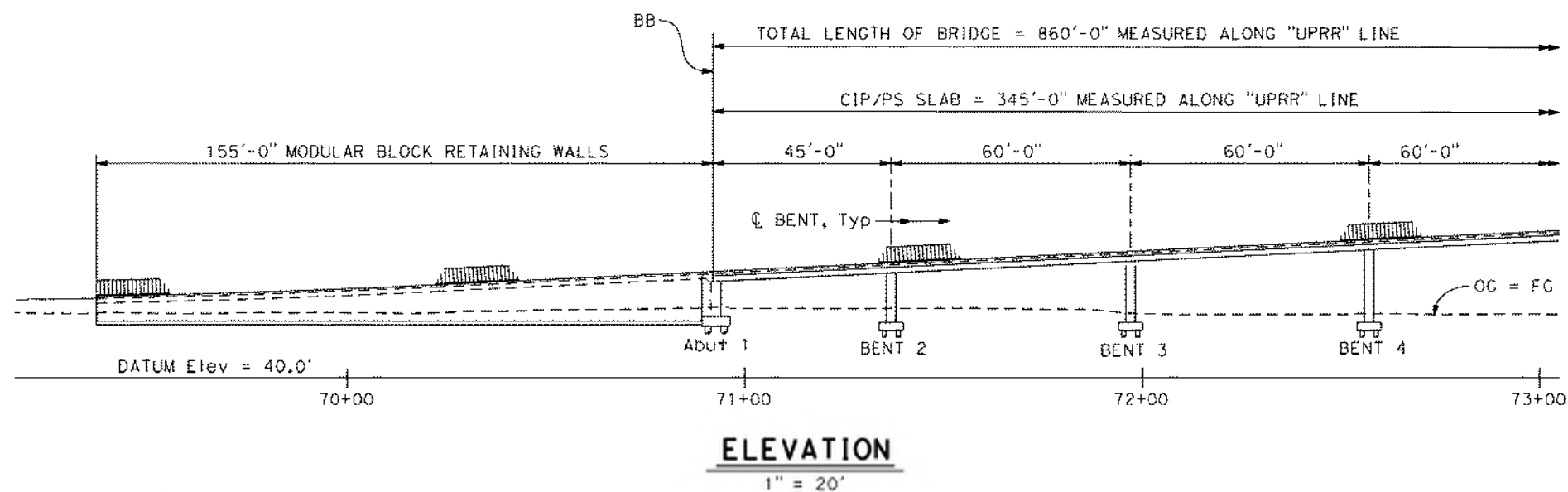
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DRAWN BY	DATE
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APPROVED	DATE
A. POWERS	01/30/23

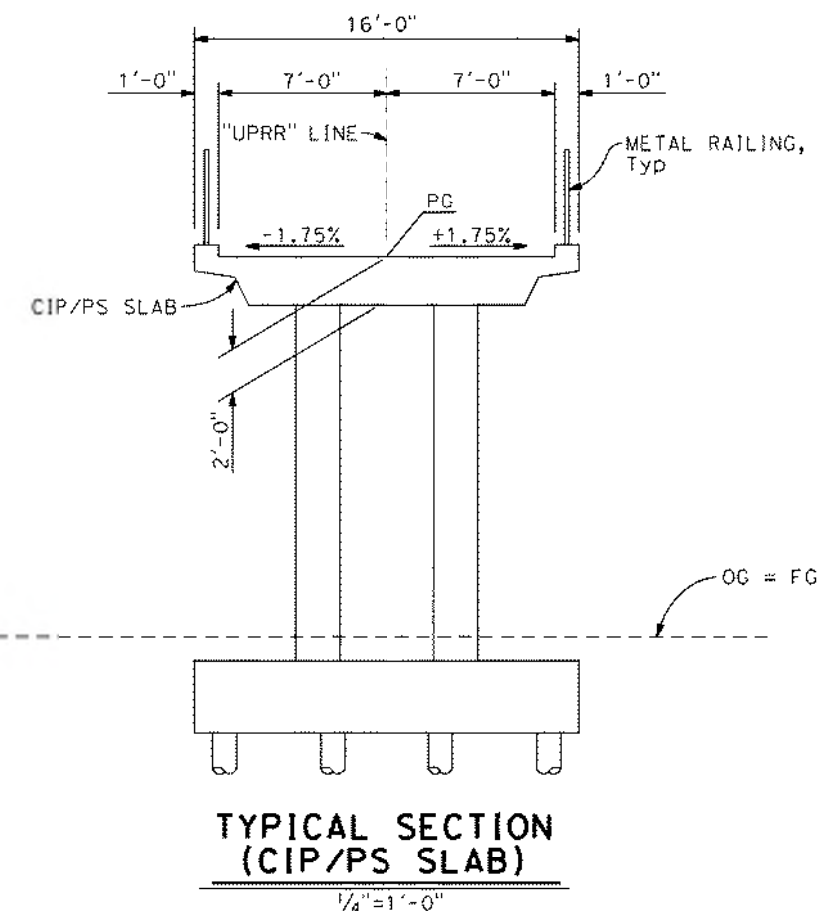
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 2	
OVERCROSSING ALTERNATIVE FOR SR99 WITH FUTURE CIVIC CENTER IMPROVEMENTS No. 3	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- CIP/PS SLAB BRIDGE
- RETAINING WALL
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH



X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

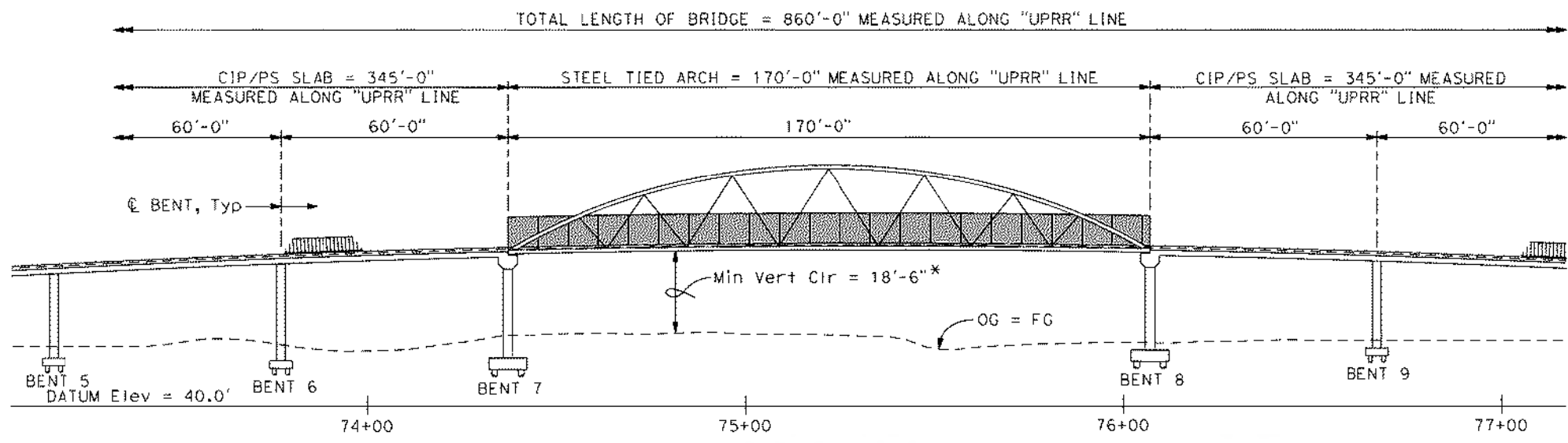
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APPROVED	DATE
A. POWERS	01/30/23

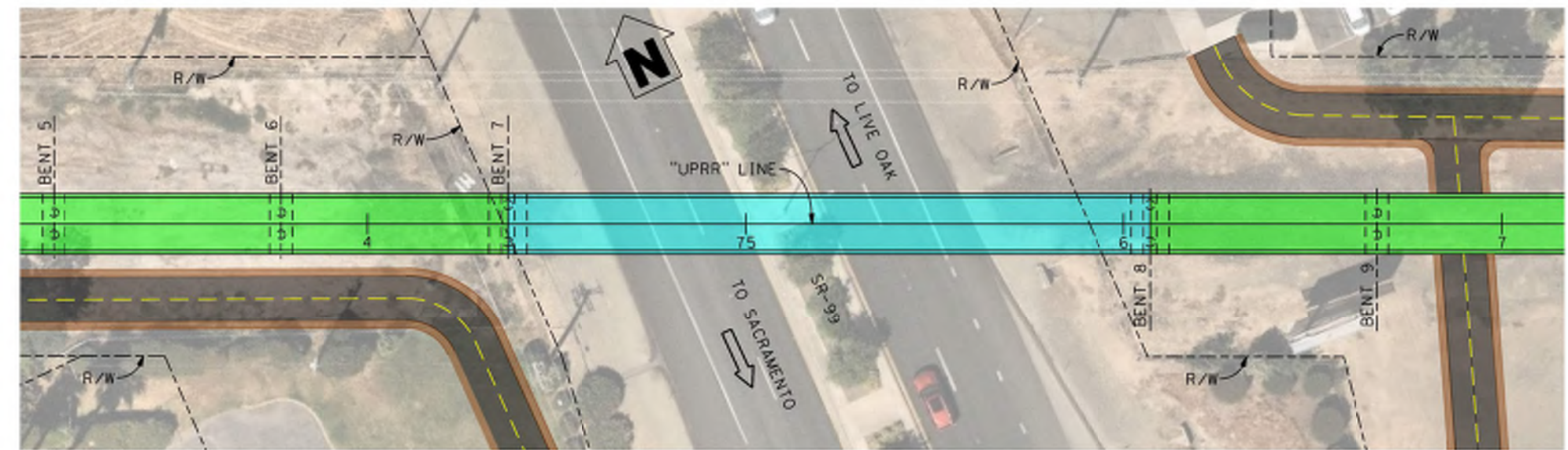
A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 3	
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BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



ELEVATION
1" = 20'

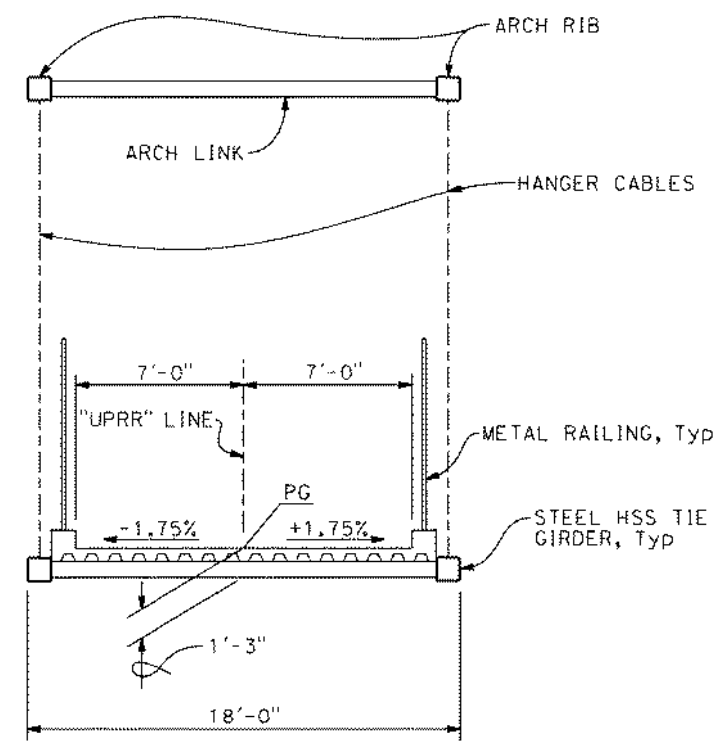
* MINIMUM VERTICAL CLEARANCE FOR MINOR STRUCTURE OVER FREEWAYS AND EXPRESSWAYS.



PLAN
1" = 20'

LEGEND

- CIP/PS SLAB BRIDGE
- STEEL TIED ARCH BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH



TYPICAL SECTION (STEEL TIED ARCH)
1/4" = 1'-0"

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

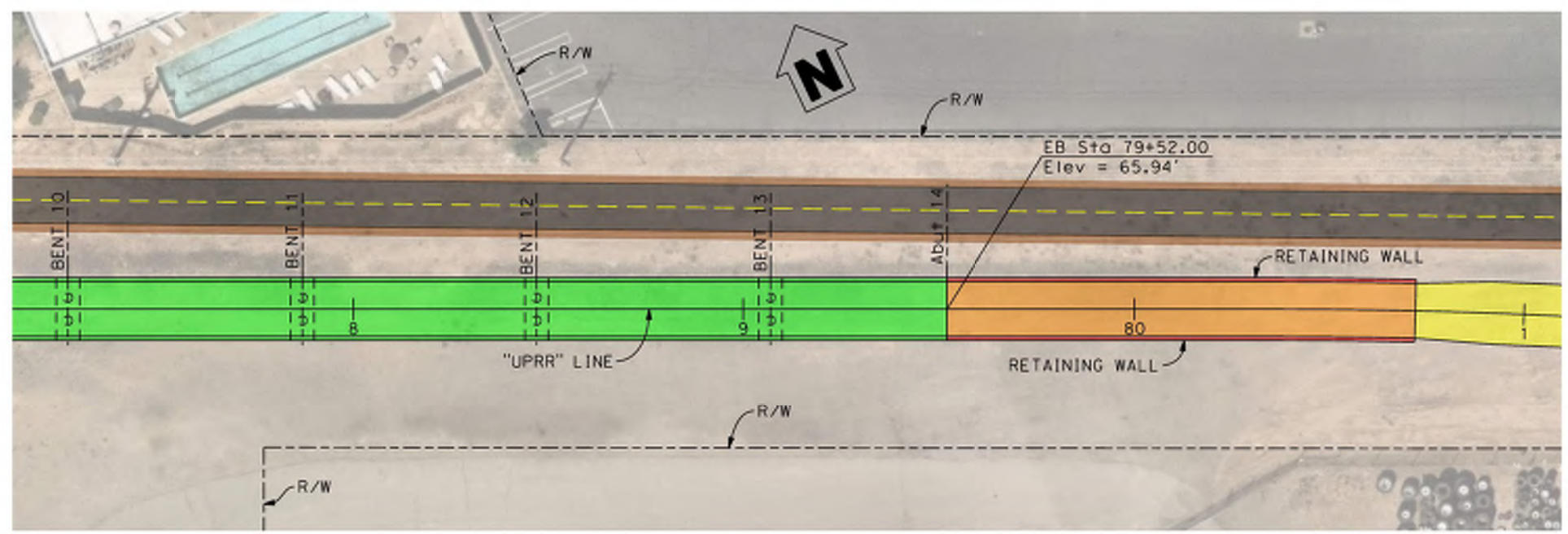
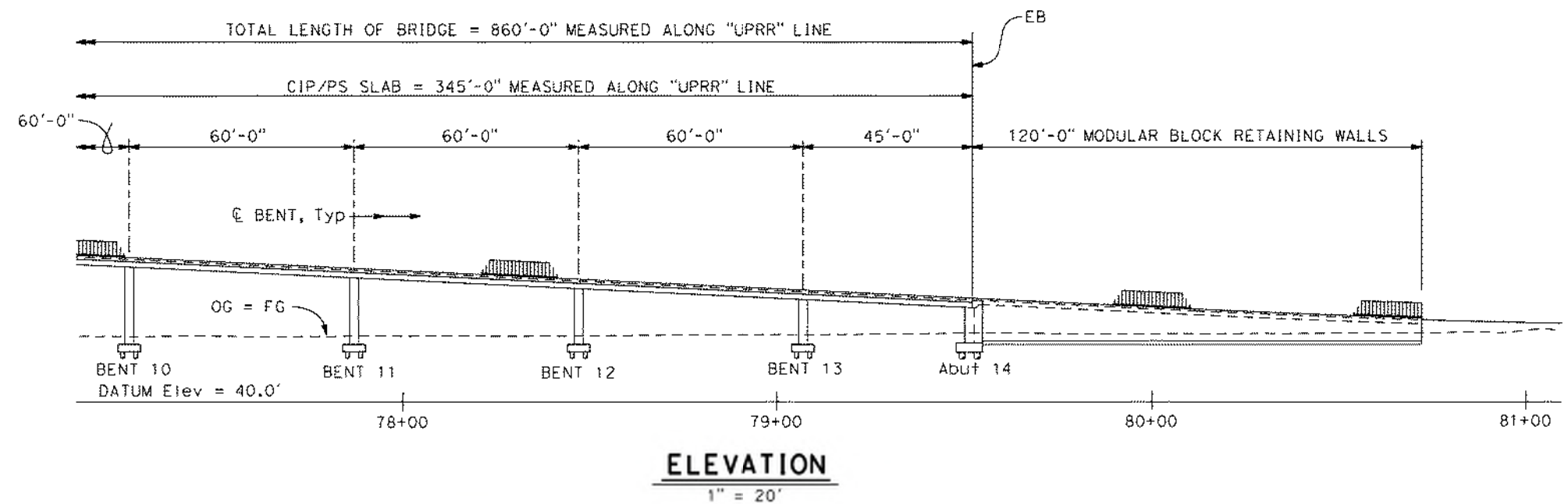
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CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 3	
OVERCROSSING ALTERNATIVE FOR EXISTING SR99 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



LEGEND

- AT GRADE PATH
- PATH SUPPORTED BY RETAINING WALLS
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH

PLAN

1" = 20'

DESIGN OVERSIGHT

SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
TENDLISH (REVISION 6/16/2021)

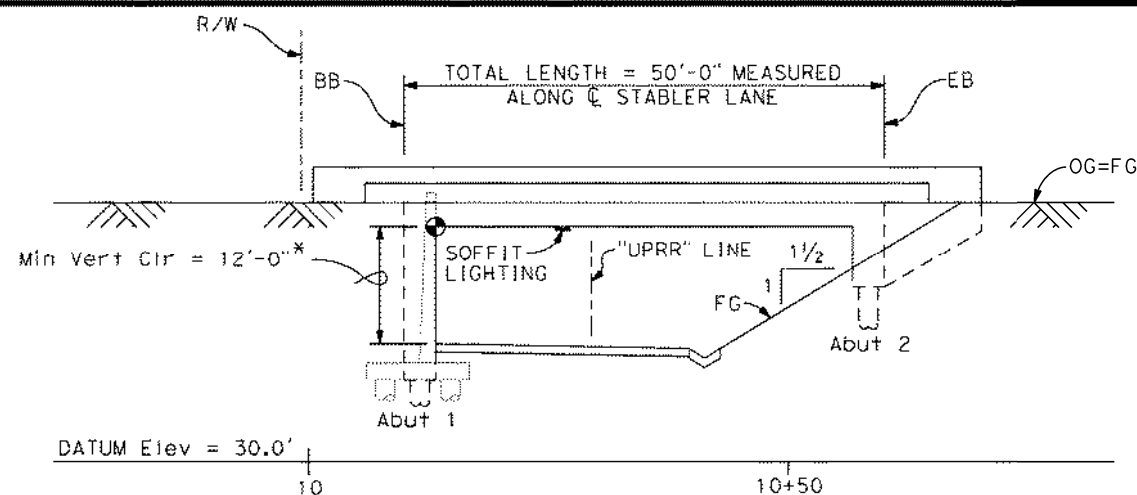
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M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 3	
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BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



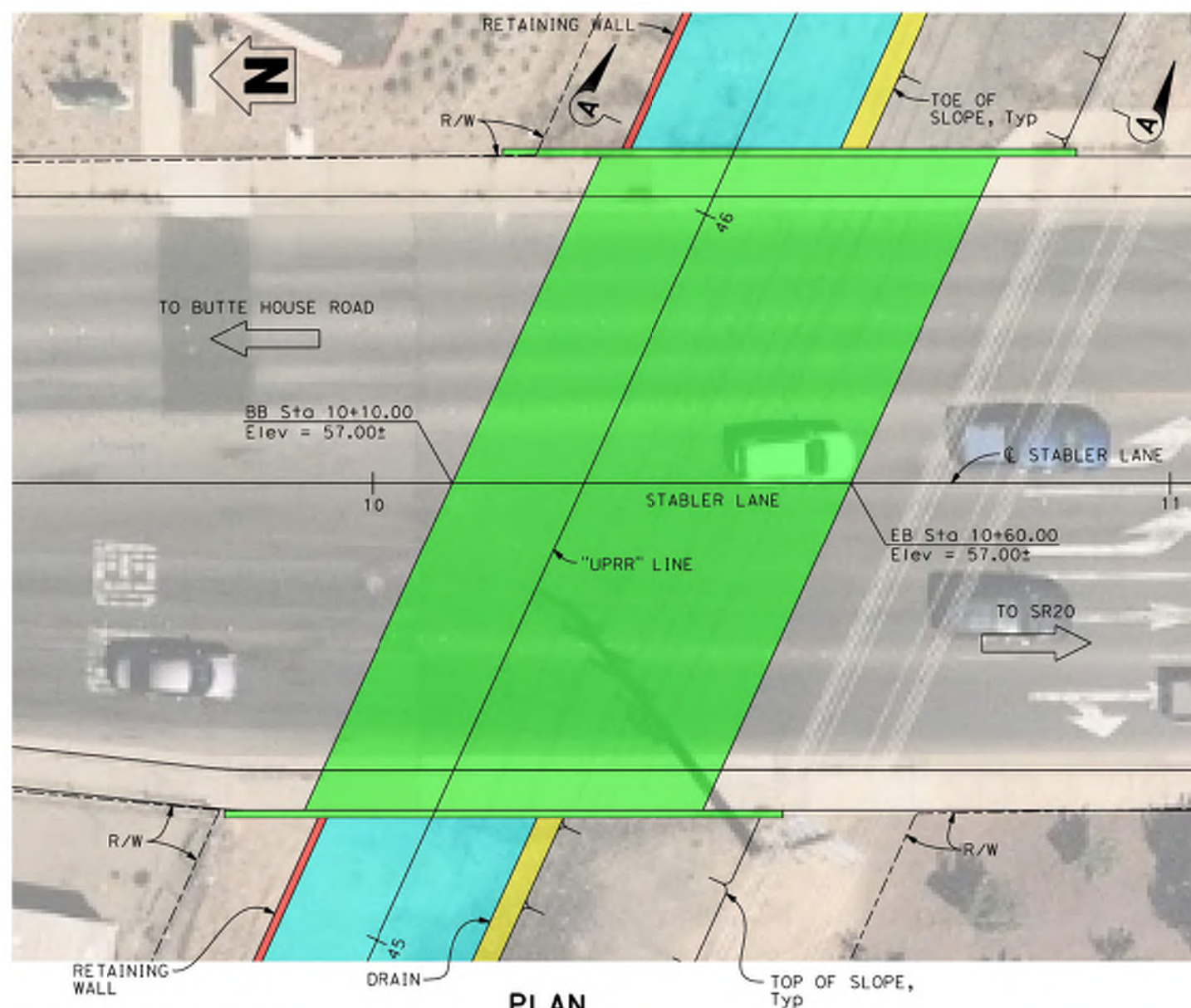
LEGEND

- POINT OF MINIMUM VERTICAL CLEARANCE
- UNDERCROSSING PATH
- RETAINING WALL
- CIP/PS SLAB BRIDGE
- DITCH

ELEVATION

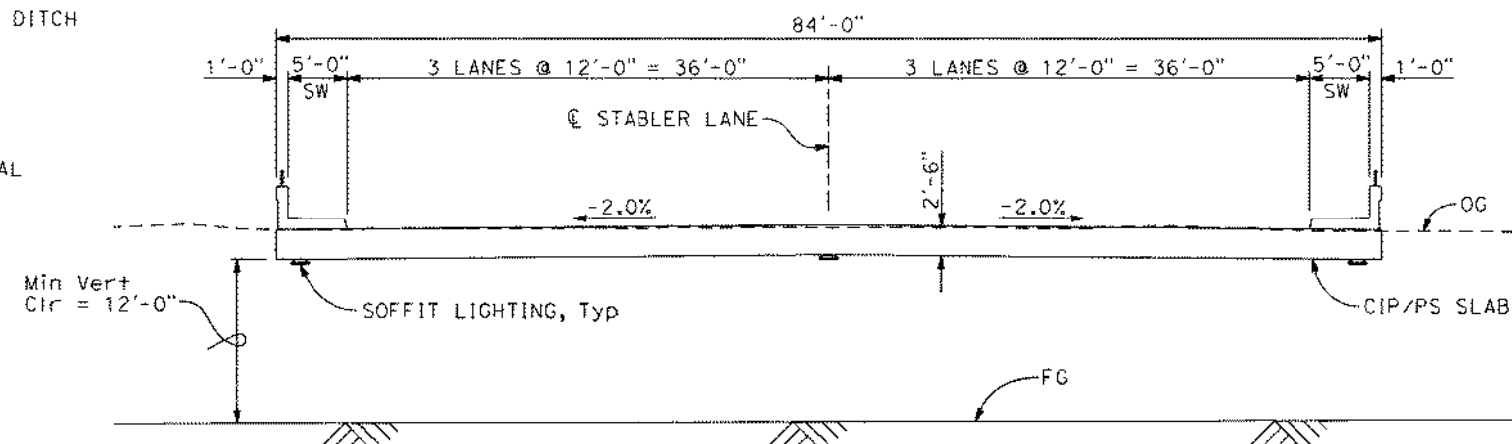
1" = 10'

* MINIMUM VERTICAL CLEARANCE = 10'-0". ADDITIONAL 2' SHOWN TO MINIMIZE "TUNNEL EFFECT".



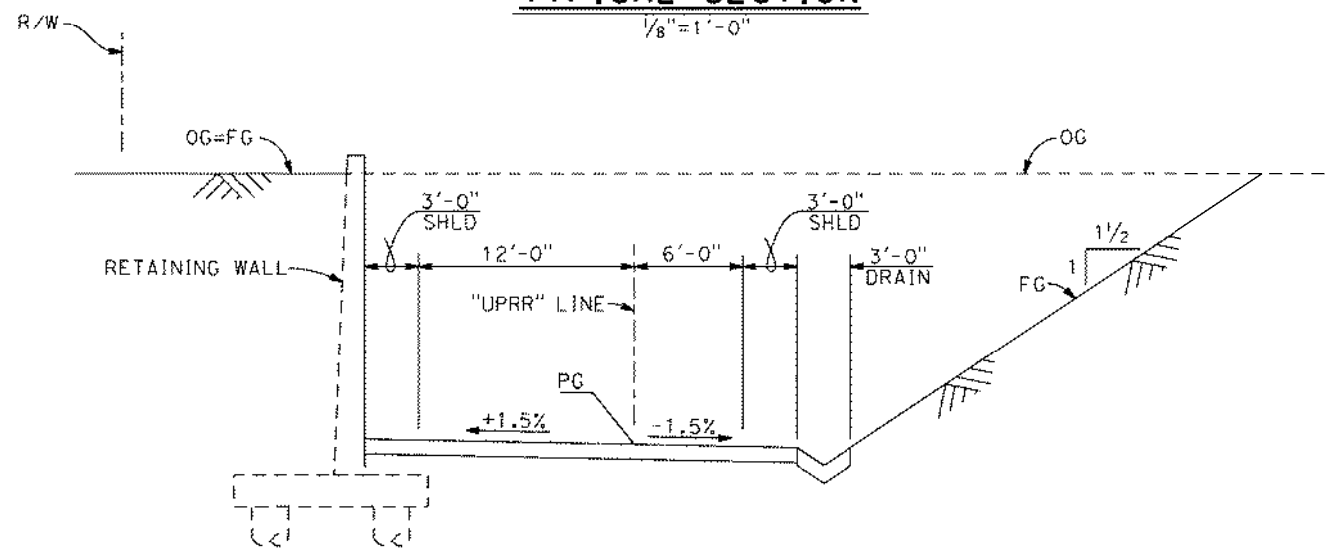
PLAN

1" = 10'



TYPICAL SECTION

1/8" = 1'-0"



SECTION A-A

3/16" = 1'-0"

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(END USER) (REVISION 6/16/2021)

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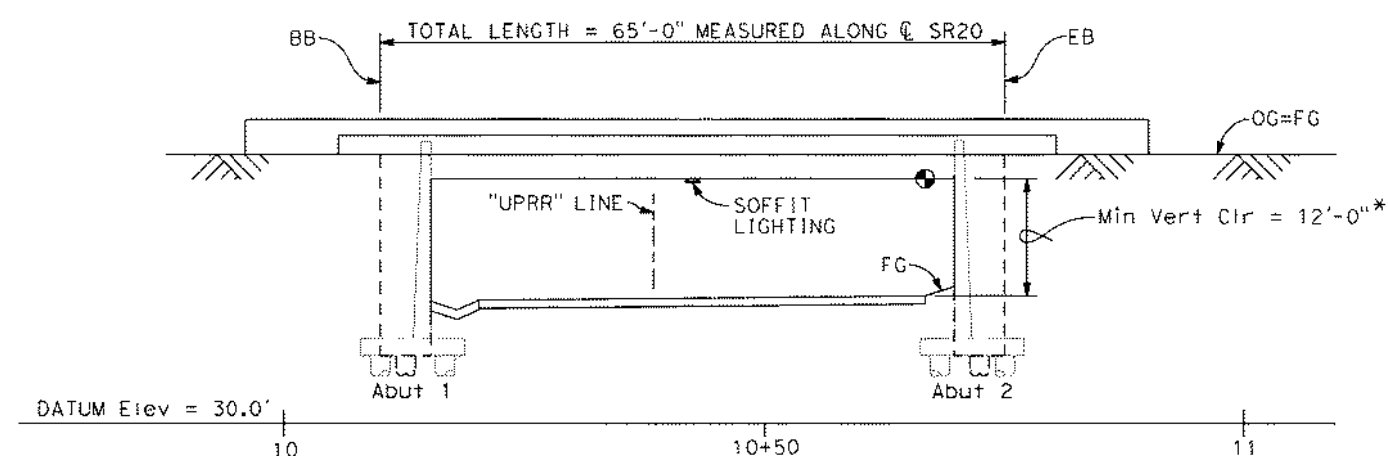
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CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4	
UNDERCROSSING ALTERNATIVE FOR STABLER LANE No. 1	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:

LEGEND

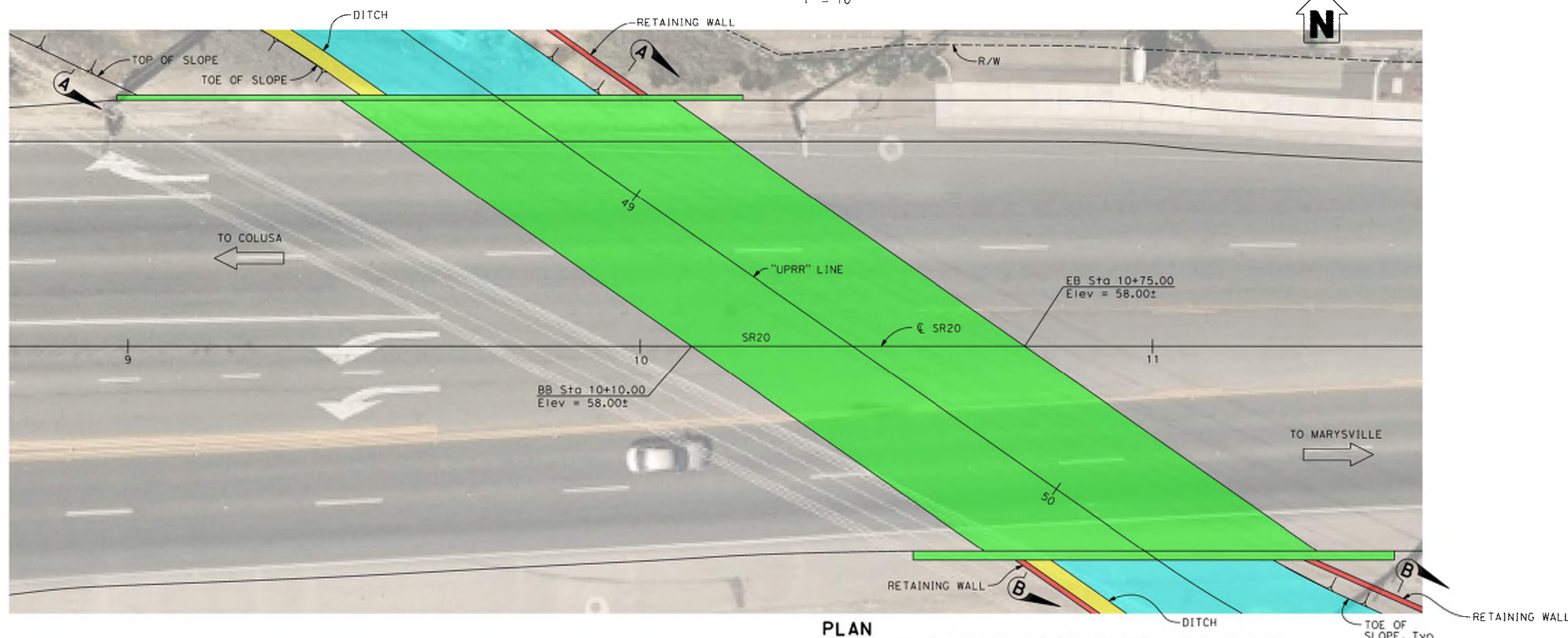
-  POINT OF MINIMUM VERTICAL CLEARANCE
-  UNDERCROSSING PATH
-  RETAINING WALL
-  CIP/PS SLAB BRIDGE
-  DITCH



ELEVATION

* MINIMUM VERTICAL CLEARANCE = 10'-0". ADDITIONAL 2' SHOWN TO MINIMIZE "TUNNEL EFFECT".

1" = 10'



PLAN

1" = 10'

For "TYPICAL SECTION", "SECTION A-A", and "SECTION B-B", see "UNDERCROSSING ALTERNATIVE FOR SR20 No. 2" sheet

DESIGNED BY	M. HENDRY	DATE	01/30/23
DRAWN BY	M. HENDRY	DATE	01/30/23
CHECKED BY	R. BURNS	DATE	01/30/23
APPROVED	A. POWERS	DATE	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4

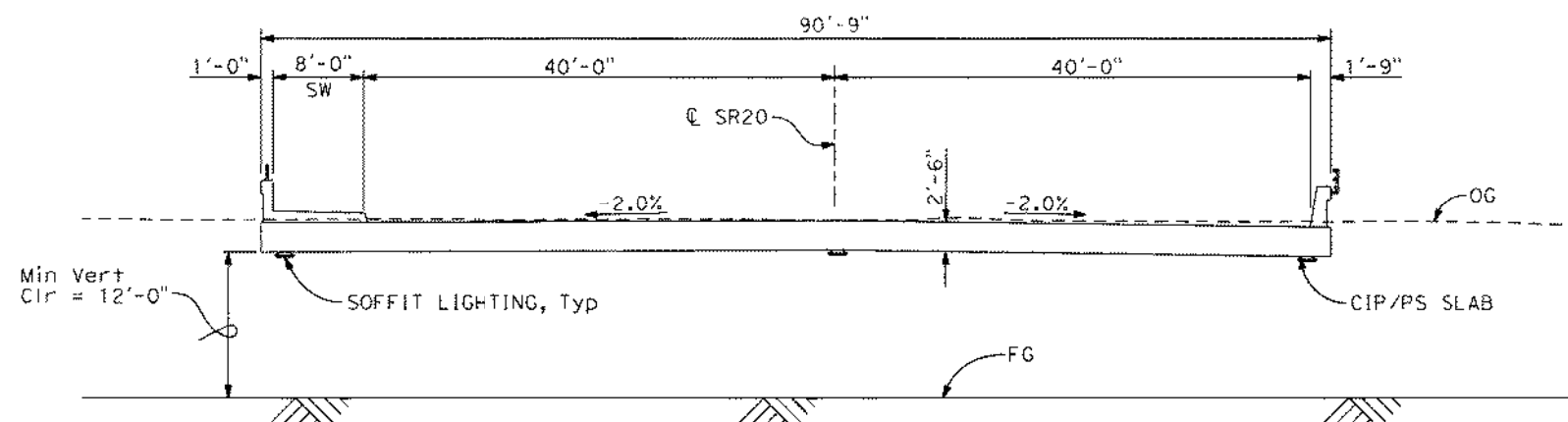
UNDERCROSSING ALTERNATIVE FOR SR20 No. 1

BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:

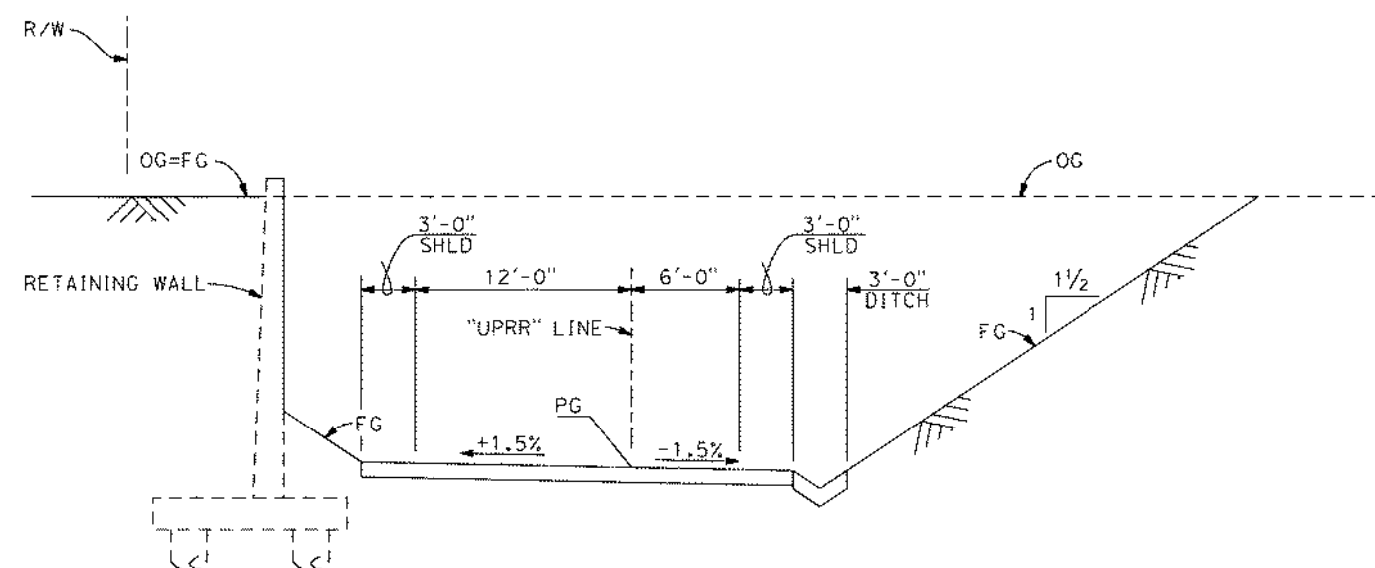
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X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 6/16/2021)

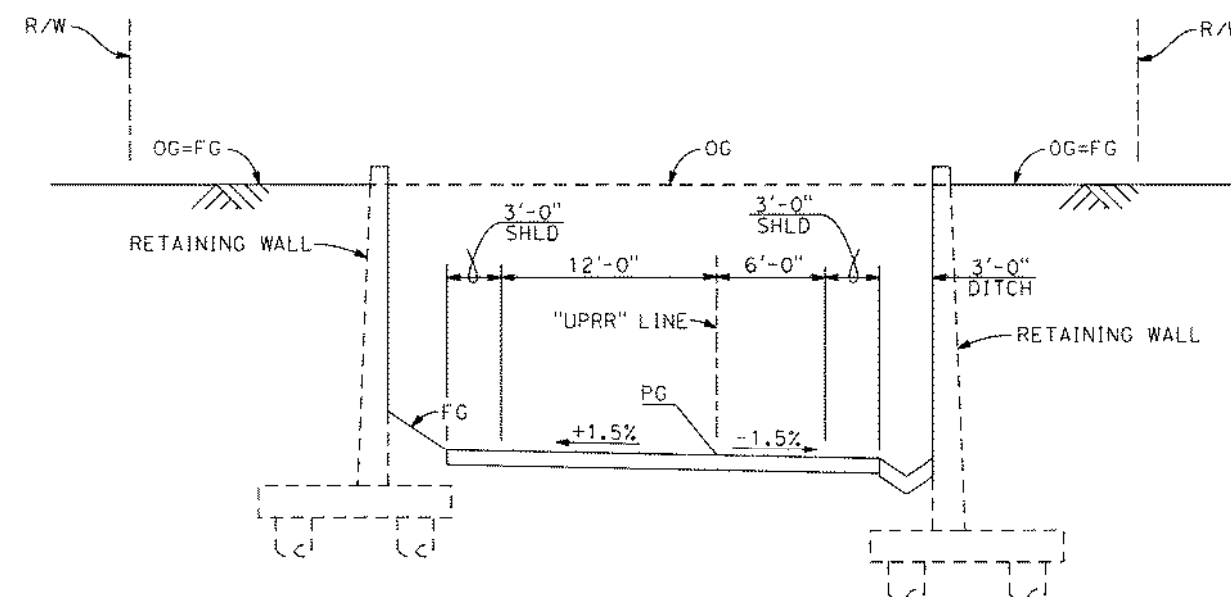
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FILE => #REQUEST	USERNAME => #USER



TYPICAL SECTION
 $\frac{1}{8}'' = 1' - 0''$



SECTION A-A
 $\frac{3}{16}'' = 1' - 0''$



SECTION B-B
 $\frac{3}{16}'' = 1' - 0''$

X	DESIGN OVERSIGHT
X	SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENDLISH) (REVISION 8/16/2021)

DATE PLOTTED => #DATE
FILE => #REQUEST

TIME PLOTTED => #TIME
USERNAME => #USER

DESIGNED BY	DATE
M. HENDRY	01/30/23
DRAWN BY	DATE
M. HENDRY	01/30/23
CHECKED BY	DATE
R. BURNS	01/30/23
APPROVED	DATE
A. POWERS	01/30/23

A. POWERS
PROJECT ENGINEER

ADVANCE PLANNING STUDY No. 4	
UNDERCROSSING ALTERNATIVE FOR SR20 No. 2	
BRIDGE No.:	
PROJECT EA:	PROJECT No. & PHASE:



CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT E

Cost Estimate Backups

UPRR Multi-Use Path Quantities and Cost Estimates

Cost Estimation by Item Quantities

HMA	Unit Price	Ton	Total
12' HMA (Typ Sect 1)	\$160.00	2019	\$323,040
AB	Unit Price	CY	Total
12' AB (Type Sect 1)	\$145.00	2475	\$358,875
AB shoulder (Typ Sect 1)	\$145.00	840	\$121,800
Additional Paths Segments (Add-ons to above Typ Sect 1 elements)			
Material	Unit Price	Unit	Total
		Ton	
6' HMA (Typ Sect 2)	\$140.00	768	\$107,520
		SF	
6' DG (Typ Sect 3)	\$6.00	25414	\$152,484
		CY	
6' Conc (Typ Sect 4)	\$850.00	628	\$533,800
		CY	
AB (Typ Sect 2 & 4)	\$145.00	942	\$136,590

Minor Concrete (Sidewalk)			
Material	Unit price	CY	Total
Conc	\$850.00	296	\$251,600.00
AB	\$145.00	198	\$28,710.00
Minor Concrete Curb Ramp			
Unit Price	CY		
\$1,600.00	57		\$91,200.00
Minor Concrete (miscellaneous items)			
Unit Price	CY		
\$1,200.00	45		\$54,000.00
\$145.00	40		\$5,800.00
Minor Concrete (Curb and Gutter)			
Unit Price	CY		
\$ 900.00	93		\$83,700.00
Detectable warning surface			
Unit Price	SF	Total	
\$35.00	1480		\$51,800.00
Removable Bollards			
Unit Price	EA	Total	
\$2,500.00	30		\$75,000.00
Import Borrow			
Unit Price	CY	Total	
\$50.00	2000		\$100,000.00
Roadway EX			
Unit Price	CY	Total	
\$80.00	4900		\$392,000.00

Path Amenities			
Benches	Item Cost	EA	Total
\$	2,750.00	6	\$16,500.00
Trash Cans	Item Cost	EA	Total
\$	1,870.00	6	\$11,220.00
Water Fountain	Item Cost	EA	Total
\$	10,780.00	3	\$32,340.00
Bike Racks	Item Cost	EA	Total
\$	858.00	6	\$5,148.00
Dog Waste stations	Item Cost	EA	Total
\$	330.00	6	\$1,980.00

Lighting			
\$/FT	LF	Total	
\$ 150.00	11903		\$1,785,450.00
HAWK			
Unit Price	EA	Total	
\$ 200,000.00	3		\$600,000.00
Flashing Beacon			
Unit Price	EA	Total	
\$ 75,000.00	1		\$75,000.00

Cost Estimation by Lump Sum

Lump Sum Costs were estimated by reviewing similar jobs and weighing those jobs' size and complexities against UPRR. As well as factoring in escalation as necessary.

Item	Use
Drainage	\$91,000
Erosion Control	\$230,000
Traffic Control	\$1,130,000
Landscaping	\$2,400,000
Signing and Striping	\$100,000

TOTAL PATH CONSTRUCTION COSTS

ITEM	Typical Section Option 1	Typical Section Option 2	Typical Section Option 3	Typical Section Option 4
	12' HMA	18' HMA	12' HMA + 6' DG	12' HMA +6' CONC
HMA	\$323,040	\$430,560	\$323,040	\$323,040
AB	\$509,385	\$645,975	\$509,385	\$645,975
DG			\$152,484	
CONC	\$486,300	\$486,300	\$486,300	\$1,020,100
Detect Surf	\$51,800	\$51,800	\$51,800	\$51,800
Bollards	\$75,000	\$75,000	\$75,000	\$75,000
Import Borrow	\$100,000	\$100,000	\$100,000	\$100,000
Excavation	\$392,000	\$392,000	\$392,000	\$392,000
Path Amenities	\$67,188	\$67,188	\$67,188	\$67,188
Signals & Lighting	\$2,460,450	\$2,460,450	\$2,460,450	\$2,460,450
Drainage	\$91,000	\$91,000	\$91,000	\$91,000
Erosion Control	\$230,000	\$230,000	\$230,000	\$230,000
Traffic Control	\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000
Landscaping	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000
Signing and Striping	\$100,000	\$100,000	\$100,000	\$100,000
TOTAL PATH COSTS	\$8,416,163	\$8,660,273	\$8,568,647	\$9,086,553

Stabler Lane and SR 20 POCs (APS No. 1)									
Item Description		L ft	W/H ft	Area SF	Unit Price \$/SF	Cost			
2 segments	Path at walls	300	14	4200	30 \$	126,000			
2 walls	W Approach Walls	135	8	1450	85 \$	124,000			
6 spans	W Approach Structure - CIP PS Slab	345	16	5520	550 \$	3,036,000			
Stabler POC	Main Span - Steel Tied Arch	110	16	1760	1750 \$	3,080,000			
4 spans	Viaduct - CIP PS Slab	235	16	3760	550 \$	2,068,000			
SR 20 POC spans	Main Span - Steel Tied Arch	215	16	3440	1750 \$	6,020,000			
7 spans	E Approach Structure - CIP PS Slab	405	16	6480	550 \$	3,564,000			
2 walls	E Approach Walls	165	8	1770	85 \$	151,000			
Total Bridge Length		1310				\$ 17,768,000		Total Bridge Only	
Utilities				1	\$ 100,000	\$ 100,000			
Total Length Incl. Approaches		1610				\$ 18,270,000		TOTAL Stabler & SR 20	

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

UPRR Corridor Structures
Civic Center Improvements - Overcrossing Alternative

1/30/2023
ACP

SR 99 POC (APS No. 2)									
	Item Description	L ft	W/H ft	Area SF	Unit Price \$/SF	Cost			
2 segments	Path at walls	270	14	3780	30	\$	114,000		
2 walls	W Approach Walls	135	8	1450	85	\$	124,000		
5 spans	W Approach Structure - CIP PS Slab	225	16	3600	550	\$	1,980,000		
2 spans	Main Span - Steel Tied Arch	280	16	4480	1750	\$	7,840,000		
5 spans	E Approach Structure - CIP PS Slab	350	16	5600	550	\$	3,080,000		
2 walls	E Approach Walls	135	8	1450	85	\$	124,000		
	Total Bridge Length	855				\$	12,900,000		
	Utilities				1	\$	50,000	\$	50,000
	Total Length Incl. Approaches	1125				\$	13,320,000	TOTAL SR 99	

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

SR 99 POC (APS No. 3)							
Item Description		L ft	W/H ft	Area SF	Unit Price \$/SF	Cost	
2 segments	Path at walls	275	14	3850	30 \$	116,000	
2 walls	W Approach Walls	155	8	1660	85 \$	142,000	
5 spans	W Approach Structure - CIP PS Slab	345	16	5520	550 \$	3,036,000	
2 spans	Main Span - Steel Tied Arch	170	16	2720	1750 \$	4,760,000	
5 spans	E Approach Structure -CIP PS Slab	345	16	5520	550 \$	3,036,000	
2 walls	E Approach Walls	120	8	1290	85 \$	110,000	
Total Bridge Length		860				\$ 10,832,000	
Utilities				1	\$ 50,000	\$ 50,000	
Total Length Incl. Approaches		1135				\$ 11,250,000 TOTAL SR 99	

Note: Lower SF cost for POC walls because of lower average height. Back-to-back walls include embankment.

Stabler Lane and SR 20 PUCs (APS No. 4)							
Item Description		L ft	W/H_A (for Ex) ft/SF	Area/Vol SF/CY	Unit Price \$/SF_\$/CY	Cost	
	Excavation	720	372	9920	200 \$	1,984,000	
2 walls	W Approach Walls	153	17	3890	100 \$	389,000	
Stabler POC	Undercrossing - CIP PS Slab	84	50	4200	550 \$	2,310,000	
1 wall	Intermediate wall	235	17	4000	100 \$	400,000	
SR 20 POC spans	Undercrossing - CIP PS Slab	91	65	5920	550 \$	3,256,000	
2 walls	E Approach Walls	153	17	3890	100 \$	389,000	
	Total UC Length	175				\$ 5,566,000	Total UC Only
	Pump Station			1	\$ 1,500,000	\$ 1,500,000	
	Utilities			1	\$ 1,000,000	\$ 1,000,000	
	Total Length Incl. Approaches	715				\$ 11,230,000	TOTAL Stabler & SR 20

Use 12' vertical clearance for undercrossings (10' min) + 2.5' structure depth + 2' embedment = 16.5' wall height, say 17'

Ramp length = $14.5/0.0475 = 305'$

Assume two walls for half of approach ramp and excavated slopes on remainder

Assume \$200/CY for excavation to account for potential contaminated soil disposal

Remediation Calculation by Item Cost

* Assumes that the excavate and burial method is used

Items Required for Remediation:

Excavation of Contaminated Soil

Worst Case - assuming entire ROW width is contaminated

Width	80 ft	Area	957360 sq ft	Volume	177,289 CY
Length	11967 ft	Depth	5 ft		

Assuming contamination is only moderately beyond tracks

Width	40 ft	Area	478680 sq ft	Volume	88,644 CY
Length	11967 ft	Depth	5 ft		

USE 90,000 CY (previous study estimated 81,000 CY)

Soil Cap (Imported Borrow)

Width	40 ft	Volume	53186.667 CY
Depth	3 ft		
Length	11967 ft	USE	54,000 CY

*this assumes all contaminated fill could be buried, if it can't then it would have to be hauled off to a designated storage site which is another estimation scenario

Item Costs

	Quantity	Unit	Item Cost	Item Total
Excavation	90,000	CY	\$60	\$5,400,000
Soil Cap	54,000	CY	\$30	\$1,620,000
			Subtotal	\$7,020,000
			25% Cont	\$1,755,000
			TOTAL	\$8,775,000

Remediation Calculation by Escalation of Previous Study

Year	Yearly Escalation	Cost
2014 Remediation Cost (for burial option)	N/A	\$4,000,000
2015	3%	\$4,120,000
2016	3%	\$4,243,600
2017	3%	\$4,370,908
2018	3%	\$4,502,035
2019	3%	\$4,637,096
2020	4%	\$4,822,580
2021	4%	\$5,015,483
2022	5%	\$5,266,258
2023	5%	\$5,529,570
25% Contingency		\$1,382,393
Escalated Total		\$6,911,963

**Based on these two calculations, the Remediation Cost
assumed is \$8,000,000**

**UPRR Corridor Multi-Use Path
Maintenance Costs**

Slurry Seal		\$5.50/Sqyd of path every 5-7 years*	
Path Area:	20,381 sqyd	Assuming every 6 years, Annual Cost:	\$18,700
One time cost:	\$112,096		
Path Lighting		\$310/Light/Year*	
Total Lights:	100 ea	Annual Cost:	\$31,000
Landscape		\$0.38/Sqft/Year*	
Path Area:	183,429 sqft	Annual Cost:	\$69,800
Security Patrol		\$6 per Patrol*	
Assuming 2 patrols per day, 365 days/year		Annual Cost:	\$4,380
Trash Collection		Maintenance Worker @\$103/hr and City Truck @\$25/hr*	
\$128/hr x 2hr/wk x 52wk/yr		Annual Cost:	\$13,400
TOTAL ANNUAL MAINTENANCE COST:		\$67,500	

** Costs provided by the City, based on current maintenance rates.*



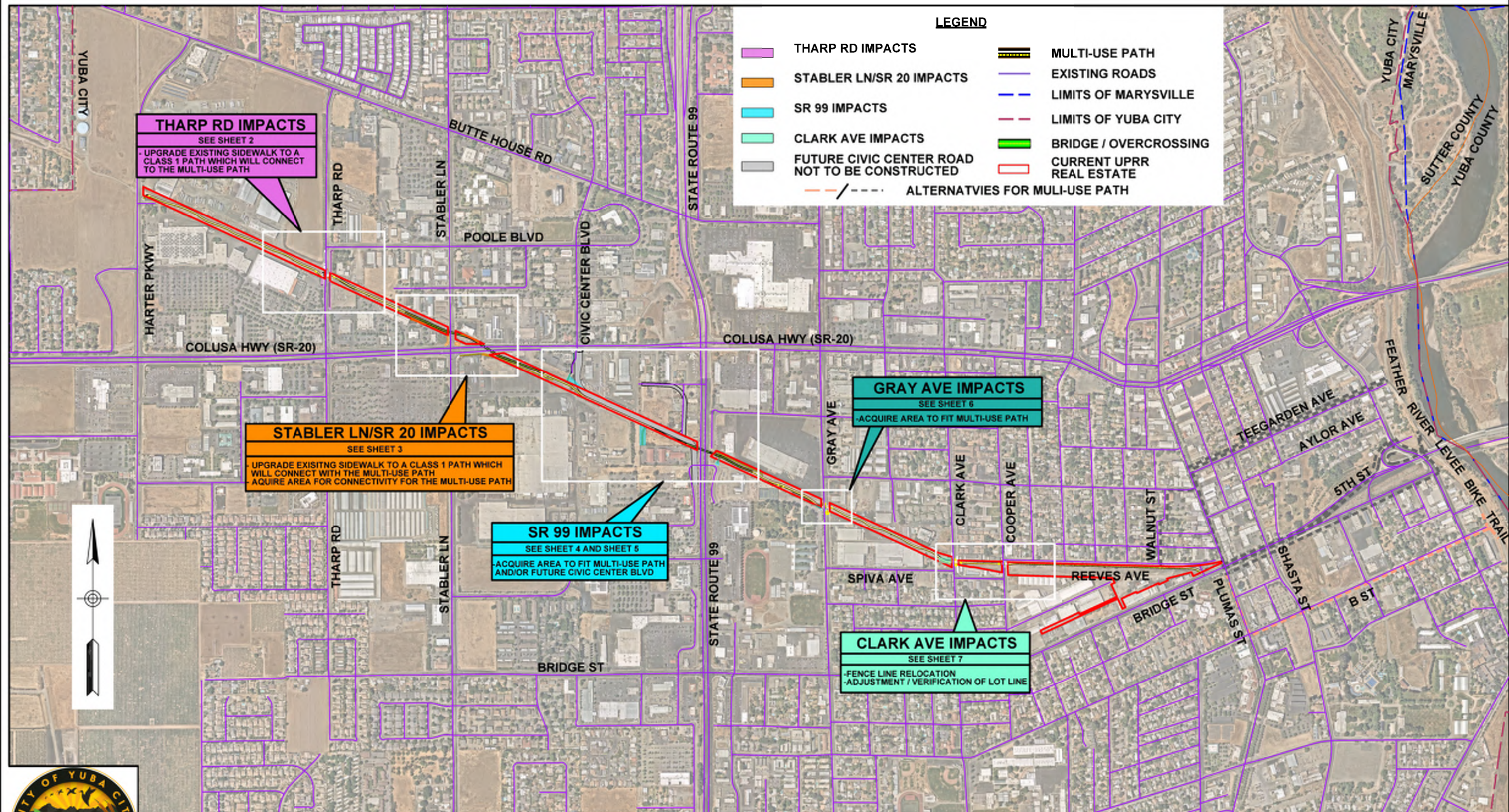
CITY OF YUBA CITY
PUBLIC WORKS DEPARTMENT

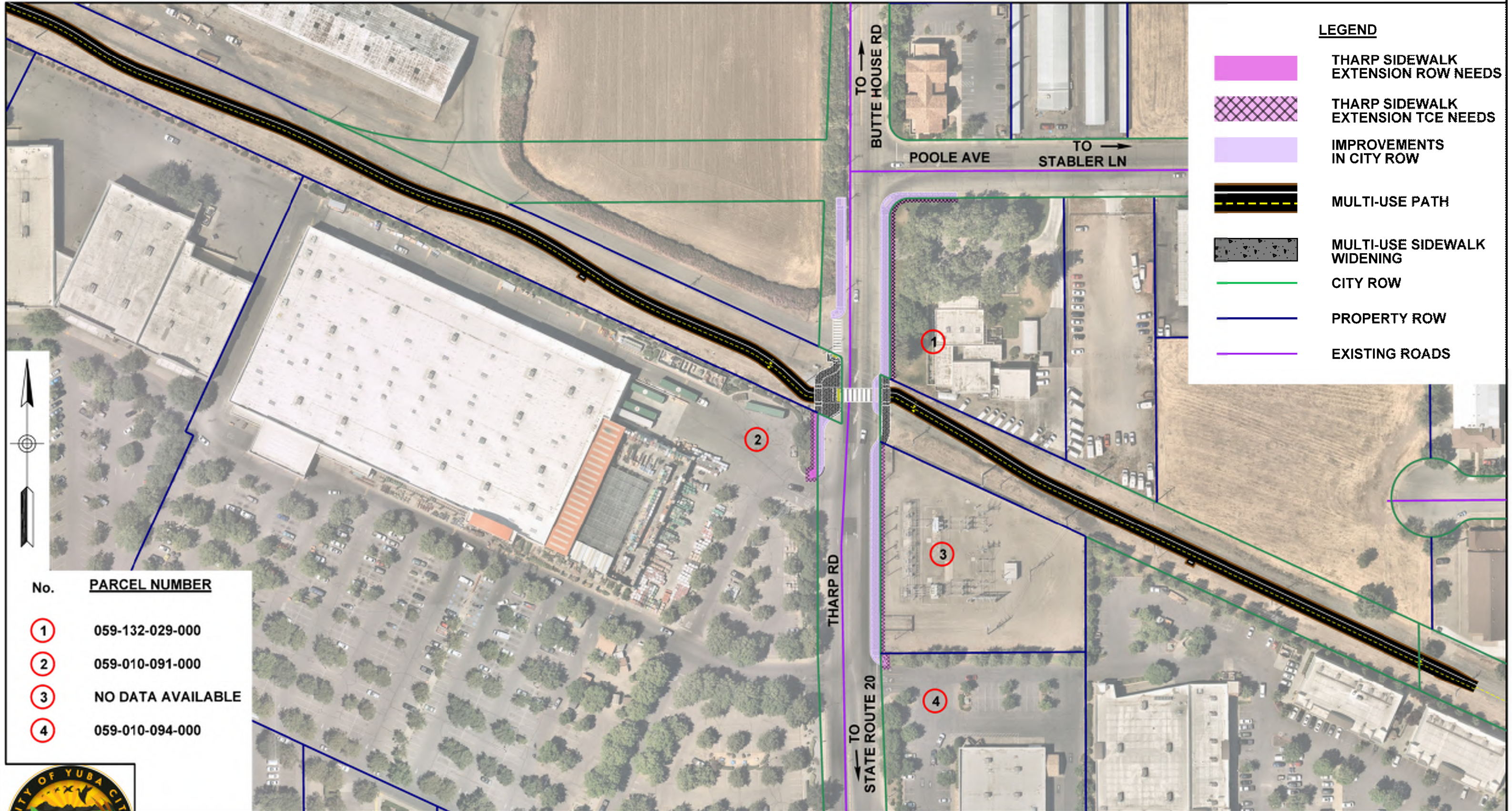
Abandoned Railroad Corridor

FEASIBILITY STUDY

ATTACHMENT F

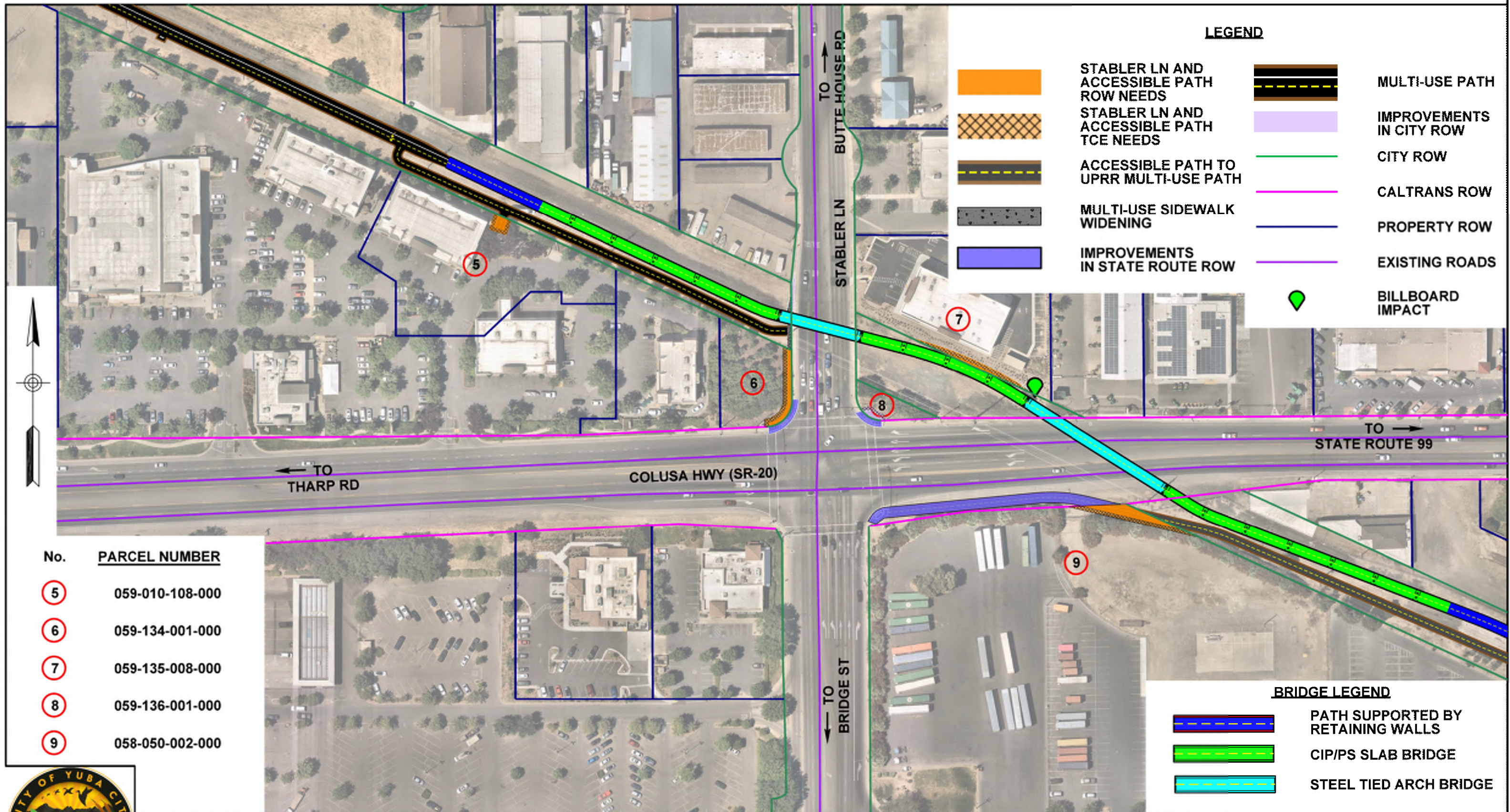
Preliminary Right of Way Maps







UPRR FEASIBILITY STUDY

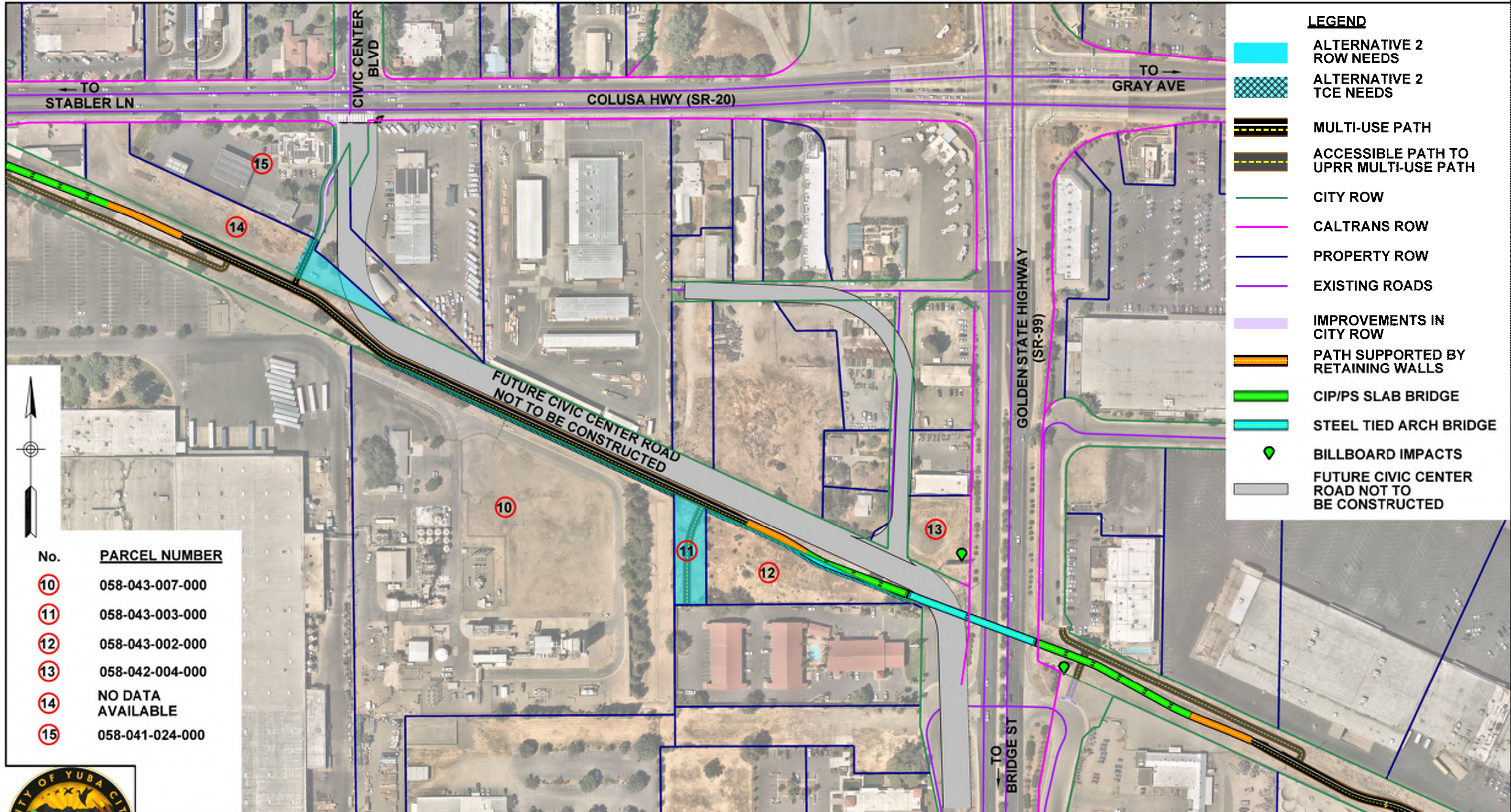


NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

STABLER LN/SR 20 PRELIMINARY ROW OF WAY IMPACTS



UPRR FEASIBILITY STUDY



No.	PARCEL NUMBER
10	058-043-007-000
11	058-043-003-000
12	058-043-002-000
13	058-042-004-000
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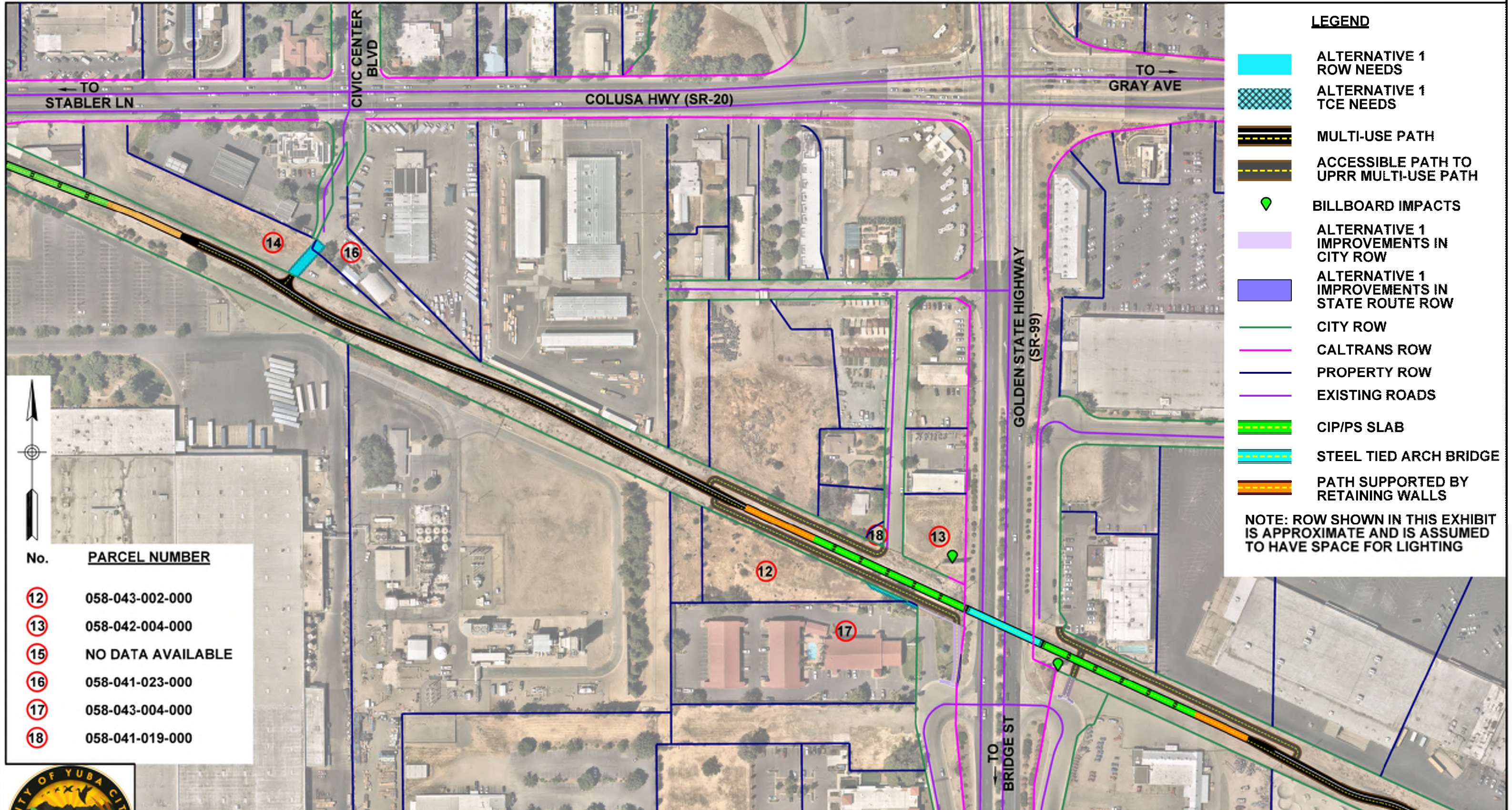


NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

SR 99 WITH CIVIC CENTER BLVD (ALIGN 1) PRELIMINARY RIGHT OF WAY IMPACTS



UPRR FEASIBILITY STUDY



LEGEND

- ALTERNATIVE 1 ROW NEEDS
- ALTERNATIVE 1 TCE NEEDS
- MULTI-USE PATH
- ACCESSIBLE PATH TO UPRR MULTI-USE PATH
- BILLBOARD IMPACTS
- ALTERNATIVE 1 IMPROVEMENTS IN CITY ROW
- ALTERNATIVE 1 IMPROVEMENTS IN STATE ROUTE ROW
- CITY ROW
- CALTRANS ROW
- PROPERTY ROW
- EXISTING ROADS
- CIP/PS SLAB
- STEEL TIED ARCH BRIDGE
- PATH SUPPORTED BY RETAINING WALLS

NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

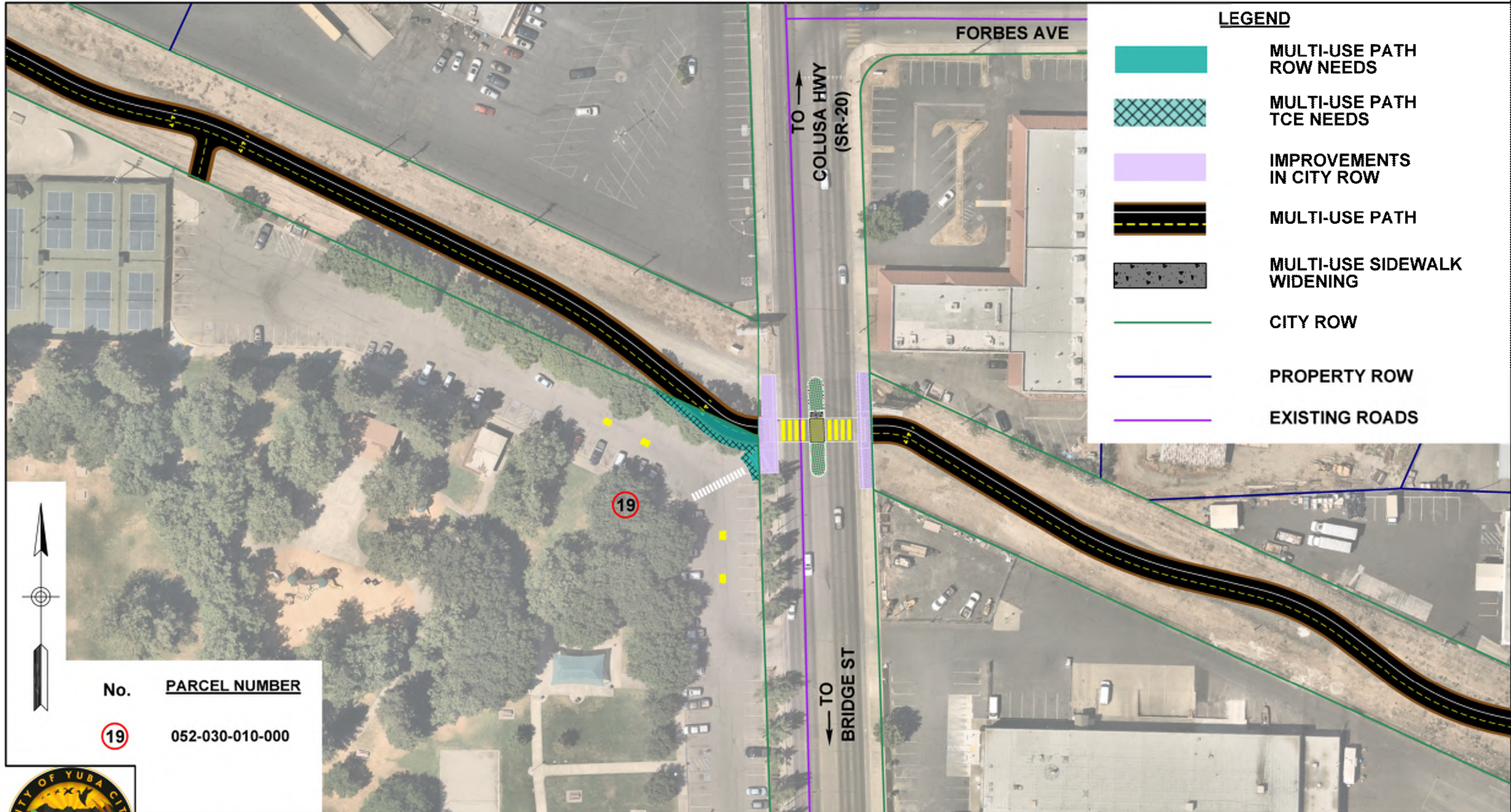


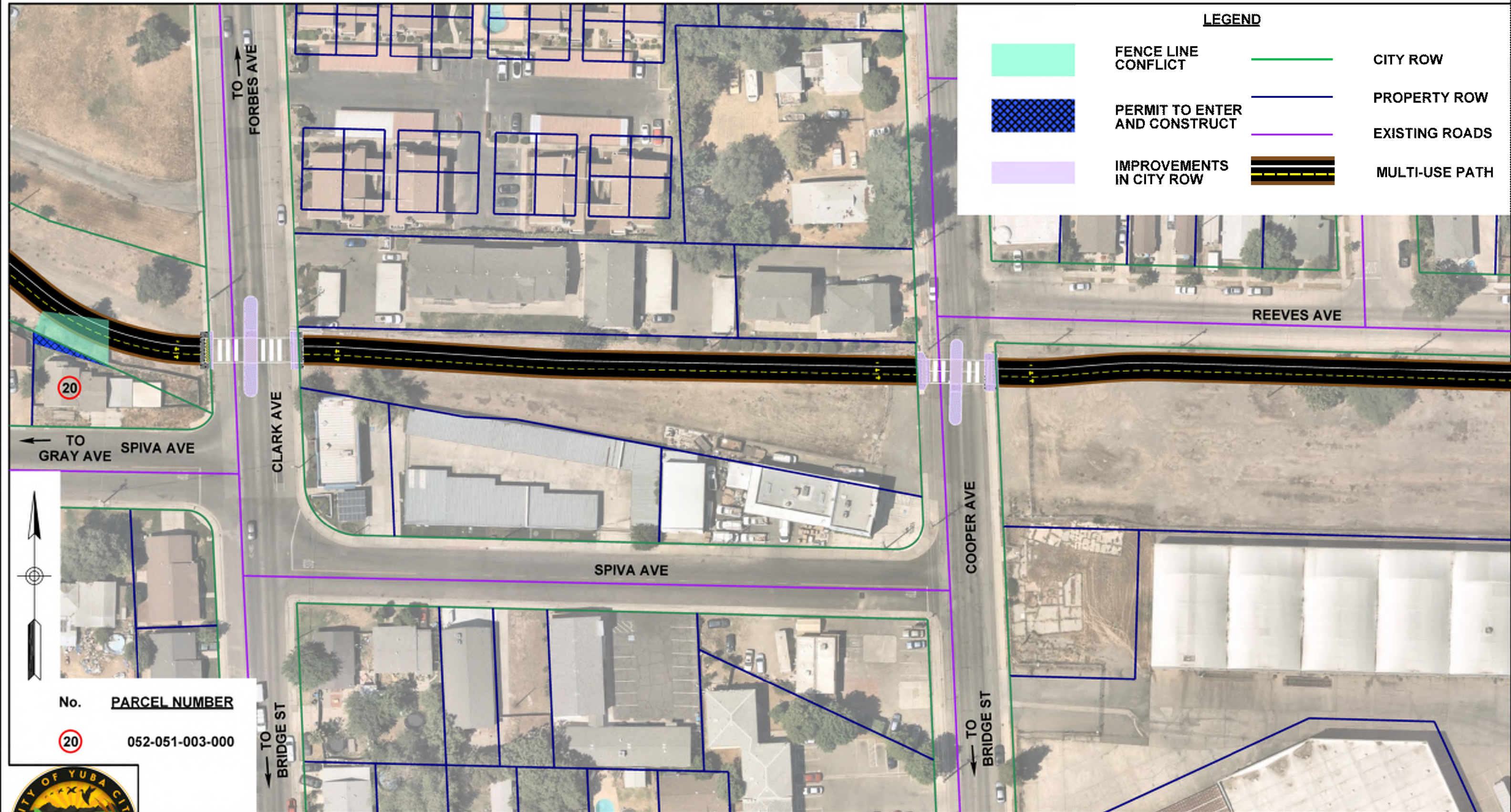
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18	058-041-019-000



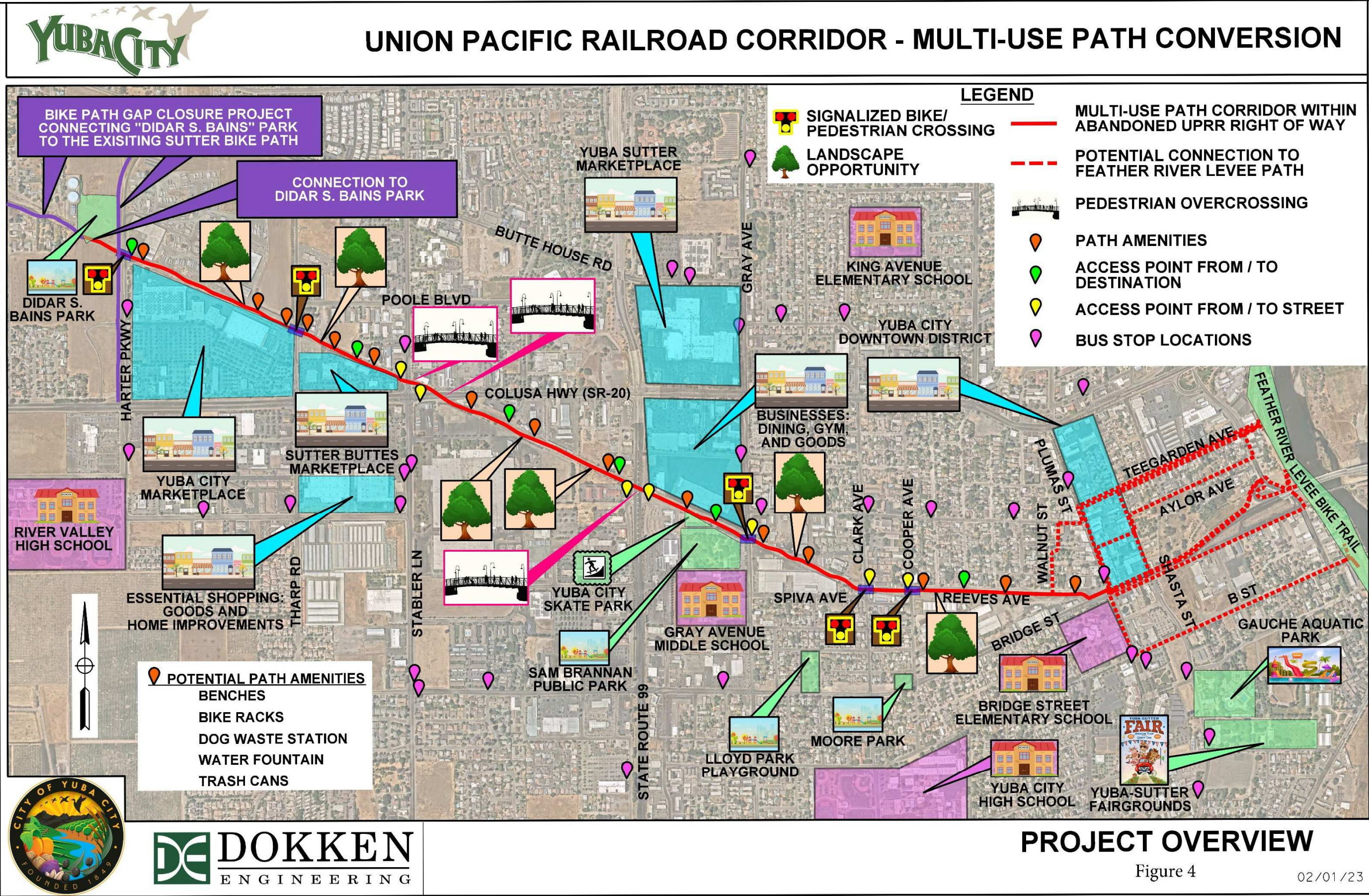
NOTE: ROW SHOWN IN THIS EXHIBIT IS APPROXIMATE AND IS ASSUMED TO HAVE SPACE FOR LIGHTING

SR 99 WITHOUT CIVIC CENTER BLVD (ALIGN 2) PRELIMINARY RIGHT OF WAY IMPACTS





ATTACHMENT 2



CITY OF YUBA CITY
STAFF REPORT

Date: February 21, 2023
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Professional Services Agreement with Smart Marketing & Public Affairs for Revenue Measure Consulting Services

Recommendation: Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services)

Fiscal Impact: Up to \$175,000 - Account No. 1305-62701 (City Manager Budget - Professional Services)

Purpose:

To develop a potential revenue measure for the November 2024 election.

Council's Strategic Goal:

A revenue measure would support the Council's overarching goal of Quality of Life, and address Public Safety, Fiscal Responsibility, Infrastructure, and Business Friendly.

Background:

On December 20, 2022, the City Council designated Vice Mayor Harris and Councilmember Boomgaarden to participate on a Revenue Ad Hoc Committee (Revenue Ad Hoc). During the month of January, there were two Revenue Ad Hoc meetings in which staff met with Vice Mayor Harris and Councilmember Boomgaarden to review a variety of items including the City's Five-Year Fiscal Outlook, public safety priorities, the City's road conditions, and creating a Citizen Ad Hoc Committee to provide input to the Revenue Ad Hoc. Upon review of the materials, the City's revenues are not projected to be sufficient to maintain fiscal sustainability, address public safety priorities, and improve the poor road conditions throughout the City. There was discussion about opportunities to generate additional revenues, including pursuing a revenue measure within the City limits. The Revenue Ad Hoc

expressed a desire to approach a potential revenue measure in a methodical manner that is well thought out and provides opportunities for the public to provide input.

The Revenue Ad Hoc would like to progress to the next step. As staff does not have expertise in this area, the Revenue Ad Hoc recommends hiring a consultant to assist the City with the process to consider placing a Revenue Measure on the November 2024 ballot.

Analysis:

Staff obtained a proposal from Smart Marketing & Public Affairs (Smart Marketing) of Yuba City to provide revenue measure consulting services. Smart Marketing will assist the City with public education and outreach for a potential November 2024 revenue measure. The proposal is broken into 4 phases:

Phase	Description	Timeframe
1	Assessment, Strategy and Message Development	March - April 2023
2	Communicating the Need	May - October 2023
3	Building Understanding	November 2023 - April 2024
4	Qualifying the Ballot Measure	May - August 2024

The Smart Marketing proposal is attached to the Professional Services Agreement (Agreement) and provides information as to anticipated deliverables with each phase.

The term of the Agreement shall commence upon execution of the Agreement and shall continue until the project scope of work is complete, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of the services, or terminates the Agreement by giving fifteen (15) days prior written notice.

Fiscal Impact:

The base consulting fee is \$7,500 per month. Based on the term of the Agreement of March 2023 through August 2024 (18 months), the base consulting fee will be up to \$135,000. In addition, staff is requesting to budget \$40,000 for hard costs such as printing, bulk postage, flyers and signs, and print, broadcast and digital media, for a total budgeted cost not to exceed \$175,000. There is approximately \$100,000 available in Account No. 1305-62701 (City Manager Budget - Professional Services). Staff is requesting a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds, of which there is approximately \$6 million available.

Alternatives:

1. Issue a Request for Proposals for Revenue Measure Consulting Services to obtain proposals from other consultants.
2. Do not proceed with pursuing a potential revenue measure and dissolve the Revenue Ad Hoc Committee.
3. Provide direction to the Revenue Ad Hoc Committee to explore other opportunities to generate revenues.
4. Direct staff to reduce the scope of services.

Recommendation:

Adopt a Resolution awarding a Professional Services Agreement to Smart Marketing & Public Affairs of Yuba City, CA, for Revenue Measure Consulting Services in an amount not to exceed \$135,000 for base consulting fees plus \$40,000 for other hard project costs for a total not to exceed \$175,000, subject to immaterial modifications by the City Manager upon approval of the City Attorney as to legal form, with the finding that it is in the best interest of the City, and approve a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701 (City Manager Budget - Professional Services).

Attachments:

1. Resolution - Smart Marketing & Public Affairs
2. Exhibit A - Smart Marketing & Public Affairs Proposal

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AWARDING A PROFESSIONAL SERVICES AGREEMENT TO SMART MARKETING &
PUBLIC AFFAIRS OF YUBA CITY, CA, FOR REVENUE MEASURE CONSULTING
SERVICES IN AN AMOUNT NOT TO EXCEED \$135,000 FOR BASE CONSULTING FEES
PLUS \$40,000 FOR OTHER HARD PROJECT COSTS FOR A TOTAL NOT TO EXCEED
\$175,000, SUBJECT TO IMMATERIAL MODIFICATIONS BY THE CITY MANAGER UPON
APPROVAL BY THE CITY ATTORNEY, WITH THE FINDING THAT IT IS IN THE BEST
INTEREST OF THE CITY, AND APPROVE A SUPPLEMENTAL APPROPRIATION OF
\$75,000 FROM ONE-TIME FEDERAL AMERICAN RESCUE PLAN ACT FUNDS TO
ACCOUNT NO. 1305-62701**

WHEREAS, on December 20, 2022, the City Council designated Vice Mayor Harris and Councilmember Boomgaarden to participate on a Revenue Ad Hoc Committee; and

WHEREAS, during the month of January 2023, there were two Revenue Ad Hoc meetings in which staff met with Vice Mayor Harris and Councilmember Boomgaarden to review a variety of items including the City's Five-Year Fiscal Outlook, public safety priorities, the City's road conditions, and creating a Citizen Ad Hoc Committee to provide input to the Revenue Ad Hoc; and

WHEREAS, upon review of the materials, the City's revenues are not projected to be sufficient to maintain fiscal sustainability, address public safety priorities, and improve the poor road conditions throughout the City; and

WHEREAS, the Revenue Ad Hoc would like to hire Smart Marketing & Public Affairs (Smart Marketing) of Yuba City, CA, to assist the City with the process to consider placing a Revenue Measure on the November 2024 ballot; and

WHEREAS, staff obtained a proposal from Smart Marketing that is broken into four (4) phases: 1) Assessment, Strategy and Message Development, 2) Communicating the Need, 3) Building Understanding, and 4) Qualifying the Ballot Measure; and

WHEREAS, the City desires to award a contract for Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA in the amount of up to \$175,000, which includes a base consulting fee of \$7,500 per month for eighteen (18) months plus \$40,000 for hard costs.

NOW, THEREFORE, be it resolved by the City Council of Yuba City as follows:

1. The Recitals are incorporated herein as if set forth in full.
2. The City Council finds that Smart Marketing & Public Affairs, LLC of Yuba City, CA is the most beneficial and qualified consultant for award based on its demonstrated competence, professional qualifications, availability, fair and reasonable costs, etc. Among others, this finding is based on the completeness of proposal, understanding of project and City needs, methodology, scope of services and deliverables, project schedule, experience and qualifications, cost, and references. An award of Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA is in the best interests of the City.

3. The City Council awards the Revenue Measure Consulting Services to Smart Marketing & Public Affairs of Yuba City, CA in the amount of up to \$175,000, which includes a base consulting fee of \$7,500 per month for eighteen (18) months plus \$40,000 for hard costs, and authorizes the City Manager to enter into an agreement for the same, subject to approval as to legal form by the City Attorney.
4. The City Council authorizes the Finance Director to make a supplemental appropriation of \$75,000 from one-time federal American Rescue Plan Act funds to Account No. 1305-62701.
5. This Resolution shall take effect immediately.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of February, 2023.

AYES:

NOES:

ABSENT:

Wade Kirchner, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit:

A. Smart Marketing & Public Affairs Professional Services Agreement

EXHIBIT A

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement is made and entered into as of February 21, 2023, by and between the City of Yuba City, a municipal corporation (“City”) and Smart Marketing & Public Affairs (“Consultant”).

RECITALS

- A. Consultant is specially trained, experienced and competent to perform the special services which will be required by this Agreement; and
- B. Consultant possesses the skill, experience, ability, background, certification and knowledge, including that of requirements of the Political Reform Act and the regulations of the Fair Political Practice Commission, to provide the services described in this Agreement on the terms and conditions described herein; and
- C. City desires to retain Consultant to render professional services as set forth in this Agreement.

AGREEMENT

1. Scope of Services. The Consultant shall furnish the following services in a professional manner.

**See Attached Proposal from Smart Marketing & Public Affairs for Revenue
Measure Consulting Services
(Attachment A)**

2. Time of Performance. The services of Consultant are to commence upon execution of this Agreement and shall continue through August 2024, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of these services, or terminates this Agreement by giving fifteen (15) days prior written notice.
3. Compensation. Compensation to be paid to Consultant shall be in accordance with the Schedule of Charges set forth in Exhibit A, which is attached hereto and incorporated herein by reference. In no event shall Consultant’s compensation exceed \$135,000 for the base consulting fee and \$40,000 for other hard project costs. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the City at the time of payment.

4. Method of Payment. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's invoices shall include a brief description of the services performed, the date the services were performed, the number of hours spent and by whom, and a description of any reimbursable expenses. City shall pay Consultant not later than 30 days after approval of the monthly invoice by City staff. When payments made by the City equal 90% of the maximum fee provided for in this Agreement, no further payments shall be made until the final work under this Agreement has been accepted by City.
5. Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City.
6. Termination. This Agreement may be terminated by the City immediately for cause or by either party without cause upon fifteen days written notice of termination. Upon termination, Consultant shall be entitled to compensation for services performed up to the effective date of termination. Such compensation is subject to the conditions of Section 4 of this agreement.
7. Ownership of Documents. All plans, studies, documents and other writings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City upon payment to Consultant for such work, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon request.
- * Licensing of Intellectual Property. This Agreement creates a nonexclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regards to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents & Data at any time, provided

that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

- * Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the services under this Agreement. Nor shall such materials be disclosed to any person or entity not connected with the performance of the services under this Agreement. Nothing furnished to Consultant, which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs relating to project for which Consultant's services are rendered, or any publicity pertaining to the Consultant's services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

8. Consultant's Books and Records:

- a. Consultant shall maintain any and all ledgers, books of accounts, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant to this Agreement.
- b. Consultant shall maintain all documents and records which demonstrated performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.
- c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City Administrator, City Attorney, City Auditor or a designated representative of these officers. Copies of such documents shall be provided to the City for inspection at City Hall when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Consultant's address indicated for receipt of notices in this Agreement.
- d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request by any of the above-named officers, require that custody of the records be given to the City and that the records and documents be maintained in City Hall. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

9. Independent Contractor. It is understood that Consultant, in the performance of the work and services agreed to be performed, shall act as and be an independent contractor and shall not act as an agent or employee of the City. Consultant shall obtain no rights to retirement benefits or other benefits which accrue to City's employees, and Consultant hereby expressly waives any claim it may have to any such rights.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

- a. Will conduct research and arrive at conclusions with respect to his/her rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and
- b. Possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. (FPPC Reg. 18700(B)(2).)

10. Interest of Consultant. Consultant (including principals, associates and professional employees) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's services hereunder. Consultant further covenants and represents that in the performance of its duties hereunder no person having any such interest shall perform any services under this Agreement.

11. Professional Ability of Consultant. City has relied upon the professional training and ability of Consultant to perform the services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled professional and technical personnel to perform all services under this Agreement. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.

12. Compliance with Laws. Consultant shall use the standard of care in its profession to comply with all applicable federal, state and local laws, codes, ordinances and regulations.

13. Licenses. Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature, which are legally required of Consultant to practice its profession. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to practice its profession. Consultant shall maintain a City of Yuba City business license.

14. Indemnity. Consultant agrees to defend, indemnify and hold harmless the City, its officers, officials, agents, employees and volunteers from and against any and all claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all costs, including attorney fees and expenses in connection therein), arising out of the performance of this Agreement in whole or in part by any negligent act or omission of the Consultant, or anyone directly or indirectly employed by the Consultant or anyone for whose acts the Consultant may be liable, or its failure to comply with any of its obligations contained in this Agreement, except for any such claim arising out of the sole negligence or willful misconduct of the City, its officers, agents, employees or volunteers.
15. Insurance Requirements. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of the contract, necessary insurance policies as described in Exhibit B.
16. Notices. Any notice required to be given under this Agreement shall be in writing and either served personally or sent prepaid, first class mail. Any such notice shall be addressed to the other party at the address set forth below. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to City Diana Langley
City Manager
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

If to Consultant: Smart Marketing & Public Affairs
855 Harter Parkway, Suite 310
Yuba City, CA 95991

17. Entire Agreement. This Agreement constitutes the complete and exclusive statement of Agreement between the City and Consultant. All prior written and oral communications, including correspondence, drafts, memoranda, and representations, are superseded in total by this Agreement.
18. Amendments. This Agreement may be modified or amended only by a written document executed by both Consultant and City and approved as to form by the City Attorney.

19. Assignment and Subcontracting. The parties recognize that a substantial inducement to City for entering into this Agreement is the professional reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of the City. Consultant shall not subcontract any portion of the work to be performed under the Agreement without the written authorization of the City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between City and subcontractor nor shall it create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor other than as otherwise is required by law.
20. Waiver. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.
21. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.
22. Controlling Law Venue. This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Sutter.
23. Litigation Expenses and Attorneys' Fees. If either party to this Agreement commences any legal action against the other party arising out of this Agreement, the prevailing party shall be entitled to recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and attorneys' fees.
24. Mediation. The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.
25. Execution. This Agreement may be executed in several counterparts, each of which shall constitute one and the same instrument and shall become binding upon the parties when at least one copy hereof shall have been signed by both parties hereto. In approving this Agreement, it shall not be necessary to produce or account for more than one such counterpart.

26. Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.
27. Prohibited Interest. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising there from.
28. Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non- discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed on the date first written above.

CITY OF YUBA CITY:

**SMART MARKETING
& PUBLIC AFFAIRS:**

By: _____
Diana Langley
City Manager

By: _____
Crystal Martin
Owner

Attachments: Exhibit A – Scope of Services
 Exhibit B - Insurance Requirements
 Exhibit C - Workers' Compensation Exemption

Exhibit A
Scope of Services

See attached proposal package dated February 14, 2023.



PROJECT PROPOSAL

CLIENT: City of Yuba City

DATE: February 14, 2023

PROJECT NAME: Revenue Measure Consulting

SCOPE OF PROJECT / SCOPE OF WORK

Smart Marketing (Consultant) will work with the City of Yuba City (City) on public education and outreach for a potential November 2024 revenue measure.

Phase 1: Assessment, Strategy and Message Development

Consultant will collaborate with the City Manager, City staff, City attorney and other City experts to develop a communication and outreach plan. Consultant will work with City to identify specific target audiences, specific targeted messages to be communicated to each audience and the mix of media that will most efficiently reach the audience.

Phase 2: Communicating the Need

Successful public finance ballot measures are presented as a carefully crafted solution to a clearly articulated problem. Before you can present the solution, you must define the problem to your audience of decision-makers. Consultant would collaborate with City to implement a focused communication effort aiming to raise awareness of the infrastructure needs that could be addressed by a ballot measure. This effort must include both outbound themes and also a component of collecting feedback and listening. Stakeholders and voters alike are much more likely to support a proposal that they help create. Consultant will recommend interactive communication vehicles such as two-way direct mail with a response mechanism, websites built around an online survey, interactive social networking tools and interactive community meetings as a means to facilitate dialogue.

Phase 3: Building Understanding

With the first phase of the communication and outreach plan complete, Consultant will collaborate with City to measure the impact of our communication and outreach efforts to date and refine the proposed ballot measure and its key features. Consultant will identify the specific targets where ongoing outreach and education efforts are most needed and will produce the biggest results.

The goal for this phase of the effort will be to build awareness about the specific measure proposed for the ballot and to build broad understanding around that proposal. Part of this process will require demonstrating how the community feedback collected during the first phase of outreach was used to create the ballot proposal. Just like the first communication phase, this effort will have an interactive element to ensure that the stakeholders from throughout the community are invested in the process.



Phase 4: Qualifying the Ballot Measure

As the communication and outreach effort is nearing completion and contingent upon findings related to the viability of a measure, Consultant will work with City to qualify a measure for the ballot if the City Council elects to pursue such a measure.

The process for qualifying for the ballot will include working with the City Attorney to draft the ballot measure language and all necessary resolutions and ordinances; and assist staff in presenting these final documents along with the related research, conclusions and recommendations to the City Council and other relevant committees, organizations or elected bodies as needed.

Working closely with the City Clerk and the Sutter County Registrar of Voters Office, Consultant will help ensure City meets all the necessary deadlines and steps to place a measure on the November 2024 ballot. Once City has qualified, Consultant will work with City to make a smooth transition to the advocacy campaign that must be organized and funded by an independent campaign committee.

While the parties expressly acknowledge and agree that legal advice and services are not within Consultant's scope of services, Consultant will strive to implement the scope of work consistent with current state laws governing outreach authorized and funded by local governments.

PRELIMINARY PROJECT TIMELINE

Educational Outreach Phase	Timeframe
Phase 1: Assessment, Strategy and Message Development	March-April 2023
Phase 2: Communicating the Need	May-October 2023
Phase 3: Building Understanding	November 2023 - April 2024
Phase 4: Qualifying the Ballot Measure	May-August 2024

TERM

The term of the Agreement shall commence upon receipt of a fully executed agreement and shall continue until the project scope of work is complete, or until 1) the City opts not to pursue a November 2024 revenue measure; or 2) until either party suspends the performance of these services, or terminates this agreement by giving fifteen (15) days prior written notice.



COMPENSATION

- Base Consulting Fee – Smart Marketing shall be paid a Base Consulting Fee of \$7,500 per month (approximately 30 hours labor/month), payable within 30 days of receipt of invoice. The Base Consulting Fee shall be calculated on an actual hours worked basis for the initial and/or final month of service if less than a full calendar month, not to exceed the \$7,500 monthly fee.
- Other hard project costs such as printing, bulk postage and mail house processing fees; flyers and signs; and print, broadcast and digital media buys are not included and will be budgeted for separately by the City throughout the project.
- Reimbursable expenses shall be limited to actual reasonable expenditures of Consultant for expenses that are necessary for the proper completion of the services and shall only be payable if specifically authorized in advance by City.

Exhibit B
Professional Services Agreement
Insurance Requirements

- I. **Workers' Compensation Coverage.** Consultant shall maintain Workers' Compensation Insurance and Employer's Liability Insurance for his/her employees in accordance with the laws of the State of California. In addition, Consultant shall require each subcontractor to similarly maintain Workers' Compensation Insurance and Employer's Liability Insurance in accordance with the laws of the State of California for all of the subcontractor's employees. Any notice of cancellation or non-renewal of all Workers' Compensation policies must be received by the City at least thirty (30) days prior to such change. The insurer shall agree to waive all rights of subrogation against City, its officers, agents, employees and volunteers for losses arising from work performed by Consultant for City. This provision shall not apply if Consultant has no employees performing work under this Agreement. If the Consultant has no employees for the purposes of this Agreement, Consultant shall sign the "Certificate of Exemption from Workers' Compensation Insurance" which is attached hereto as Exhibit C.

- II. **General Liability Coverage.** Consultant shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the work to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

- III. **Automobile Liability Coverage.** Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the work to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars (\$1,000,000) combined single limit for each occurrence.

- IV. **Professional Liability Coverage.** Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant's operations under this Agreement, whether such operations be by the Consultant or by its employees, subcontractors, or sub-consultants. The amount of this insurance shall not be less than one million dollars (\$1,000,000) on a claims-made annual aggregate basis, or a combined single-limit per occurrence basis.

- V. **Endorsements.** Each general liability and automobile liability insurance policy shall be with insurers possessing a Best's rating of no less than A:VII and shall be endorsed with the following specific language:

- A. The City, its elected or appointed officers, officials, employees, agents and volunteers are to be covered as additional insured with respect to liability arising out of work performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work or operations.
- B. This policy shall be considered primary insurance as respects to the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with it.
- C. This insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.
- D. The insurer waives all rights of subrogation against the City, its elected or appointed officers, officials, employees or agents.
- E. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.
- F. The insurance provided by this policy shall not be suspended, voided, canceled, or reduced in coverage or in limits except after thirty (30) days written notice has been received by the City.

VI. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. At the City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retention's.

VII. Certificates of Insurance. Consultant shall provide certificates of insurance with original endorsements to City, as evidence of the insurance coverage required herein. Certificates of such insurance shall be filed with the City on or before commencement of performance of this agreement. Current certification of insurance shall be kept on file with the City at all times during the term of this Agreement.

Exhibit C
Certificate of Exemption From
Workers' Compensation Insurance

I hereby certify that in the performance of the work for which the Agreement is entered into, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of the State of California.

Executed on this _____ day of _____, 2023, at _____, California.

By: _____

Title: _____

CITY OF YUBA CITY

Future Agenda Items

- Councilmember Boomgaarden
- Councilmember Pasquale
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Manager's Report

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Council Reports

- Councilmember Boomgaarden
- Councilmember Pasquale
- Councilmember Shaw
- Vice Mayor Harris
- Mayor Kirchner

Adjournment