



CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: June 26, 2019

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation By: Vicrim Chima, Planning Manager

Public Hearing: **General Plan Amendment (GPA) 18-03:** A proposal to amend the General Plan land use designations from Business, Technology and Light Industry (BTLI) and Office-Office Park (Office) to Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR). A portion of the property will remain an Office designation. (Figure 2).

Rezoning (RZ) 18-02: A proposal to rezone the same property from a Heavy Commercial/Light Industrial (C-M) Zone District and Office-Commercial (C-O) Zone District to a mix of One-Family Residential (R-1) Zone District, Two-Family Residential (R-2) Zone District, a Multiple-Family (R-3) Zone District. A portion of the property will remain in the C-O Zone District. (Figure 3).

Tentative Subdivision Map (TSM) 19-03: A proposal to create 18 lots generated plan designated for a mix of uses. Proposed are six single-family residential lots, 10 duplex lots one 1.27 acre multiple-family lot and a 0.6-acre lot that will remain for office uses. (Figure 4).

Project Location: The property is located on the north side of Bridge Street approximately 235 feet west of Walton Avenue. Assessor's Parcel Number 58-080-005. (See Figure 1).

Project Proposal:

The proposed project will revise the general plan designations and apply consistent zoning districts in the alignment with proposed general plan uses and development intensities. The project will subdivide an undeveloped 5.73-acre parcel that will be utilized for diversity of residential housing types one lot for office uses.

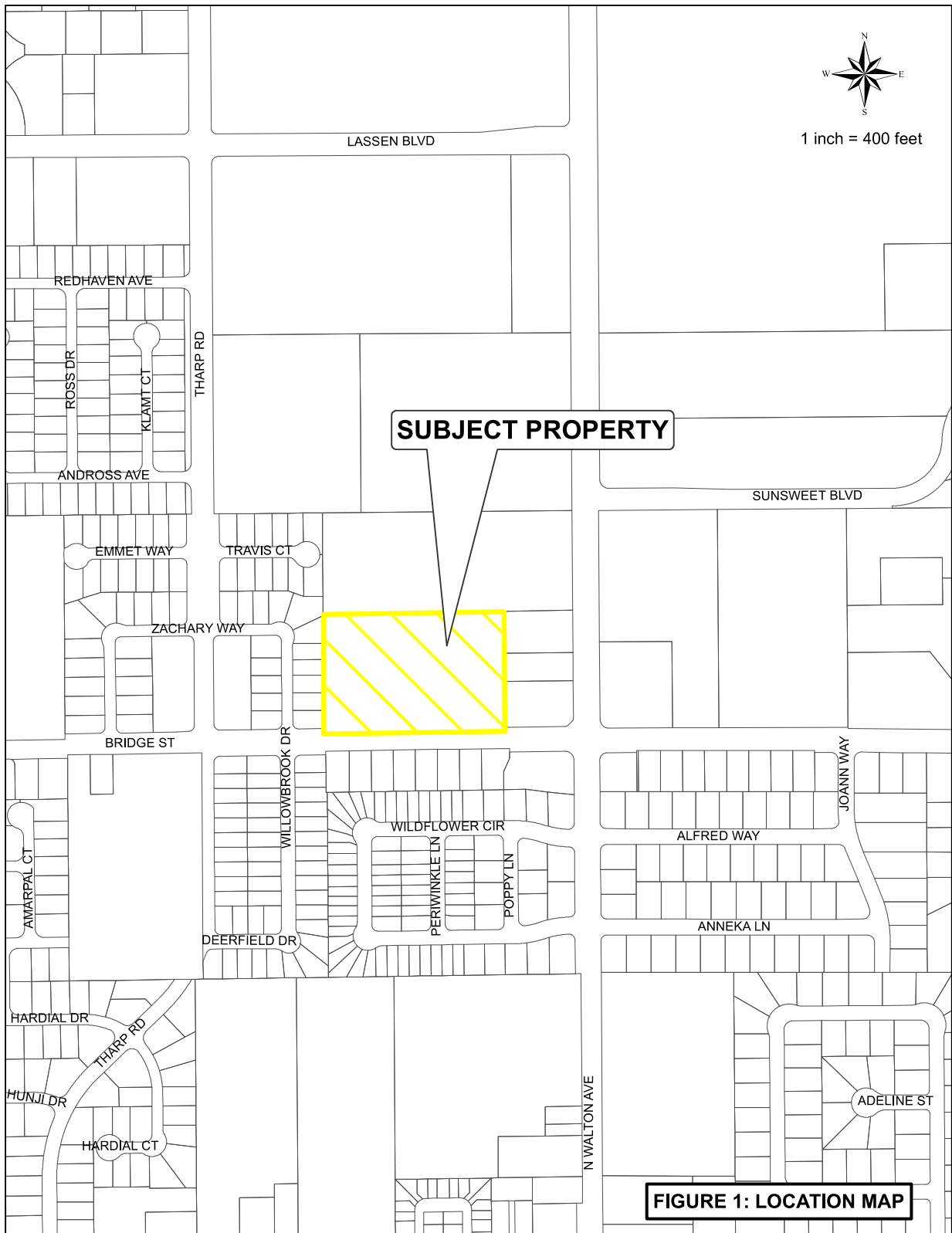
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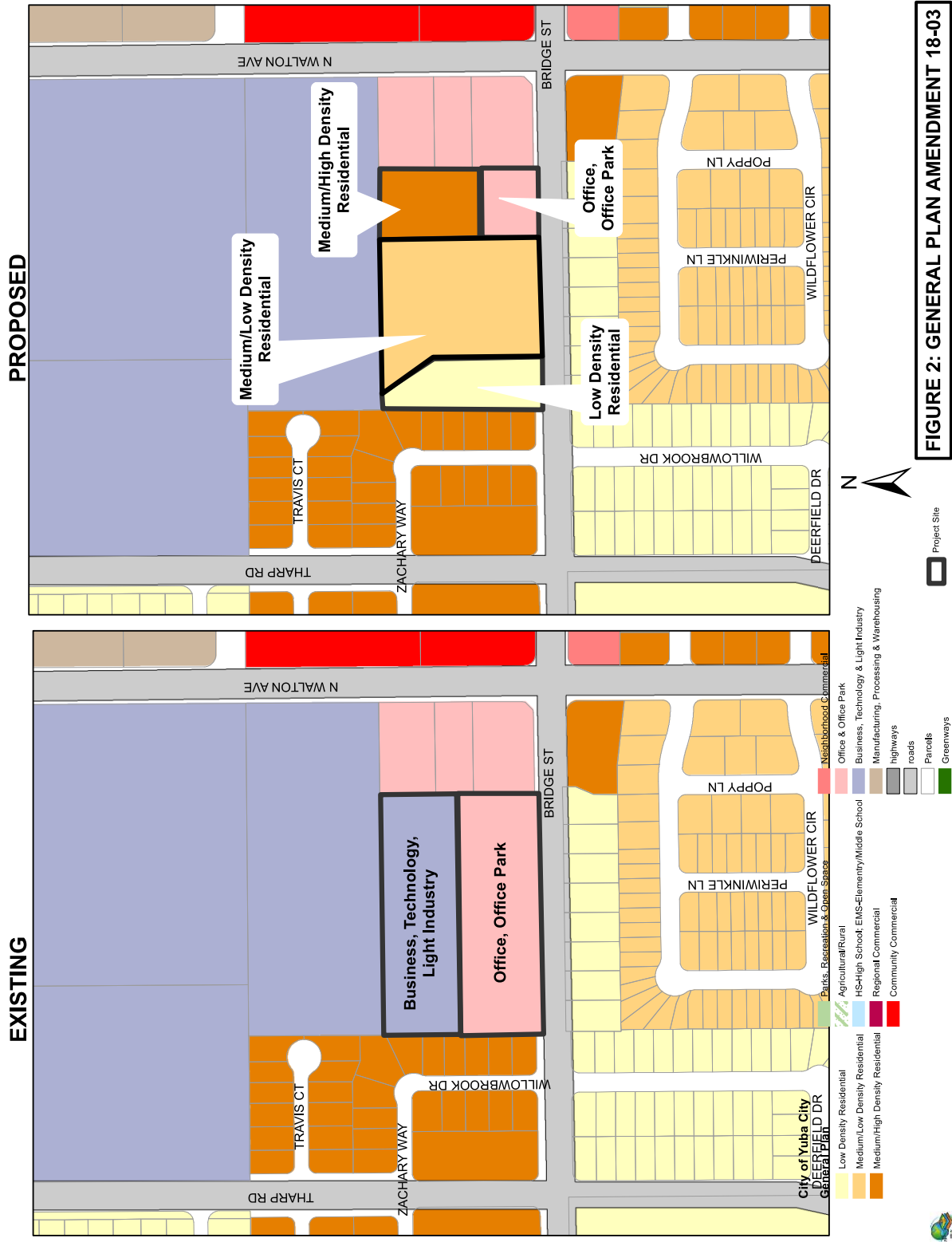
The vacant 5.73-acre property is surrounded by a variety of uses, which include single-family residences to the west, light industrial uses to the north, and a bank and office type uses to the east. It fronts on Bridge Street, which is a significant arterial in the City, and there are single-family residences across Bridge Street from the property. All of those neighboring properties

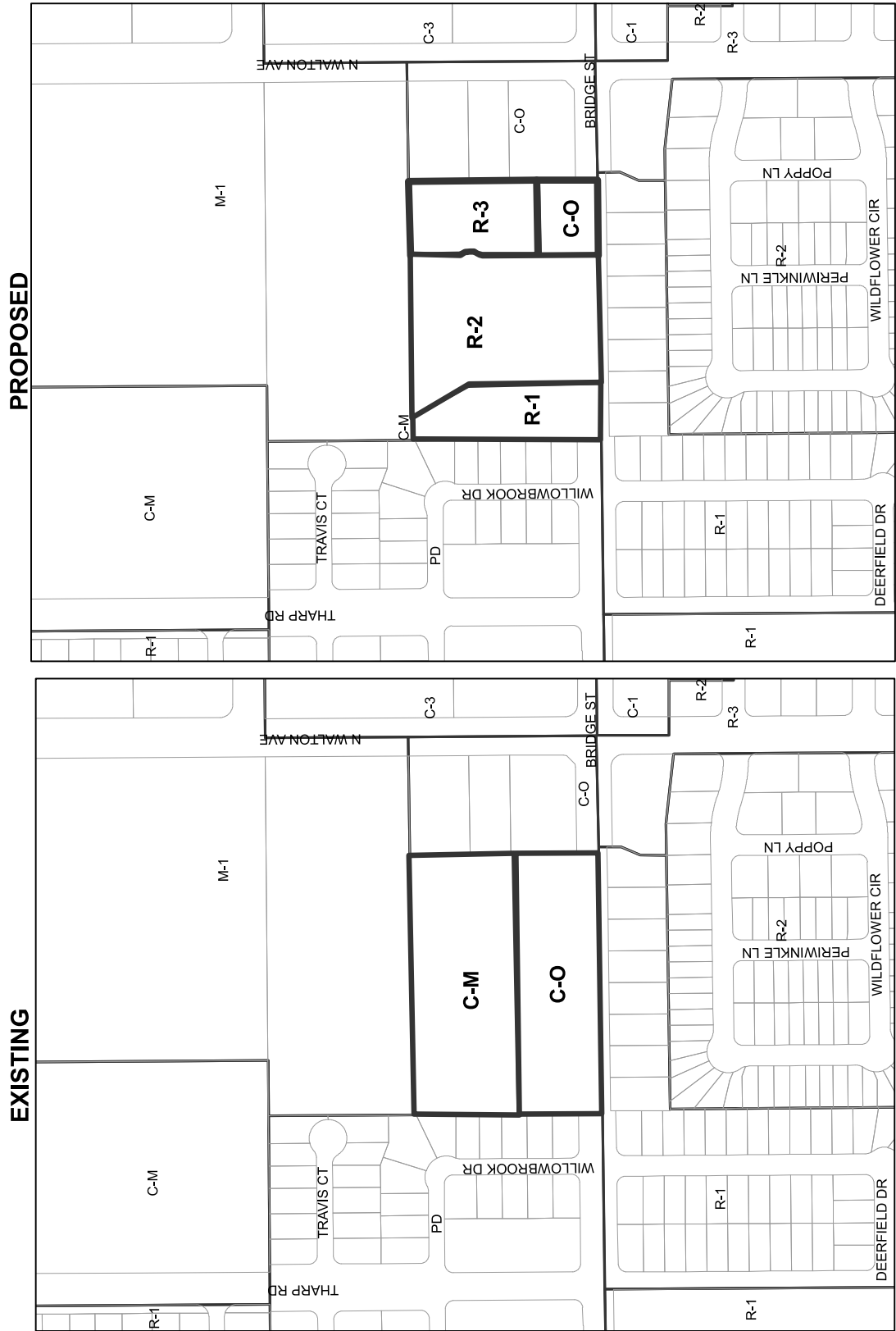
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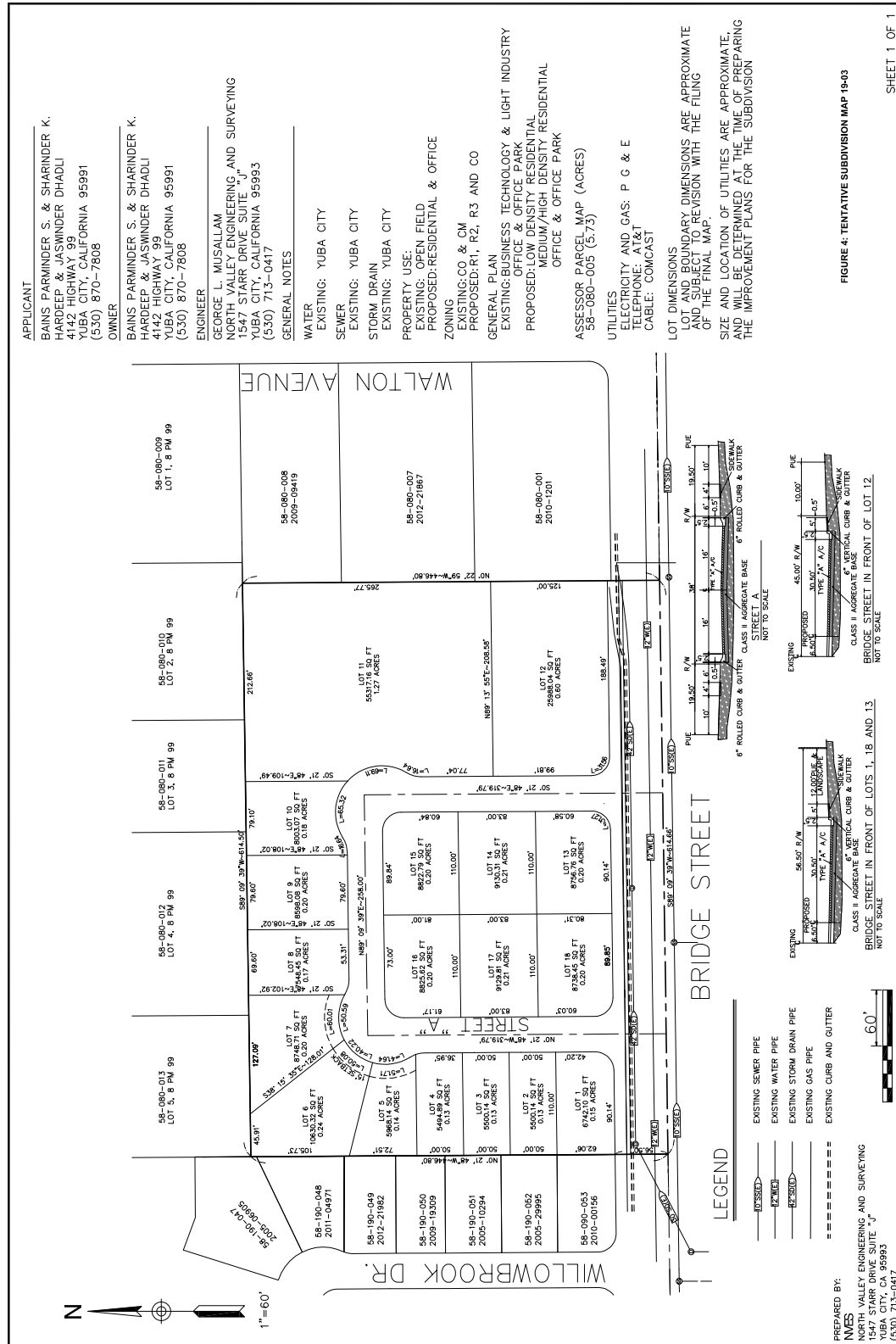
City of Yuba City

☐ Zoning ☐ Project Site

☐ Parcels

FIGURE 3: REZONING 18-02





are developed, making this an infill project. The goal is to provide viable development opportunities for the property that are compatible with the variety of existing neighboring uses.

Access and Public Improvements:

The property is served by City services including, water, sewer, and storm-water drainage. Access is provided off Bridge Street. As provided in the subdivision map there will be an interior loop street that will serve all of the proposed parcels with two access points onto Bridge Street.

Property Description:

The site is relatively flat with no unique topographic features such as rock outcroppings or heritage-type trees. It has been plowed or mowed annually for fire safety reasons.

Bordering Uses:

Table 1: Bordering Information and Uses			
	<i>General Plan Land Use Classification</i>	<i>Zoning</i>	<i>Existing Land Use</i>
<i>Project Site</i>	Various, subject to this amendment	Various, subject to this amendment	Vacant.
<i>North</i>	Business, Technology and Light Industrial (BTLT)	Heavy Commercial/Light Industrial (C-M)	Various light industrial type uses.
<i>East</i>	Office and Office Park	Office Commercial (C-O)	Bank, office uses.
<i>West</i>	Low Density Residential (LDR)	One-family Residential (R-1)	Single-family Residences.
<i>South</i>	Low Density Residential (LDR)	One-family Residential (R-1)	Bridge Street with single-family residences across Bridge Street.

General Plan Land Use Designations:

Existing: North half: Business, Technology and Light Industry (BTLI)
South half: Office and Office Park (Office)

Proposed: Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Office and Office Park

Zoning:

Existing: North half: Heavy Commercial/Light Industrial (CM)
South half: Commercial Office (C-O)

Proposed: One-family Residential (R-1)
 Two-Family Residential (R-2)
 Multiple-family Residential (R-3)
 Commercial – Office (C-O)

Previous Commission/Council Actions:

There have been no recent Planning Commission or City Council actions on this property.

Staff Comments:

Compatibility with neighboring uses

The area of concern is the border along the north side of the property. An approval of the General Plan Amendment will mean that higher density housing will designation the south of his property. There is the potential for impacts related to the industrial uses. Much of that neighboring light industrial use is equipment storage. There are also aesthetic impacts, with the juxtaposition impact could be aesthetic as the height of the equipment could be visible to the new residential uses. There could also be issues with noise generated by equipment operating during limited periods. However, the City ordinance requires, and a condition is included, for the subdivider to provide a six-foot high masonry wall as well as a landscape strip that will planted with a hedge-type plant along the common boundaries of the residential/non-residential properties.

The proposed residential lots along the westside of the subdivision will back to existing single-family residences, which should not create any conflicts.

Traffic and Circulation:

Note: *the project application was amended after this portion of the study was completed. The proposed remaining Office parcel was originally requested to be amended to a community commercial designation, but was later amended for the 0.6-acre portion of the property to remain as Office. Since this most recent change will actually lower the anticipated traffic, the actual impacts will be slightly less than indicated below.*

Amending the General Plan Land Use Map from Office and Light Industrial to Residential and Office land use designations, along with the accompanying rezoning and a tentative subdivision map, and build-out of the 5.73 acres will generate additional traffic. The criteria to determine whether the project will create a significant traffic impact is General Plan Policy 5.2-I-12, which requires that the street section and the nearby Bridge Street/Walton Avenue intersection operate at Level-of-Service (LOS) D or better.

Bridge Street is classified in the General Plan as a major arterial. When completed it will be a four-lane through street running between 2nd Street and going west ultimately to George Washington Boulevard, and potentially beyond. With the street improvements required of this project, the north side of Bridge Street at this location would be completed to facilitate two lanes of westbound traffic. The south side of Bridge Street west of the Walton Avenue intersection is a single lane lacking curb, gutter and sidewalk.

The most recent and closest traffic count, taken in 2016, was located just east of this site on the other side of Walton Avenue. The traffic count was:

West bound: 2,154 daily one-way trips.

East Bound: 3,249 daily one-way trips.

Since Bridge Street west of Walton Avenue is not yet a through street, much of the did not utilize this portion of Bridge Street, instead it originated or terminated at Walton Avenue. Most of the traffic that was westbound on Bridge Street either turned north or south onto Walton Avenue or visa-versa. Thus, the traffic count on the subject portion of Bridge Street was likely much lower.

At maximum build-out the project will generate additional traffic from:

- 6 single-family residences
- 20 duplex residences (from 10 duplex lots).
- 21 apartment residences (assumes 14 residences per acre).
- Up to 6,782 square feet of retail space. The assumptions for the retail building(s) are:
 - Maximum 23% lot coverage by a building(s).
 - A drive-thru business or vehicle service station is not being considered, as it would require discretionary review. If a drive-through or service station was proposed the Planning Commission, under a separate use permit action, would individually consider a drive-thru or service station.
 - 20% of the vehicle trips would be pass-by traffic.
- As all traffic utilizing the project must travel either east or west, and that the majority of the population lives east of the project and the majority of the City is east of the project, it is assumed that the traffic split generated by this project will be 40 percent west-bound and 60 percent east-bound.

Per the Institute of Traffic Engineers *Traffic Generation Manual*, the components of the project would generate vehicle trips at a rate indicated in Table 4-16.1.

Table 3-16.1: Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Single-Family Residence	9.57	.77	1.02
Duplex (each residence)	8.14	.66	.87
Apartment (each residence)	6.72	.55	.67
Free Standing Discount Store (per 1000 sq. ft.)	56.02	.84	5.06

Table 3-16.2: Project Generated Traffic at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M Peak Hour Trips
Single-Family Residences	57.4	4.62	6.12
Duplexes	162.8	13.2	16.8
Apartments	141.1	11.55	14.07
Commercial	303	5	27
Total	627	34	64

Utilizing the assumption that the project traffic will be 40 percent west-bound and 60 percent east-bound the traffic to and from the west generated by this project will consist of the following:

Weekday trips: 251
 A.M. peak hour trips: 14
 P.M. peak hour trips: 26

This additional traffic to and from the west will not be significant as this portion of Bridge Street is underutilized. Further, there are no intersections to the west that will be significantly impacted. In the future when Bridge Street is extended west there may be a controlled intersection at Tharp Road. However, Tharp Road cannot extend south as a major street thus Bridge Street/Tharp Road will not become a major intersection.

The traffic to and from the east generated by this project will consist of the following:

Weekday trips: 376
 A.M peak hour trips: 20
 P.M peak hour trips: 38

The traffic study conducted for the 2004 General Plan update concluded that during the P.M. peak hour the LOS at the Bridge Street/Walton Avenue intersection was D, which is at the lower end of an acceptable level. The LOS D was due to traffic loads from north and southbound traffic on Walton Avenue and southbound Walton Avenue traffic turning east onto Bridge Street. Very little traffic was likely generated by Bridge Street west of the intersection. So the traffic generated by this project that is east-bound should not significantly add to the congestion at the intersection.

This project also includes a general plan amendment from an approximately even mix of heavy commercial-light industrial designation and office designation to various residential designations and office and office designation. While the new designations will likely generate additional traffic, the increase is not large.

Adding 38 P.M. peak hour trips to the Bridge Street/Walton Avenue intersection will impact the LOS D. However, assuming maximum buildout occurs, the new traffic will be utilizing the least impacted portions of the intersection as the project is located on the under-utilized portion of Bridge Street. In other words, the project will add approximately one vehicle trip every 40 seconds during the P.M. peak hour to the intersection, and that traffic will be utilizing the least impacted directions for the intersection. Therefore, the project is not expected to create any significant impacts on the existing LOS D at this intersection.

As a result, the project is not expected to generate any potential significant traffic impacts nor the need for mitigation measures.

Comparing traffic between the existing vs. the proposed general plan designations:

Another way of considering this proposal is comparing the traffic that would be generated if the property was developed under the existing general plan designations versus the proposed designations.

The existing general plan designations are approximately half Heavy Commercial/Light Industrial (CM) and half is designated Office (O). Assume that the CM is built out at 20 percent lot coverage and that the O is built-out at 25 percent lot coverage. This would translate to a 24,916 square foot light industrial type building(s) and a 31,145 square foot office building(s). Tables 4-16.3 & 4 below, provides the vehicle trips generated if the site is developed per the existing general plan designations.

Table 3-16.3: Build-out Under the Existing General Plan – Assumed Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial (1,000 s.f.)	6.97	.92	.98
Office (1,000 s.f.)	11.01	1.55	1.49

Table 3-16.4: Existing General Plan – Estimated Traffic Generated at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial	173.7	22.9	24.4
Offices	342.9	48.3	46.4
Total	516.6	71.2	70.8

Comparing the existing general plan designations (Table 4-16.4) to the proposed general plan designations (Table 4-16.2) the change in traffic generation between existing and proposed general plan designations can be seen. With the existing general plan designations, the total daily trips will be about 517 versus the proposed project would increase that to about 627 daily trips. An increase of about 21 percent. But the A.M. peak hour trips would decrease. The A.M. peak hour would decrease from an estimated 71 trips to 34, a decrease of about half. The P.M. peak hour traffic would decrease from about 71 trips to 64 trips, a reduction of about 11 percent.

Availability of City Services:

All City services, including water, sewer and storm-water drainage are available to serve this site.

Environmental Determination:

Pursuant to California Environmental Act (CEQA) Article 19, Section 15070 (b)(1) staff prepared an environmental assessment including an Initial Study and Mitigated Negative Declaration (MND) and Mitigation Monitoring Program (MMP) for the project.

Based upon the attached environmental assessment (EA-18-08), including the mitigation measures, all potential significant impacts are reduced to less than significant. The findings of the mitigated negative declaration are that, with the proposed mitigations for cultural resources,

and greenhouse gases, the project will not create any significant impacts on the environment. As a result, the filing of a MND is appropriate in accordance with the provisions of CEQA.

Recommended Action:

A. Adopt the following findings:

- 1. Environmental:** After reviewing and considering the mitigated negative declaration prepared for this project, along with the proposed mitigation measures, approval of GPA 18-03 that will amend the General Plan to provide for a mix of residential and office uses, RZ 18-02 that will rezone the property to be consistent with the new general plan designations, and TSM 19-03 that will subdivide the property into 18 lots, including six lots zoned for single-family development, ten lots zoned to accommodate either a single-family residence, a duplex, or two single-family residences, one lot zoned for multiple-family development, and one lot zoned for office type development, will not generate any significant environmental impacts.

Based on the whole record there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects City Staff's independent judgment and analysis.

- 2. General Plan Amendment and Consistency:** The proposed residential designations allow for development of a diversity of residential types as encouraged by the General Plan, particularly the Housing Element. The conditions of approval of the tentative map ensure that the improvements will meet all City standards, which are based on General Plan policies.
- 3. Rezoning:** The proposed rezone to the R-1, R-2 and R-3 residential zone districts and the remaining C-O Zone District will be consistent with the General Plan designations being applied to the property.
- 4. Tentative Subdivision Map:** Yuba City Municipal Code Section 8-2.609, and the California Subdivision Map Act Section 66474 require that City deny the parcel map if it makes any of the following findings (the required findings are in italics).

- a. The proposed tentative subdivision map is not consistent with the applicable General Plan and specific plan:*

The General Plan is proposed to be amended. The lots proposed for those new designations are designed for the uses provide for in each of those designations. There is no specific plan applicable to this property.

- b. The design and improvement of the tentative subdivision map is not consistent with applicable general and specific plans or adopted City standards:*

The proposed parcel sizes, as shown on the tentative subdivision map, are of adequate size to accommodate the uses that will be permitted on them. The property will be improved with an internal loop street is designed to serve the new lots and the property location is suited for such uses as to be compatible with neighboring uses. The office property will benefit from its frontage on an arterial street and very near a busy intersection. Further, any new use that locates onto one of the new lots is required to meet all zoning, building and public works

development standards and be consistent with the General Plan.

c. That the site is not physically suited for the density of development:

With the conditions of approval applied to this division of the property into eighteen lots, all City public improvement standards are required to be met. All lot coverage, lot size, parking and landscaping standards will be met once the properties are developed.

d. That the site is not physically suited for the type of development.

Each new lot will meet the minimum lot sizes required by the relevant zone district. Those minimum lot sizes are well established and known to be large enough to accommodate the uses proposed for them.

e. That the design of the subdivision map or likely improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat:

As provided earlier in this staff report and in the accompanying environmental document, there is not a potential for the project to cause significant environmental damage or impact to any fish or wildlife habitat.

f. That the design of the parcel map or the type of improvements is likely to cause serious public health problems:

Every new parcel will be connected to City water, sewer and storm drainage systems in order to avoid public health problems.

g. That the design of the subdivision map or the type of improvements will conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision:

The property is served by Bridge Street, which is a City maintained arterial street. Internal circulation for the parcels within the proposed project is required to be provided by an internal loop street that will be dedicated to the City as a City maintained street.

As provided above, none of the required findings that would require denial of the subdivision map can be made. Therefore, the tentative subdivision map may be approved.

B. Adopt the Mitigated Negative Declaration 18-08 and the Mitigation Monitoring Measures (Attachment 2).

C. Recommend to the City Council approval of General Plan Amendment 18-03, Rezoning 18-02.

D. Approve Tentative Subdivision Map 19-03, subject to the Conditions of Approval and Mitigation Measures, which includes a condition requiring the City Council's approval of the general plan amendment and rezoning.

Attachments:

1. Conditions of Approval and Mitigation Measures
2. Initial Study and Mitigation Monitoring Program

**Attachment 1:
Tentative Subdivision Map 19-03
Conditions of Approval and Mitigation Measures**

Conditions of Approval

General

1. Approval of Tentative Map (TSM) 19-03 may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this tentative parcel map, the Zoning Ordinance, the most recently City-adopted Uniform Building Code, and all Public Works Standards and Specifications. The City shall not assume responsibility for any deletions or omissions resulting from the permit review process or for additions or alterations to construction plan not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.
2. The applicant, operator, and/or property owner ("Applicant" herein) is required to enter into an agreement with the City agreeing to indemnify, defend, and hold harmless the City of Yuba City, its officers, attorneys, agents, employees, departments, commissioners, authorized volunteers, and boards ("City" herein) against any and all liability, claims, actions, causes of action or demands whatsoever against them, or any of them, before administrative or judicial tribunals of any kind whatsoever, in any way arising from, the terms and provisions of this land use approval, including without limitation any California Environmental Quality Act (CEQA) approval or any related development approvals or conditions whether imposed by the City, or not, except for City's sole active negligence or willful misconduct. This indemnification condition does not prevent the Applicant from challenging any decision by the City related to this project and the obligations of this condition apply regardless of whether any other permits or entitlements are issued. The land use approval shall not become effective until Applicant executes a "Covenant to Indemnify."
3. The Planning Commission's approval of TSM 19-03 shall not become effective unless and until the City Council approves General Plan Amendment 18-03 and Rezoning 18-02. The effective approval date of this subdivision for purposes of this subdivision map's expiration date, as described in Condition #4 below, shall not be until the effective date of the rezoning.

Expiration and Development Impact Fees

4. Approval of TSM 19-03 shall be null and void without further action if either the subdivision has not been recorded within two years of the approval date of TSM 19-03 or that a request for an extension of time, pursuant to Section 66452.6 and as amended, of the California Subdivision Map Act, has been submitted to the City prior to the map's expiration date.
5. Development Impact Fees. Impact fees shall be paid pursuant to the YCMC.

Planning Division

6. The lot design on the subdivision map shall be designed in conformance with the TSM 19-03, as approved by the Planning Commission.
7. TSM 19-03 shall comply with the Conditions of Approval.
8. Prior to issuance of occupancy permits, a five-foot wide hedge planting, as approved by the Development Services Director, shall be provided along the residential property lines that are in common with the neighboring commercial and light industrial properties. This includes hedge plantings along the northerly property line of Lots 7, 8, 9, 10, and 11, and along the easterly and southerly line of Lot 11.

Public Works Department

General

9. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.
10. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
11. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to insure compliance.
12. Storage of construction material is not allowed in the travel way.
13. The Developer shall prepare and submit improvement plans for the construction of all public improvements including water, sanitary sewer, storm drain facilities, roadway improvements, curbs, gutters, sidewalks, parkway strips, signing, striping and streetlights.

Prior to issuance of Grading Permit

14. The improvement plans for the development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent residential or agricultural lands or impede the drainage from those properties. The rear yards and/or side yards of the lots that are created by this subdivision that are adjacent to existing residential development shall have the same finish grade elevation as those lots within tolerances as approved by the Public Works Department. If retaining walls are required, they shall be constructed of concrete or masonry block.

Prior to approval of Improvement Plans

15. A Subdivision Agreement outlining any costs (hot tap, connection fee, fair share contribution, etc.) associated with the development shall be accepted by the City prior to recordation of map.
16. The contractor shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

17. A tunnel permit from the State Division of Occupational Safety and Health; Mining and Tunneling Unit will be required. A copy of this permit must be supplied to the City prior to approval of the improvement plans.
18. Where an excavation for a trench and/or structure is 5 feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department.
19. Bridge Street shall be widened to a typical half-width (centerline to back of curb). Right-of-way shall be dedicated together with a 12.0-foot PUE behind the right-of-way. Frontage improvements shall include street section, curb, gutter, and a 5.0-foot wide attached sidewalk.
20. Street "A" shall be constructed to a width of 37.0 feet back of curb to back of curb with parking permitted on both sides. Right-of-way shall be dedicated to a width of 38.0 feet together with a 19.5-foot PUE behind the right-of-way. Construction shall include street section, curbs, gutters, 4.0-foot wide detached sidewalk, street trees and street lights, except as otherwise shown on the tentative map and approved by the Public Works Department.
21. The structural section of all road improvements shall be designed using a geotechnical investigation which provides the basement soils R-value and expansion pressure test results. The structural section shall be designed to the following standards:
 - a. Use 3" minimum for residential, 4" minimum for collectors and 5" minimum for arterials, of 'Type A' asphaltic concrete over Class 2 aggregate base (the thickness of the base shall be designed to the R-value of the soil):
 - b. Use a traffic index of 6 for residential streets,
 - c. Use a traffic index of 7 for collector streets,
 - d. Use a traffic index of 10 for arterial streets,A copy of the geotechnical investigation, including R-value, test locations and structural section calculations, shall also be submitted with the first improvement plan check.
22. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate. Speed limit signs shall be installed at locations determined by the Public Works Department.
23. The Developer shall submit to Sutter County a drainage plan for any drainage improvements that utilize County facilities for approval by Sutter County Public Works Director.
24. The Improvement Plans shall show provisions for the placement of centralized mail delivery units in the Public Utility Easement (P.U.E.). Developers will provide a concrete base for placement of the centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the Yuba City Public Works Department, with due consideration for street light location, traffic safety, security and consumer convenience.

25. As required by Section 8-5.5904(b)(4) of the Zoning Regulations, prior to recordation of the final map, a solid 6.0-foot high masonry block wall shall be constructed along the following locations (as locations are shown on the tentative map dated June 5, 2019):
 - a. Along the northerly property line of Lots 7, 8, 9, 10, and 11; and
 - b. Along the easterly and southerly line of Lot 11; and
 - c. Between Lot 11 and Lot 12.
26. A solid 6.0-foot high decorative (as approved by the Development Services Director) masonry block wall with pilasters located no more than 50 feet apart, shall be constructed along the southerly line of Lots 1, 13, 18. At the entrances to the subdivision, the block wall shall be "stepped down" in a decorative manner that is acceptable to the Public Works Director.
27. Required Improvement Plan Notes:
 - a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."
 - b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."
 - c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."
 - d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the CalTrans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."
 - e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."

Prior to acceptance of Public Improvements

28. Prior to paving, the Developer shall vacuum test all manholes to ensure no leakage will occur.
29. Prior to paving, the Developer shall hydroflush, and televise, all storm drain mains and all sewer mains. In addition, prior to the City's acceptance of the subdivision improvements, and at the Public Works Department's discretion, the storm sewer and sewer mains shall be re-hydroflushed.

30. The contractor shall maintain record drawings of the improvements and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (AutoCad version 2010 or newer) and a hard copy to the City. The City will not accept the completion of the improvements until the electronic copy and hard copy have been submitted.

Prior to Final Map Recordation

31. The development shall pay for operations and/or maintenance for police, fire, parks, drainage, and ongoing street maintenance costs. This condition may be satisfied through participation in a Mello-Roos CFD, or by another secure funding mechanism acceptable to the City. The City shall be reimbursed actual costs associated with the formation of, or annexation to, the district.
32. The property shall petition for formation of a Zone of Benefit of the Yuba City Landscaping and Lighting Maintenance District for the purpose of maintaining street trees which are to be planted along all streets, maintaining the street lights, maintaining the landscaping along Bridge Street, and maintaining the masonry walls. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.
33. Three street lights shall be provided along Bridge Street at locations determined by the Public Works Director.
34. Street lights shall be installed along Street "A".
35. All public street lighting shall be dedicated to the City of Yuba City.
36. A public utility easement shall be provided along all streets extending 10.0 feet behind the back of the sidewalk.

Prior to Building Permit

37. The Developer's Superintendent/Representative shall submit three sets of Pacific Gas and Electric approved utility plans showing joint trench locations and distribution lines prior to issuance of first building permit.
38. The applicant shall be required to pay all applicable Sutter County Water Agency connection fees and maintenance and operation fees. Fees are payable at the Sutter County Development Services Counter located at 1130 Civic Center Blvd.
39. The Developer shall enter into an agreement with Sutter County providing the following:
Participation in a zone of benefit, drainage district, agency, service area or any other public entity for the financing of construction and maintenance of a drainage system. In addition to the special assessment district or public entity referred to immediately above, the agreement shall contemplate the imposition by the district or public entity of any legally available fee, assessment or other financing mechanism to facilitate the construction and maintenance of a drainage system.
40. All street lighting shall be energized prior to the issuance of any building permits.

Prior to Certificate of Occupancy

41. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.
42. Prior to the issuance of a certificate of occupancy, all reduced pressure backflow preventers shall be tested and a back-flow preventer certification performed by an AWWA licensed tester shall be submitted to the Public Works Department.
43. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed.

Mitigation Measures

Cultural Resources Mitigation 1: In the event that previously undetected cultural materials (i.e. prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered during construction, work in the immediate vicinity should immediately cease and be redirected to another area until the Auburn Indian Community of the Auburn Rancheria is re-contacted and allowed the opportunity to consult under AB 52. Further, a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historic archaeology inspects and assesses the find. The City shall consider further recommendations as presented by the professional and implement additional measures as necessary to protect and preserve the particular resource. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Cultural Resources Mitigation 2: If human remains are uncovered, or in any other case where human remains are discovered, the Sutter County Coroner, as appropriate, is to be notified to arrange their proper treatment and disposition. If the remains are identified – on the basis of archaeological context, age, cultural associations, or biological traits – as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the coroner notify the NAHC within 24-hour of discovery. The NAHC will then notify the most likely descendant, who may recommend treatment of the remains.

Cultural Resources Mitigation 3: Should artifacts or unusual amounts of bone or shell be uncovered during demolition or construction activity, all work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. Avoidance measures or appropriate mitigation shall be completed according to CEQA guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports, which shall be used for guidelines. If a bone appears to be human, California law mandates that the Sutter County Coroner and the Native American Heritage Commission be contacted.

Greenhouse Gas Mitigation Measure 1: The site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

Tribal Cultural Resources Mitigation Measure 1: Worker Awareness Training. The City shall ensure that a Worker Education Program is developed and delivered to train equipment

operators about cultural resources. The program shall be designed to inform workers about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require work stoppage; procedures for notifying the City of any occurrences; and enforcement of penalties and repercussions for non-compliance with the program. Worker education training may be provided either in person or as a DVD with a training binder, prepared by a qualified professional archaeologist and reviewed by the City. The United Auburn Indian Community (UAIC) shall be afforded the option of attending the initial training in person or providing a video segment or information for incorporation into the training that appeals to the contractor's need to be respectful of tribal cultural resources and tribal participation in implementing unanticipated discovery protocols. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City as proof of compliance.

Tribal Cultural Resources Mitigation Measure 2: Avoid and minimize impacts to previously unknown Tribal Cultural Resources. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during the initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the construction supervisor shall immediately notify the City representative. If the find includes human remains, then the City shall immediately notify the Sutter County Coroner and the procedures in Section 7050.5 of the California Health and Safety Code and, if applicable, Section 5097.98 of the Public Resources Code, shall be followed. For resources reasonably associated with Native American cultural and for human remains, the City shall coordinate with any necessary investigation of the discovery with a UAIC tribal representative and a qualified archaeologist approved by the City. As part of the site investigation and resource assessment, the City shall consult with UAIC to develop, document, and implement appropriate management recommendations, should potential impacts to the resources be found by the City to be significant. Nothing in this measure prohibits the City from considering any comments from other culturally-affiliated Native American tribes that volunteer information to the City during its investigation. Possible management recommendations could include documentation, data recovery, or (if deemed feasible by the City) preservation in place. The contractor shall implement any measures deemed by the City staff to be necessary and feasible to avoid, minimize, or mitigate significant effects to the cultural resources, such as the use of a Native American Monitor whenever work is occurring within 100 feet of the discovery of Native American Resources, if deemed appropriate by the City.