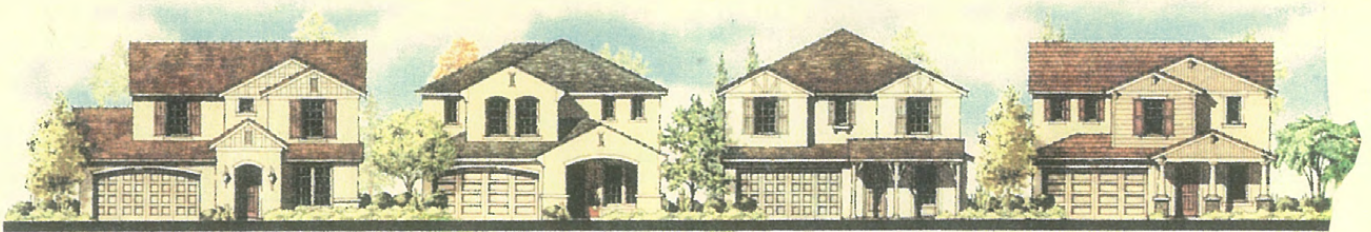

SUTTER HERITAGE MASTER PLAN

City of Yuba City



May, 2006



SUTTER HERITAGE MASTER PLAN

City of Yuba City

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ATTACHMENTS

- A. Yuba Sutter Transit Letter
- B. Yuba City Unified School District Communication
- C. Feather River Air Quality District Project Mitigations
- D. Planned Development (PD) Ordinance for Sutter Heritage
- E. Traffic Study
- F. Home Elevations and Floor Plans
- G. Gilsizer County Drainage District letter
- H. Detailed Infrastructure Cost Estimates

Rear pocket : Full Size Sutter Heritage Tentative Subdivision Map

Background

The text and maps provided on the following pages includes the information requested by the City of Yuba City (City) to fulfill the "Master Plan Concept" for the Sutter Heritage subdivision, proposed by Braddock and Logan. Discussion in this plan regarding City infrastructure, including streets, sewer, water and drainage covers an area greater than the Sutter Heritage subdivision in order to provide a larger picture of the infrastructure. The order of the information and its content corresponds to and is intended to meet the master plan concept prepared by the City. Braddock and Logan controls only the 33 acre Siller property north of Smith Road. Any subdivision layouts on other properties are conceptual only to show future infrastructure connections. This plan is not intended to limit the flexibility in density or design for those other properties if and when they are proposed to be developed.

In order to provide an idea of the level of review this project has previously received, a summary of the chronology for the processing of the proposed project is provided below:

- August 15, 2004 – Braddock and Logan submits tentative map to the City for review and comment, pending annexation of the property into the City.
- November 2, 2004 – Voters deny annexation of a larger area that includes Sutter Heritage.
- November 9, 2009 – Application to annex only the Sutter Heritage property submitted to Sutter County LAFCo.
- December 8, 2004 – Braddock and Logan informed that, based on the subdivision/park design, a general plan amendment and revised preannexation zoning is needed for the project.
- January 19, 2005 – Application for a general plan amendment and updated preannexation zoning submitted to the City.
- January 25, 2005 – City Council advises staff to hold all subdivision applications in unincorporated areas pending possible City growth policies.
- March 15, 2005 – City Council adopts 12 growth policies, requiring preparation of master plans and development agreements. Staff is instructed to process only the six applications previously received.
- June 21, 2005 – City Council approves the Sutter Heritage general plan amendment and updated the preannexation zoning to a Planned Development District.

- July 15, 2005 – Incomplete letter received from City regarding the proposed Sutter Heritage subdivision. Braddock and Logan was advised that guidelines will be provided for preparation of master plans.
- August 31, 2005 - Master Plan Concept (guidelines) distributed by the City, providing the required contents of a master plan.
- September 22, 2005 - LAFCo approves annexation of the property into Yuba City.
- September 26, 2005 – Draft master plan submitted to the City.
- November 3, 2005 – Comments received from the City on the master plan.
- January 13, 2006 – Revised draft master plan submitted to the City.
- January to May, 2006 – Series of meetings held with City staff to review the draft plan.
- May, 2006 – Final master plan submitted to the City.

Master Plan

1. Description of the proposed project:

a. Project size:

The proposal is to develop approximately 28.8 acres of the 33 acre parcel. The remaining 4.2 acre multiple family site is not proposed to be developed at this time.

b. Type of development:

This master plan is written for two overlapping areas. The primary area is the 28.8 acres controlled by Braddock and Logan. Their development plan matches the recently amended Yuba City General Plan (General Plan) and the previously adopted 1989 General Plan. The existing General Plan designates approximately 1.5 acres of the property as Low Density Residential (LDR), 25.8 acres as Medium/Low Density Residential (MDR) and a 0.8 acre neighborhood pocket park on the site. Approximately 2 acres includes major roadway dedications and additional open space along the Gilsizer Slough. Braddock and Logan also controls an adjoining 4.2 acres designated by the General Plan as Medium/Low Density Residential (MDR) which is not proposed to be developed at this time. In order to meet the density standard of the MDR General Plan designation, the City Council, on June 21, 2005, approved a rezoning of the property to a Planned Development Zone District, which provided development standards specifically designed to accommodate this project.

The development proposal consists of 162 single family homes located on the MDR and LDR designated property and is in conformance with the June 21, 2005 City Council adopted planned development standards for Sutter Heritage. Braddock and Logan is also willing, if the City desires, to construct the pocket park as part of this project in exchange for credits to the City's park impact fees. There is no proposal at this time to develop the HDR designated property with multiple family housing.

A larger area is also addressed by this master plan focusing on the infrastructure improvements needed to accommodate this project and neighboring undeveloped or underdeveloped properties. This includes the discussions on streets, sewer, water and drainage. The location map on the following page (Figure 1) identifies these two areas. The cross hatch area on the location map is the property controlled by Braddock and Logan which is the focus of this report. The larger area that is outlined is the area, including the Braddock and Logan property, for which infrastructure improvements are addressed, including the discussions on streets, sewer, water and drainage, provided later in this report.

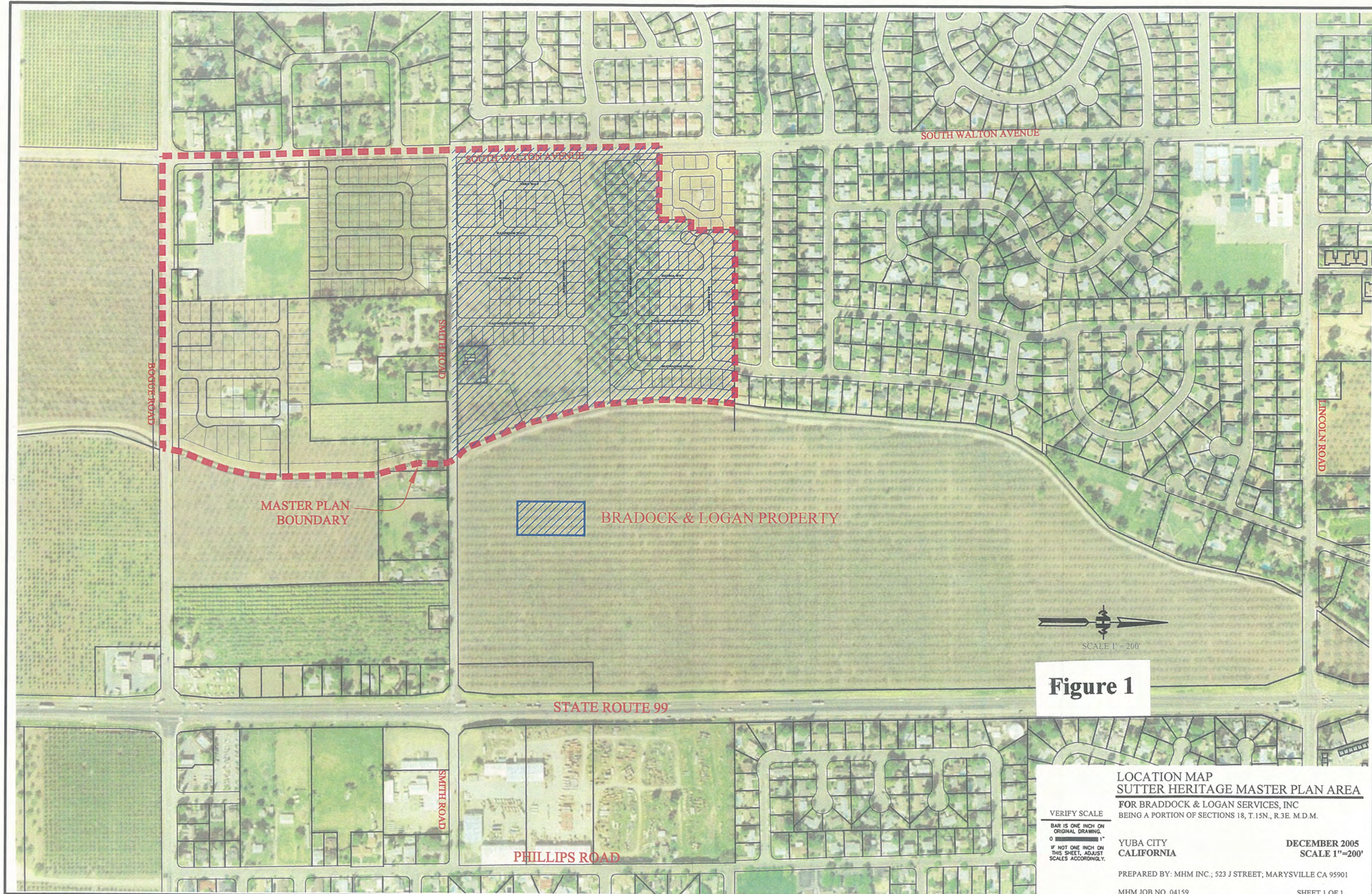


Figure 1

LOCATION MAP
 SUTTER HERITAGE MASTER PLAN AREA
 FOR BRADDOCK & LOGAN SERVICES, INC
 BEING A PORTION OF SECTIONS 18, T.15N., R.3E. M.D.M.

VERIFY SCALE
 BAR IS ONE INCH ON
 ORIGINAL DRAWING.
 0 1"
 IF NOT ONE INCH ON
 THIS SHEET, ADJUST
 SCALES ACCORDINGLY.

YUBA CITY
 CALIFORNIA

DECEMBER 2005
 SCALE 1"=200'

PREPARED BY: MHM INC., 523 J STREET, MARYSVILLE CA 95901
 MHM JOB NO. 04159
 SHEET 1 OF 1

c. Interface with surrounding properties:

Properties to the north and west of this project are within the city limits. To the north are existing one story single family residences. To ensure compatibility with the existing neighboring residences this proposal places larger sized lots with one story homes (containing lofts with a rear pitched roof and no rear windows) backing onto those existing homes. To the northwest is a newer subdivision consisting of 2,500 to 4,000 square foot lots containing two story homes. Sutter Heritage will be compatible with these homes as the proposed lots will be larger than the existing lots and will have far superior architecture. The west side of Sutter Heritage is bordered by Walton Avenue, and across Walton Avenue from this proposal are existing single family homes that back onto Walton Avenue and are separated from Walton Avenue by a masonry wall and a landscape strip. This project proposes to similarly back homes to Walton Avenue, separated by a decorative masonry wall and landscaping, including street trees.

To the south and east are unincorporated properties consisting of orchards and the Gilsizer Ditch. This subdivision could create potential incompatibilities with the agricultural uses due to dust, noise, spraying from agricultural uses and from the new residents encroaching onto the agricultural uses. As a mitigation Braddock and Logan, routinely prepares CC&Rs for all of its projects and has agreed to the same for this subdivision. This will include language in the CC&Rs and all disclosures to new buyers advising them of nearby farming and agricultural land uses. The Sutter County right to farm ordinance applies to properties within the city limits and will also be included in all disclosures. The Yuba City Zoning Ordinance allows the neighboring farm uses to operate as long as desired by the property owners. However, these properties are within the growth area of Yuba City and are planned for urbanization at a time determined by those property owners and the City. Because of this, the Yuba City General Plan does not require permanent buffering between this urban/agricultural interface except for fencing and drainage of urban water away from agricultural land.

2. Location Map: See Figure 1 on the previous page.

3. Land Use:

a. Discuss compliance with the City's General Plan policies:

While all General Plan Elements have some bearing on this project, the following is a summary of the most relevant General Plan issues and policies.

The project is consistent with both the LDR and MDR land use intensity and density standards prescribed by the General Plan Land Use Element, as described in more detail in part 3.b. below. From the greater prospective this medium density residential project was

purposely sited adjoining the large retail and employment center immediately east of this proposal, buffered by the Gilsizer Slough. The 4.2 acre multiple family (HDR) property was also located with the nearby retail and employment center in mind. This project puts higher density homes within walking distance of future jobs and shopping.

The General Plan Community Design Element contains important policies relevant to urban design. Policies regarding residential design (4.7-I-5&7) are discussed in parts 3.e.2) & 3) below. Other Community Design policies that address street segment lengths, and street tree plantings (see part 3.e.1 below) are also met by this proposal. The proposal abuts agricultural uses on two sides but is not on the edge of the City's sphere of influence so the agricultural buffer standards in the General Plan Community Design Element (policy 4.2-I-1) do not apply. The Community Design Element also establishes "village centers" but they are located west of this project and are not relevant to this proposal.

The General Plan Circulation Element designates Walton Avenue as a major arterial and a transit corridor and Smith Road as a collector. Braddock and Logan proposes to construct their portions of these streets to full standards. The internal neighborhood streets also meet General Plan standards limiting the amount of cul-de-sacs and by providing cul-de-sac end connections to other facilities. All these are described in more detail in part 3.e.1) below. This element also strongly encourages new neighborhoods to design for "walkability". This project provides tree lined planter strips and sidewalks on both sides of every street. The neighborhood park is centrally located and easily accessible to bikes and pedestrians. There is also pedestrian access leading in every direction outside of this new neighborhood and a pedestrian/bike access directly connecting the multiple family property to the park. While this project is located on a transit corridor, Yuba-Sutter Transit does not request a transit stop for this project (see Yuba-Sutter Transit letter in Attachment A). Yuba-Sutter Transit currently has a bus stop located on the west side of South Walton Avenue in the vicinity of the project.

Policy 5.2-I-12 requires that most General Plan streets operate at level of service D or better. According to the traffic report prepared for this project (Attachment E) all General Plan streets impacted by build-out of this project will be at level of service C or better, with the exception of the unsignalized Smith Road and Highway 99 intersection. The Highway 99/Smith Road intersection is already at level of service F for east bound through traffic and traffic turning left. While this project creates little additional impact on that intersection, the traffic study proposes, and Caltrans agrees, that this intersection should not be signalized do to its proximity to the nearby Bogue Road and Lincoln Road signalized intersections with Highway 99. Instead the Smith Road/Hwy 99 intersection will be modified to eliminate those turn movements, causing those trips to utilize either the Bogue Road or Lincoln Road signalized intersections with Highway 99.

The General Plan Parks, Schools and Community Facilities Element designates a small neighborhood pocket park within this project which is provided for in the Sutter Heritage proposal. Braddock and Logan is prepared to work with the City to dedicate the land and construct the park as part of the project in exchange for park impact fee credits. There are

no school facilities or other types of community facilities proposed for this project. Correspondence from the Yuba City Unified School District, provided in Attachment B, provides that the school district will be able to accommodate this project if the new residences are placed into the District's community facilities district.

The General Plan Environmental Conservation Element has agricultural and air quality policies relevant to this project. Implementing Policy 8.2-I-3 requires home buyers to be made aware of nearby continued agricultural operations. As addressed in Part 1.c. above, Braddock and Logan will utilize every available avenue to inform new homeowners of the rights of nearby agricultural operations. As this project is not on the urban edge permanent agricultural buffer policies contained in this element are not intended for this project.

This element contains policies that call for mitigating air quality impacts from new development. To this end, Braddock and Logan has signed an agreement with the Feather River Air Quality District (FRAQMD) to reduce air quality impacts from this project through a series of mitigation measures. These mitigations keep the air quality impacts below a level of significance. A copy of the letter from FRQMD and all the required mitigations are provided in Attachment C.

The General Plan Housing Element encourages affordable housing. This project, by providing small lot single family residences, allows Braddock and Logan to offer new housing at relatively moderate prices as compared to the standard larger lot subdivisions. Further, as described in more detail in part 3.d. below, Braddock and Logan is offering to provide 10 percent of all of its housing at subsidized rates or pay fees in lieu.

b. Indicate how the project meets the General Plan land use map and zoning:

The General Plan land use map provides for a mix of residential densities in the project consisting of a small amount of Low Density Residential (2 to 8 residences per acre) along the north side of the property, and Medium/Low Density Residential (6-14 residences per acre) through the remainder of the project, as well as a small neighborhood pocket park. The development proposal averages 7.23 residences per acre which falls within the allowable density ranges prescribed in the General Plan. The MDR designation also provides for several different housing styles, including small lot single family residential ranging in size between 2,500 and 6,000 square feet. The lot sizes proposed for this project range in size from 3,650 square feet to over 5,000 square feet.

The proposal also includes the required pocket park. This park is large enough to provide playground equipment and a lawn area intended for use by nearby children. The General Plan also provides for an open space corridor along the Gilsizer Ditch. Braddock and Logan proposes to provide that space, but the Gilsizer County Drainage District has requested fencing the ditch from public use for safety reasons.

The smaller lot sizes that are required in order to meet the General Plan density requirements do not meet the One Family Residence (R-1) Zone District standards. Instead,

prior to annexation into the City the property was preannexation zoned by the City to a Planned Development (PD) Zone District. This is a specialized zone district designed to accommodate the varying densities identified by the General Plan. The zoning standards for the subdivision area were modified in order for the project to fall within the required General Plan Medium/Low Residential density range (6-14 dwellings per acre). Table 1 below provides a summary of the development standards that were applied to this project by the City prior to the property being annexed (a copy of the entire ordinance is provided in Attachment D). Minimum lot sizes were reduced from 5,000 square feet to 3650 square

Table 1: Sutter Heritage Small Lot Development Standards

Maximum Density:	14 dwelling units per acre
Minimum Density:	6 dwelling units per acre
Minimum Lot Size:	4,000 square feet for corner lots; 3,650 square feet for interior lots, cul-de-sac, and knuckle lots.
Minimum Lot Width:	44 feet except knuckle and cul-de-sacs lots may be 30 feet provided the lot width at the front of the house is 44 feet.
Maximum Percentage of Lot Coverage:	50% for two story homes; 55% for one-story homes.
Maximum Building Height:	2 stories not to exceed 35 feet, except as provided in Article 56 of the Yuba City Zoning Regulations.
Minimum Yards:	Front - 10 feet to back of sidewalk, except garages shall be 20 feet. Side loading garages can be 10 feet as long as the length of the driveway exceeds 20 feet from the back of sidewalk. Street Side – 10 feet to back of sidewalk or property line/block wall on no load streets such as Walton Ave and Pebble Beach Dr. Interior Side – 4 feet, except fire place protrusions shall be not less than 3 feet. Rear – 20 feet or 15% of lot depth (sidewalk to back property line) whichever is less with rear yard averaging allowed on single-story and two-story homes and 15 feet or 12.5% of lot depth (sidewalk to back property line) whichever is less for lots on the knuckles and cul-de-sacs with rear yard averaging allowed on single-story and two-story not adjacent to existing perimeter homes.
Exterior Lighting	As provided in Article 58.
Fences, Walls, Hedges, and Intersection Visibility	As provided in Article 59, including perimeter street walls (South Walton Ave. and Pebble Beach Drive, which may not exceed six feet in height
Off-street Parking and Loading	As provided in Article 61.
Public Improvements	As provided in Article 62.

feet. Similarly, interior side yard setbacks are 4 feet instead of 5 feet and front yards were reduced from 15 feet to 10 feet, except garage setbacks must be 20 feet. The minimum lot width was reduced to 44 feet from 50 feet. The proposed single story buffer of low density residential along the north property line will meet all R-1 Zone District standards for lot size, coverage, setbacks etc., except for a more restrictive limitation to one story construction (there is an upstairs loft with no rear windows, appearing to the rear neighbors as single story) to ensure compatibility with the existing residences to the north of Sutter Heritage.

c. Provide a map of proposed uses:

Figure 2 on the following page is a map of the proposed subdivision. A larger removable copy is included in the pocket provided at the rear of this master plan.

d. Describe how the City's affordable housing criteria will be met:

Braddock and Logan proposes to meet the City's 10 percent affordable housing policy (4 percent very low income, 4 percent low and 2 percent moderate) in one of two ways. At the developer's discretion, this will be either by way of in-lieu fees or by inclusion in the multiple family portion of the property. In the second alternative Braddock and Logan proposes that the development agreement between the City and themselves require that Braddock and Logan will begin the necessary permitting for the affordable housing units (within the multiple family area) within two years of issuance of building permits for the construction on the single family residences and within three years of approval of this project the property owner will construct at least the needed number of affordable multiple family residential units on the Medium/High density designated property. The number of affordable units shall be equivalent to 10 percent of the units of the project. If the property owner fails to complete this construction within three years, 50 percent of the multiple family property will be transferred to City ownership. The agreement will be secured by a deed of trust placed on the multiple-family property at the time of recording the final map for the single family residential property. For example, if the project consists of 162 single family residences then 16 of the multiple family units will meet the 4,4,2 affordable housing criteria recommended by the Sacramento Area Council of Governments.

e. Describe how the residences will meet City residential design standards:

1) Roadways/Bikeways:

The Sutter Heritage project will provide both internal and external connectivity from all directions for vehicles, bikes and pedestrians.

The internal neighborhood streets will be constructed to existing City standards with on-street parking, tree lined landscaped strips and sidewalks on both sides of every street. As

provided in the General Plan, residential streets have low traffic volumes so separate bike lanes are not needed on interior residential streets. In order to provide a more human scale to the project the internal street network provides shorter length streets, as provided in General Plan policy 4.7-I-7. Street sections do not exceed lengths of 500 feet except Van Middlesworth Way south of Pebble Beach Parkway. Due to the multiple family land use designation to the east of Van Middlesworth Way, limiting the street section to 500 feet is not feasible. There is, however, a pedestrian/bike connection provided mid-block. Also as required by the General Plan, cul-de-sacs do not exceed 10 percent of all the streets in the project. The internal streets also meet General Plan policies for street trees as all streets will be tree-lined per City standards. Further, per General Plan policy, cul-de-sac connections for pedestrian and bike access through the end of the cul-de-sac is provided where needed. Specifically, Thompson Drive will provide pedestrian and bike access to Walton Avenue.

External street/pedestrian/bike connections are also proposed, connecting the project to outside streets in all directions. To the west, the Sutter Heritage's portion of Walton Avenue, which is designated as a major arterial in the General Plan, will be improved to full standards. In addition to the travel lanes this includes a bike lane, sidewalk, tree lined landscape strips on both sides of the sidewalk and a decorative masonry wall. To the south is Smith Road which is designated in the General Plan as a collector street. The project portion of this street will also be fully improved to General Plan standards.

This project also provides a General Plan level east-west street through its center even though not presently required by the plan. This is the proposed Pebble Beach extension, which can be used to connect the Walton area to the new regional shopping center and a neighboring jobs center that will ultimately be built to the east of this project. In the past there has been interest by the City in extending this street further to the east across Highway 99 to connect with Teesdale Road.

The General Plan also identifies Walton Avenue as a transit corridor. However, correspondence from Yuba-Sutter Transit (see Attachment A) states that there is not a need for a bus stop at this location. Yuba-Sutter Transit currently has a bus stop located on the west side of South Walton Avenue in the vicinity of the project.

A potential external bike/pedestrian connection along the Gilsizer Ditch is available to this site but beyond the ability of this project to provide. Although the General Plan recognizes the ditch as a greenway, the Gilsizer County Drainage District, who owns and maintains the ditch property, prefers this area be fenced from the public due to potential safety issues associated with the ditch. As part of this project Braddock and Logan will make the appropriate open space dedication to the Gilsizer County Drainage District. To further enhance the design of the neighborhood Braddock and Logan proposes to construct wrought iron fencing along the boundary of the ditch, instead of the standard wood or chain link fencing.

SITE SUMMARY

22.4 AC

7.14 DU/AC

Street Sections:

Typical Neighborhood Street:

57' ROW

37' C/C (parking both sides)

6' Parkway (both sides)

4' Curb Separated Walk (both sides)

Northern Portion

Plan 1: 15 (19%)

Plan 2: 14 (18%)

Plan 3: 17 (22%)

Plan 4: 20 (25%)

Plan 5: 13 (16%)

1 Lot for Model Home Parking

TOTAL: 80 (100%)

Southern Portion

Plan 1: 18 (22%)

Plan 2: 17 (21%)

Plan 3: 20 (25%)

Plan 4: 23 (28%)

Plan 5: 3 (4%)

1 Lot for Model Home Parking

TOTAL: 82 (100%)



Yuba City, California

Figure 3

This drawing is for conceptual planning purposes only. The digital base was derived from files: <04159mast_revised.dwg>. The boundary is to be verified by Civil Engineer. Refer to engineering plans for exact dimensions and locations (including ROWs, Easements, PL, etc.)

As this project is near State Route 99, Caltrans reviewed this project to determine the project's impacts on the state highway system. A traffic study was conducted (see Attachment E) that concluded levels of service along Highway 99 would not be changed by the addition of these 162 single family residences as well as 95 multiple family residences. However, to further enhance traffic flows two mitigations are proposed. At the State Route 99 and Lincoln Road intersection, the left turn lane for eastbound traffic on Lincoln Road at Highway 99 will be extended by 80 feet in order to accommodate added vehicle stacking space. While both the existing condition and existing plus project level of service is C, it was felt the extra stacking space will be beneficial. The other mitigation is that at the Highway 99 and Smith Road intersection be modified to prohibit eastbound left turn and east bound through movements. Because this is an unsignalized intersection it is presently at level of service F. Caltrans felt it would be better to restrict these traffic movements.

The traffic analysis also looked at several City intersections including Walton Ave./Lincoln Rd., Walton Ave/Smith Road and Walton Ave/Bogue Rd. The study concluded that levels of service at those intersections would not be adversely affected by this project.

2) For single family neighborhoods provide lot details and proposed housing types:

The tentative home layout pattern is shown in Figure 3 on the previous page. There are two lot types proposed for this project. Along the north boundary there are 11 lots that are over 5,000 square feet in size. Due to the requirement for the larger lots these 11 lots are all shown as having the same home on them. However there are three different facades that will be used for these homes giving the appearance of greater design diversity. The remaining area consists of lots ranging in size between 3,650 square feet and 4,500 square feet each, except larger cul-de-sac and corner lots. All 15 housing types will be used for these lots.

3) Provide master home plans for each single family residence product type, including floor plans, yard landscaping and driveway locations:

The Sutter Heritage community combines fifteen distinctive home designs to create stylish streetscapes. Attachment F provides the exterior design elevations proposed for each house as well as the floor plans. Each elevation style features a unique porch condition at the entry area. Architectural detailing gives each home an individual identity: the use of kickers and outlookers for Craftsman style; the steep roof pitches of the French Country style; the stone veneer in English Cottage style and decorative wood post for traditional style. Below are basic descriptions of each general home style.

Craftsman: One of the most distinctive features of the Craftsman style is the low pitch gabled roof, with decorative kickers and outlookers added under the gable. The roof has wide and unenclosed eave overhang. Stucco is often used as the body for the design; stone, brick, and siding are used as an accent for the design. The porch typically determines the main entrance and the roof is supported by large square

columns. Windows are wide and tall, and shutters are also commonly used for the style.



English Cottage: English Cottage has a steeply pitched roof and a tight eave overhang. Half- timbering is used as gable end detail. Windows are tall and narrow with multi- pane glazing. The windows are either single or grouped in pairs or threes. Stone or brick cladding is a very common and usually covers the first story. Coat-of-arms carved in brick or stone are used to define the front door and entrance area. Wood shutters are sometimes used as one of the decorative elements for the design.



French Country: The French Country house maintains a steeply pitched hipped or gabled roof historically meant to shed large amounts of water. The facade is characterized by tall, narrow doors, and window openings; doors and window sashes are usually vertical in proportion. Historically these doors and windows were generally glazed with small panes of glass and were covered by vertical board shutters, which had horizontal battens on the interior and swung outward on iron strap hinges. Walls of this style are typically stucco with stone accents.



Traditional: Traditional style is usually wide in the massing and siding is typically used as the main material for the house exterior. The roof overhangs are small and use gable end detail for decoration. The traditional style emphasizes symmetrical layout on the exterior design. Wood posts with corbel are used to support the porch roof and an element to define the entrance. The windows are multi- pane and may have shutters for decoration.



The elevations of the 15 different styles of homes are accompanied by rear and side elevations as well as all of the floor plans. Figure 4 below provides a conceptual street scene of how the streetscape will actually look except the street trees were left off the elevations in order for the reader to be able to visualize the residences.

While the city does not have adopted mandatory single family residential design standards, it does have adopted voluntary design standards. The proposed residences meet or exceed these standards, as addressed below:

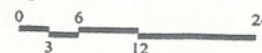
- **Orientation:** For added street observation by residents each floor plan has a living area oriented to the street, and many have front porches, for additional street observation.
- **Consistency:** All building sides facing a street will have complimentary detailing. The enhanced side elevations will be used for sides facing streets. Garages are also designed with the same detailing.
- **Articulation:** Each home is highly articulated with varying versions of porches, varying window treatments, garage trim, varying roof types, cultured stone bases in some cases and differing, but strong entrances.
- **Architectural Diversity:** The project contains five home floor plans, each with three differing elevations. A total of 15 differing designs are available.
- **Garages:** All garages are set back a minimum of five feet from the home and do not occupy more than 50 percent of the home frontage.
- **Mechanical Equipment:** All mechanical equipment will be screened from public view. No mechanical equipment will be placed on roofs.

Privacy Preservation:

All five house plans in the community are carefully laid out so that the side windows do not align. All the plans on the second floor attempt to place smaller windows on the left and right elevations; whereas most of the egress windows are located on the front and rear elevations. This improves the sense of privacy, as the second floor is typically where the private space occurs in the house.



Conceptual Street Scene



Sutter Heritage
Yuba City, California

Braddock & Logan

Figure 4

4) Site Development Standards:

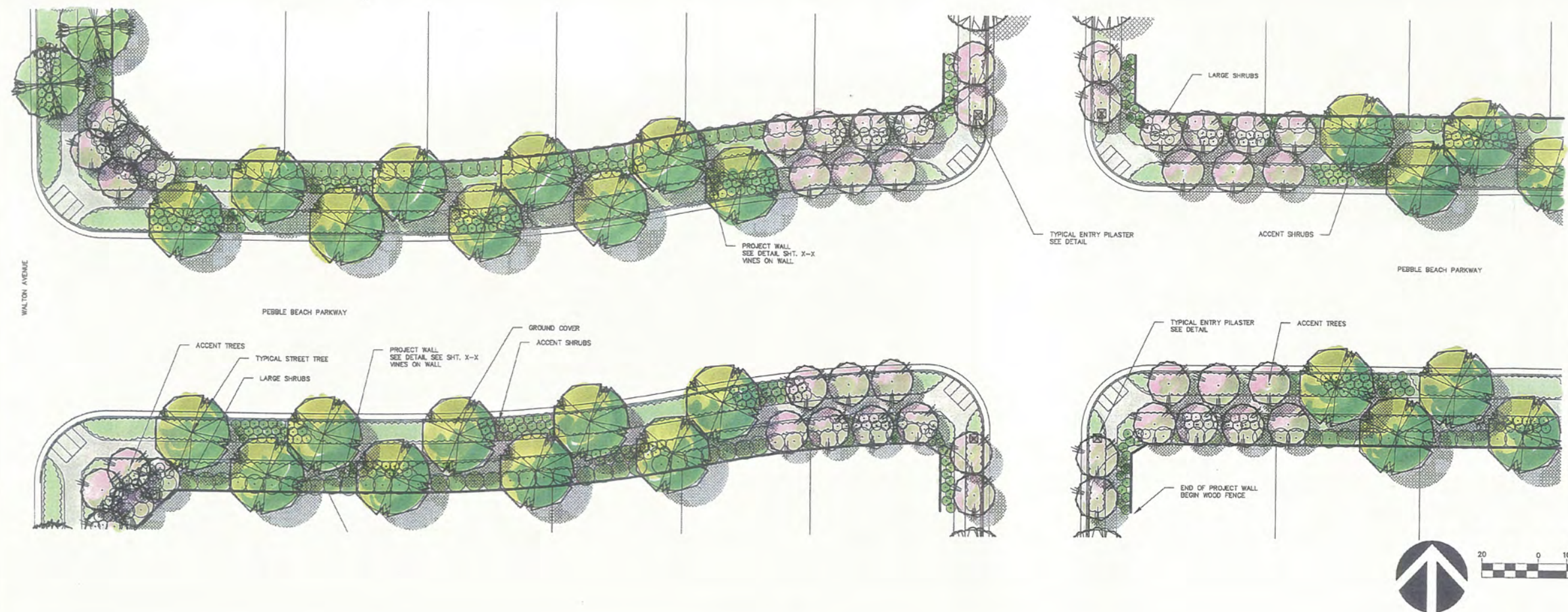
As previously described in Table 1 above, the City has already adopted a special Planned Development Zone District to accommodate the density required by the General Plan.

5) Provide a description of proposed residential neighborhood design concepts:

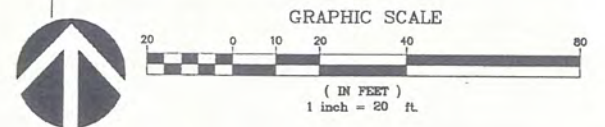
Figures 5, 6 and 7 on the following pages provide details of the project's decorative wall and entrance features, proposed street tree plantings and typical front yard landscaping. The exterior of the subdivision along Walton Avenue will be enhanced with tree lined landscaping and a decorative masonry wall. Along Pebble Beach Drive there will be entry monuments consisting of rock faced pilasters with a ball design on top. The pilasters are designed to create strong entries into the subdivision that create a sense of arrival. The view of the Gilsizer Ditch from Smith Road will be enhanced by wrought iron fencing and a gate, rather than the standard wood fencing. No walls or fencing in the neighborhood will exceed six feet in height. The residential architecture provides an aesthetically pleasing development of high quality design with a neighborhood park as its centerpiece.

6) Provide site plans for proposed multiple family projects:

There is not a multiple family residential project proposed at this time. The multiple family project will be reviewed under a separate application in the future.

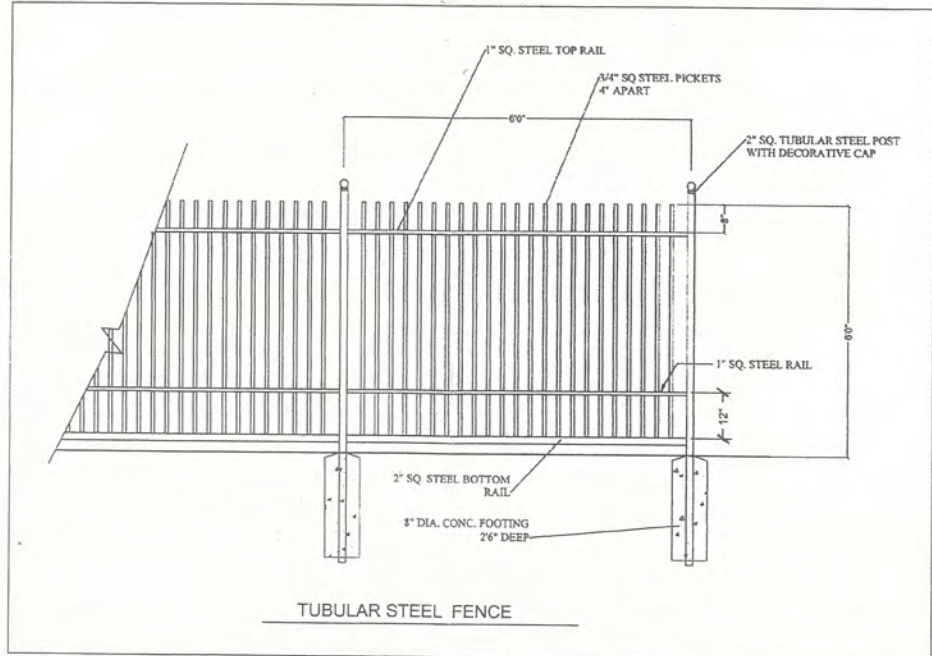
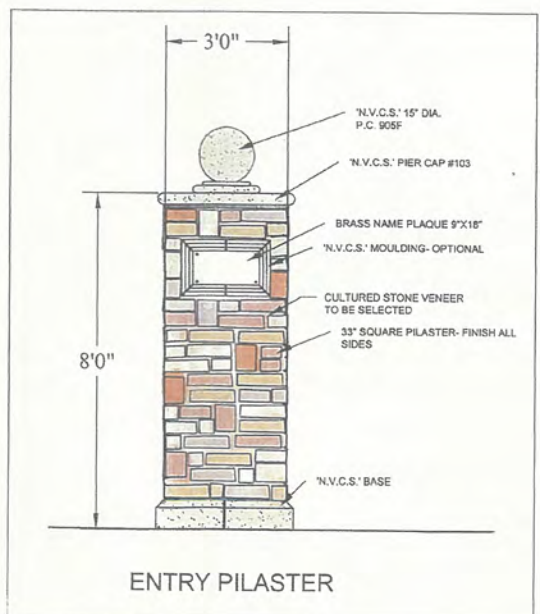
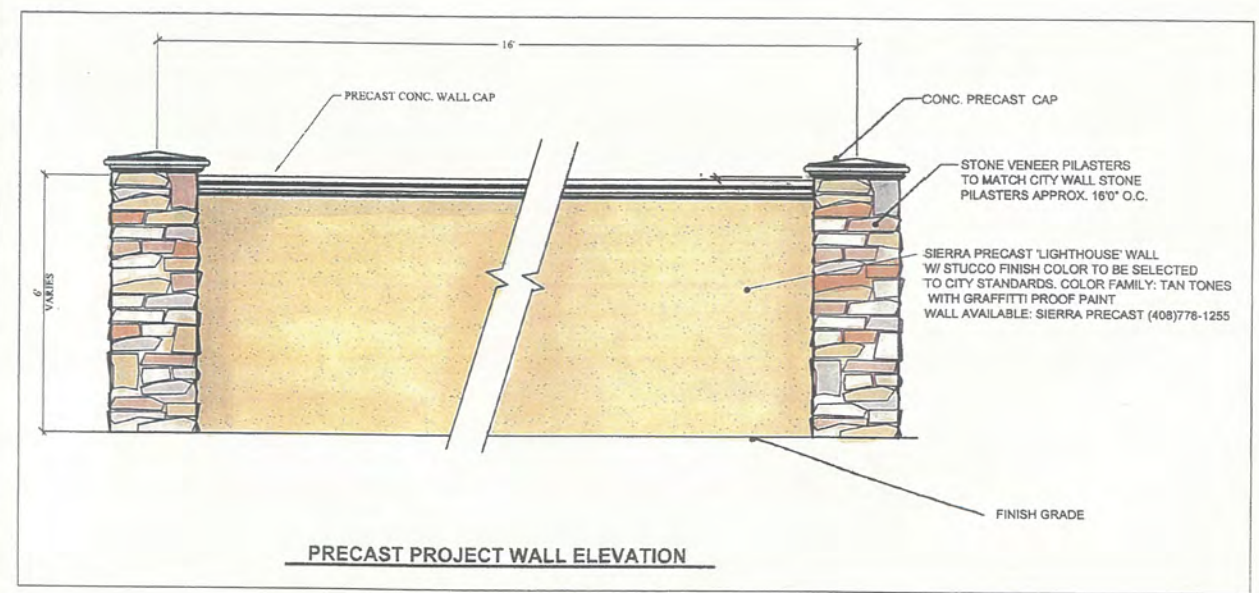


- STREETSCAPE SUGGESTED SHRUBS:**
(SEE STREET TREE PLANS FOR TREE SELECTIONS)
- LARGE SHRUBS:**
FELICIA SELLOWIANA (PINEAPPLE GUAVA)
PHOTINIA FRASERI (SCARLET TOYON)
RHAMNUS CALIFORNICA (BUCKTHORN)
- ACCENT SHRUBS:**
MEIDLAND ROSES
RHAPHIOLEPIS 'JACK EVANS' (PINK INDIA HAWTHORN)
BERBERIS THUNBERGII (BARBERRY)
ABELIA PROSTRATA (DWARF ABELIA)
- GROUND COVERS:**
COPROSMA KIRKII (COPROSMA) 1 GA.
COTONEASTER LOWFAST (DWARF COTONEASTER) 1 GA.
ROSEMARINUS PROSTRATA (DWARF ROSEMARY) 1 GA.
CEANOTHUS GRISSEUS HORIZONTALIS (CARMEL CREEPER) 1 GA.
- VINES ON WALLS:**
PARTHENOCISSUS TRICUSPIDATA (BOSTON IVY)
- SMALL ACCENTS AT CORNERS AND ENTRIES:**
PHORMIUM DWARFS (DWARF FLAX)
DIETES IRIDIODES (FORTNIGHT LILY)
LAVANDULA STOECHES (SPANISH LAVENDER)
ERIGERON KARVINSKIANUS (SANTA BARBARA DAISY)
HELIOTRICHON SEMPERVIRENS (BLUE OAT GRASS)
PINK CARPET ROSES



FOR WOOD FENCES SEE
TYPICAL FRONT YARD PLANS
SHEET X-X

Figure 5



REVISIONS

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Walnut Creek, CA 94596
PH: 925.933.1383

SUTTER HERITAGE
YUBA CITY, CALIFORNIA



ENLARGEMENT:
STREETSCAPE

DESIGNED: AS	DRAWN: AS
CHECKED:	JOB NO.:
DATE: 9-14-05	SCALE:

SHEET
L-2
OF 4 SHEETS

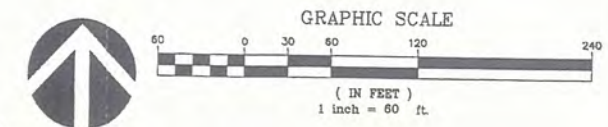


STREET TREE LIST
TO BE 15 GA. SIZE

	PLATANUS 'COLUMBIA' (LONDON PLANE)
	FRAXINUS UHDEI (EVERGREEN ASH)
	PRUNUS 'KRATER VESUVIUS' (FLOWERING PLUM)
	PISTACHIA CHINENSIS (CHINESE PISTACHE)
	QUERCUS ILEX (HOLLY OAK)
	CRATEGUS PHAENOPYRUM (WASHINGTON THORN)
	LAGERSTROMIA 'TUSCARORA' (CRAPE MYRTLE)

L-1 STREET TREE PLAN
L-2 ENLARGEMENT: STREETSCAPE AND PROJECT WALL AND STEEL FENCE DETAILS
L-3 ENLARGEMENT: PARK
L-4 TYPICAL FRONT YARD LANDSCAPE AND WOOD FENCING

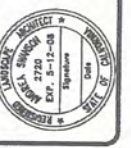
Figure 6



REVISIONS

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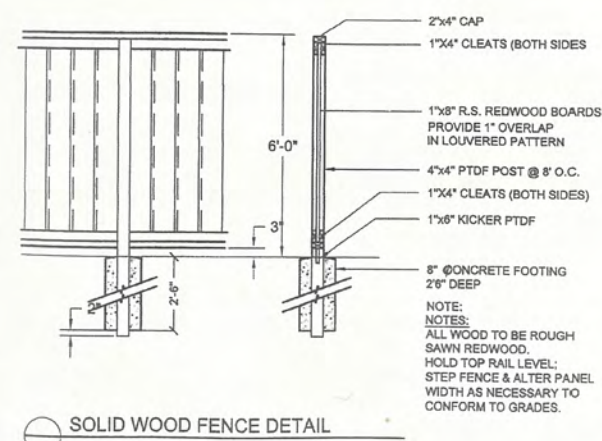
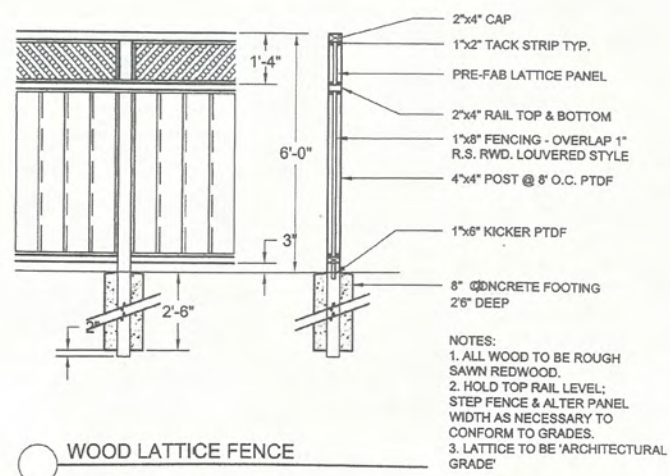
SUTTER HERITAGE
YUBA CITY, CALIFORNIA



STREET TREE
CONCEPT PLAN

DESIGNED:	AS	DRAWN:	AS
CHECKED:		JOB NO.:	
DATE:	9-14-05	SCALE:	

SHEET
L-1
OF 4 SHEETS



PLANT MATERIAL ALTERNATIVES

A- STREET TREE- SEE STREET TREE PLAN SHT. L-1

SHRUBS: TO BE 5 GA. SIZE UNLESS NOTED BELOW

S-1 FEJOA SELLOWIANA (PINEAPPLE GUAVA)
XYLOSMA CONGESTUM (XYLOSMA)
PITTOSPORUM TOBIRA (MOCK ORANGE)

S-2 BUXUS 'GREEN BEAUTY' (BOXWOOD)
ESCALLONIA FRADESII (ESCALLONIA)
RHAPHIOLEPIS 'BALLERINA' (PINK INDIA HAWTHORN)
NANDINA COMPACTA (DWARF NANDINA)

S-3 ROSE STANDARDS: 'DOUBLE DELIGHT' AND 'MR. LINCOLN' TREE ROSES
JUNIPERUS 'COLUMNARIS' (COLUMNAR JUNIPER)

S-4 MIDLAND ROSES
ROSEMARINUS OFFICINALIS (ROSEMARY)

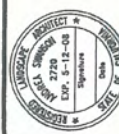
S-5 (TO BE 1 GA. SIZE)
LAVANDULA STOECHES (SPANISH LAVENDER)
HEMEROCALLIS HYBRID (EVERGREEN DAYLILY)
ERIGERON KARVINSKYANUS (SANTA BARBARA DAISY)
AGAPANTHUS 'TINKERBELL' (DWARF AGAPANTHUS)

LAWN: FROM DWARF TALL FESCUE SOD MIX

Figure 7

SUTTER HERITAGE

YUBA CITY, CALIFORNIA



TYPICAL FRONT YARD PLANTING PLAN

DESIGNED: AS
CHECKED: JMB
DATE: 9-14-05
SCALE:

SHEET
L-4
OF 4 SHEETS

REVISIONS

Thomas Bank & Associates, LLP.
Landscape Architects
100 North Main Street, Suite 4
Yuba City, CA 95901
PH: 925.933.2583

4. Public Facilities: Show how and when the following public facilities will be installed:

a. Transportation:

The greater master plan area focuses on the infrastructure needed to develop the entire area. The area has two major arterial roadways, South Walton Avenue and Bogue Road, and one major collector, Pebble Beach Drive, although not yet designated on the General Plan as such, and one minor collector, Smith Road. Figure 8 below shows the street configuration. Note that residential streets outside of the Sutter Heritage project are conceptual only.

Construction of the major arterials will be phased as the various properties covered by this infrastructure plan are developed. Braddock and Logan will complete the construction of Walton Avenue in front of the project. Since the western portion of Walton Avenue was previously constructed for another project, this will result in a fully improved roadway. This street and other general plan streets within the larger master plan area may become part of the Development Impact Fee Study (AB 1600) presently being prepared by the City. Therefore a portion of the road improvements could be reimbursed if they are part of the development impact fee study.

As part of the first phase of development for Sutter Heritage (the area north of Smith Road), Walton Avenue and Pebble Beach Drive will be fully improved along the project's road frontage. The north half of Smith Road will also be fully improved. The improvements to the south half of Smith Road will be provided as the properties on the south side of Smith Road develop.

Future development of the area south of Smith Road will complete South Walton Avenue to Bogue Road and Bogue Road along the Master Plan frontage. This work will be constructed and financed by the developers of those properties.

Traffic circulation is the key to a well planned Master Plan Area. The traffic circulation plan is consistent with both the General Plan and the layouts provided by City staff for the Sutter Heritage project. A key feature of the future circulation plan is the extension of Pebble Beach Drive east through the proposed retail and employment center, potentially creating a new intersection with State Route 99. At this time, it is uncertain if and exactly where Pebble Beach Drive will connect to State Route 99. One potential configuration will extend Teesdale Road, located on the east side of State Route 99, to the highway and connecting with Pebble Beach Drive at the new intersection on State Route 99. This option will provide connectivity from existing residential areas west of Walton Avenue and along Teesdale Drive on the east side of State Route 99 to the future retail and employment center proposed in the General Plan. Either way, Pebble Beach Drive will connect to the future north south roadway located within the commercial/business park area.

In July, 2005, in a letter to the City, Caltrans suggested that a traffic study may be needed for this project. After discussions with Caltrans, it became apparent that they were more concerned with the development of the future commercial/office complex on a larger

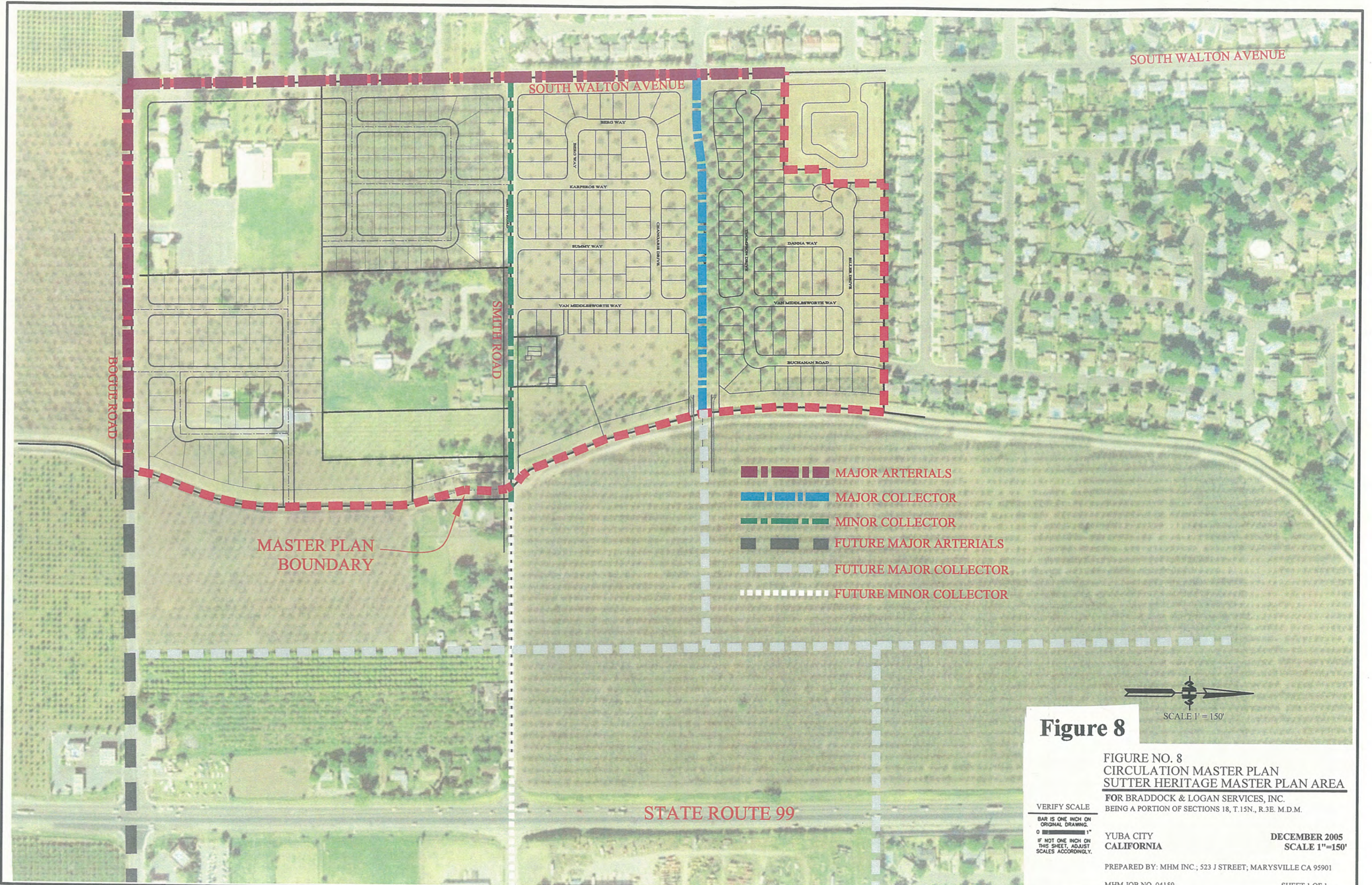


Figure 8

FIGURE NO. 8
CIRCULATION MASTER PLAN
SUTTER HERITAGE MASTER PLAN AREA
 FOR BRADDOCK & LOGAN SERVICES, INC.
 BEING A PORTION OF SECTIONS 18, T.15N., R.3E. M.D.M.

VERIFY SCALE
 BAR IS ONE INCH ON
 ORIGINAL DRAWING.
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 IF NOT ONE INCH ON
 THIS SHEET, ADJUST
 SCALES ACCORDINGLY.

YUBA CITY
CALIFORNIA

DECEMBER 2005
SCALE 1"=150'

PREPARED BY: MHM INC.; 523 J STREET; MARYSVILLE CA 95901

MHM JOB NO. 04159

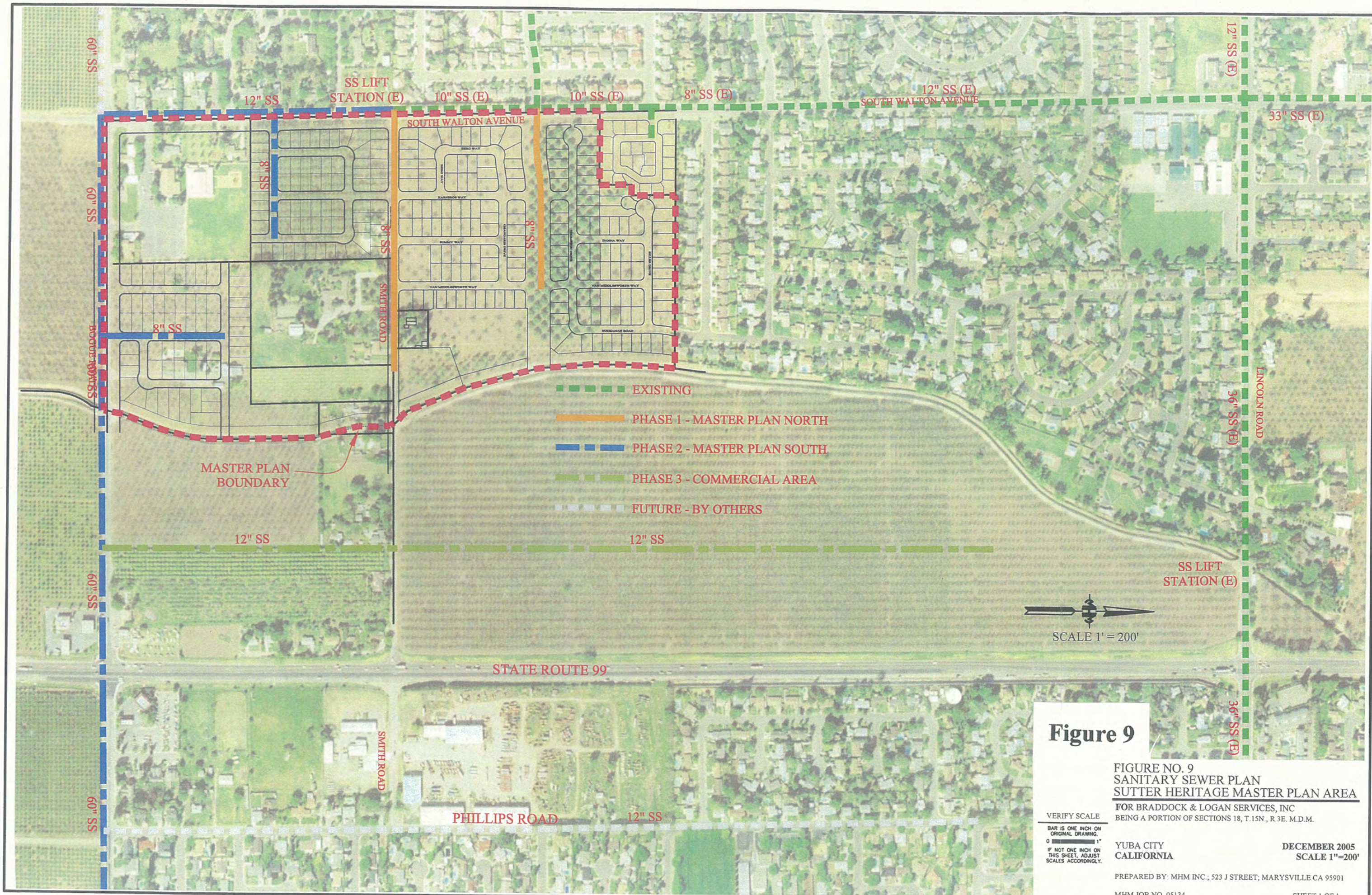
SHEET 1 OF 1

property located between Sutter Heritage and State Route 99. However, to assist Caltrans, and on the recommendation of City staff, TJKM traffic consultants were retained to provide existing and projected traffic dispersion data to Caltrans. In a follow-up letter from Caltrans dated April 5, 2006, mitigation measures were suggested to the intersections of Lincoln Road and State Route 99 and to Smith Road and State Route 99, as discussed in greater detail above. Braddock and Logan agrees to these mitigations as conditions of approval of Sutter Heritage.

b. Sewer Collection System and Treatment Capacity:

The plan for extending sanitary sewage lines through the master plan area is provided in Figure 9 below. Sutter Heritage and some of the remaining undeveloped areas south of Sutter Heritage near the intersection of Smith Road and South Walton Avenue will utilize the existing sanitary sewer lift station located at the intersection of Walton Avenue and Smith Road. The existing sanitary sewer lift station will need only minor upgrades to accommodate the increased flow. The remaining undeveloped area south of Sutter Heritage will extend the sanitary sewer line from the lift station to a proposed 60 inch trunk line in Bogue Road. Depending on the depth of the 60 inch trunk line, the sanitary lift station would be abandoned. If the remaining area proposes to develop prior to the 60 inch trunk line being completed in Bogue Road, those additional projects will have to construct the line to the waste water treatment plant.

Since Sutter Heritage will utilize the existing sanitary sewer lift station and conveyance system, the following discussion addresses some of the downstream pipes to Lincoln Road. Located in Lincoln Road is a 36 inch line with a flow capacity of 9.1 MGD, which exceeds the treatment plant's 7.0 MGD permitted monthly average during dry weather. The City has rated the current peak hour capacity at the plant at 18.9 MGD although, according to the City, additional effluent pumps may be needed to utilize this capacity. The net increase from this project is minimal and will be able to utilize the excess capacity both within the Lincoln trunk line and the treatment plant. It was therefore assumed that at this time the 36 inch pipe will handle the project flow. The sewer line from Smith Road to Lincoln was also considered. The 10 inch line from Smith Road to Hazel Avenue has a flow capacity of 0.58 MGD assuming 0.70 depth. The 10 inch line could serve about 725 units using a peak factor of 2.0. The 12 inch line from Hazel Avenue to Lincoln Road has a flow capacity of 1.00 MGD assuming full depth. The 12 inch line can serve about 1250 units using a peak factor of 2.0. Based on the operation information provided for the existing sewer lift station (equivalent to .23 MGD or 570 units) and the approximate 440 units that flow into the 12 inch line, it appears that there is excess capacity of about 240 units in the 12 inch line. It should be noted that between Hazel Avenue and Augusta Lane there is an eight inch line with a capacity of 0.45 MGD flowing full. The eight inch line handles flow from the existing lift station plus about 55 units. The excess capacity in the eight inch line is approximately 275 units. The actual excess capacity in both systems is greater than stated because the sewer lift station reduces the peak factor below 2.0. For instance, the capacity of the pump station is 475 gpm and a 12 inch pipe is 705 gpm. This results in about 230 gpm or .33 MGD.



This is equivalent to 410 units using a peak factor of 2.0. Sutter Heritage could ultimately have about 230 units which is below the excess capacity. It should be noted the eight inch line will run under head since the 475 gpm from the lift station is over the capacity of 315 gpm. Since this is a very short segment of pipe, this was not considered to be an issue because the proposed project does not increase the pumping capacity of the pump station. It is Braddock and Logan's understanding that this eight inch line has operated under this condition without any known operational issues. If there is an operational issue it can be addressed in the tentative map's conditions of approval. Once the Bogue Road trunk line is constructed the flow from the pump station can be directed south and the eight inch line will no longer be needed.

When the remaining area south of Sutter Heritage develops, a new 12 inch line from the sewer lift station to Bogue Road must be constructed. At that time either the 60 inch trunk line will be constructed or will need to be constructed. The 60 inch trunk line must extend from Walton Avenue to the wastewater treatment plant. At some point along the way, a major lift station will be needed at a location not yet determined. The capacity of a 60 inch line is about 25.35 MGD, or about 31,700 units with a peak factor of 2.0. This 60 inch line will accommodate all new development within the sphere of influence west of the current City limits and a population of about 80,000.

As for the capacity of the wastewater treatment facility, it is understood that the City will continue to have treatment plant capacity as long as development does not exceed about 800 to 900 homes per year. City staff can provide a more comprehensive analysis of wastewater treatment capacity.

c. Water Distribution and Supply:

The City has indicated that all new development shall connect to its surface water system. The nearest existing surface water connection to the site is located just south of the intersection at Lincoln Road and Phillips Road. Braddock and Logan will need to construct a trunk line from Lincoln and Phillips Roads to Sutter Heritage. During meetings with City staff and comments received as part of the master plan process, the City has indicated that there shall be two points of connection to surface water. The Domestic Water Plan, Figure 10 below, indicates the location of the existing lines and the proposed water line extensions.

The water line improvements will also allow some of the area south of Smith Road to develop, such as the property at the southeast corner of Smith Road and South Walton Avenue. The master plan assumes, however, that once the area south of Smith Road is developed, a water line will be extended south along Walton Avenue to Bogue Road east to Phillips Road then north to the Sutter Heritage line constructed along Smith Road.

All of the improvements for Sutter Heritage will be constructed as part of the development in accordance with City standards, and will be financed by Braddock and Logan. Since the

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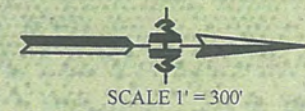
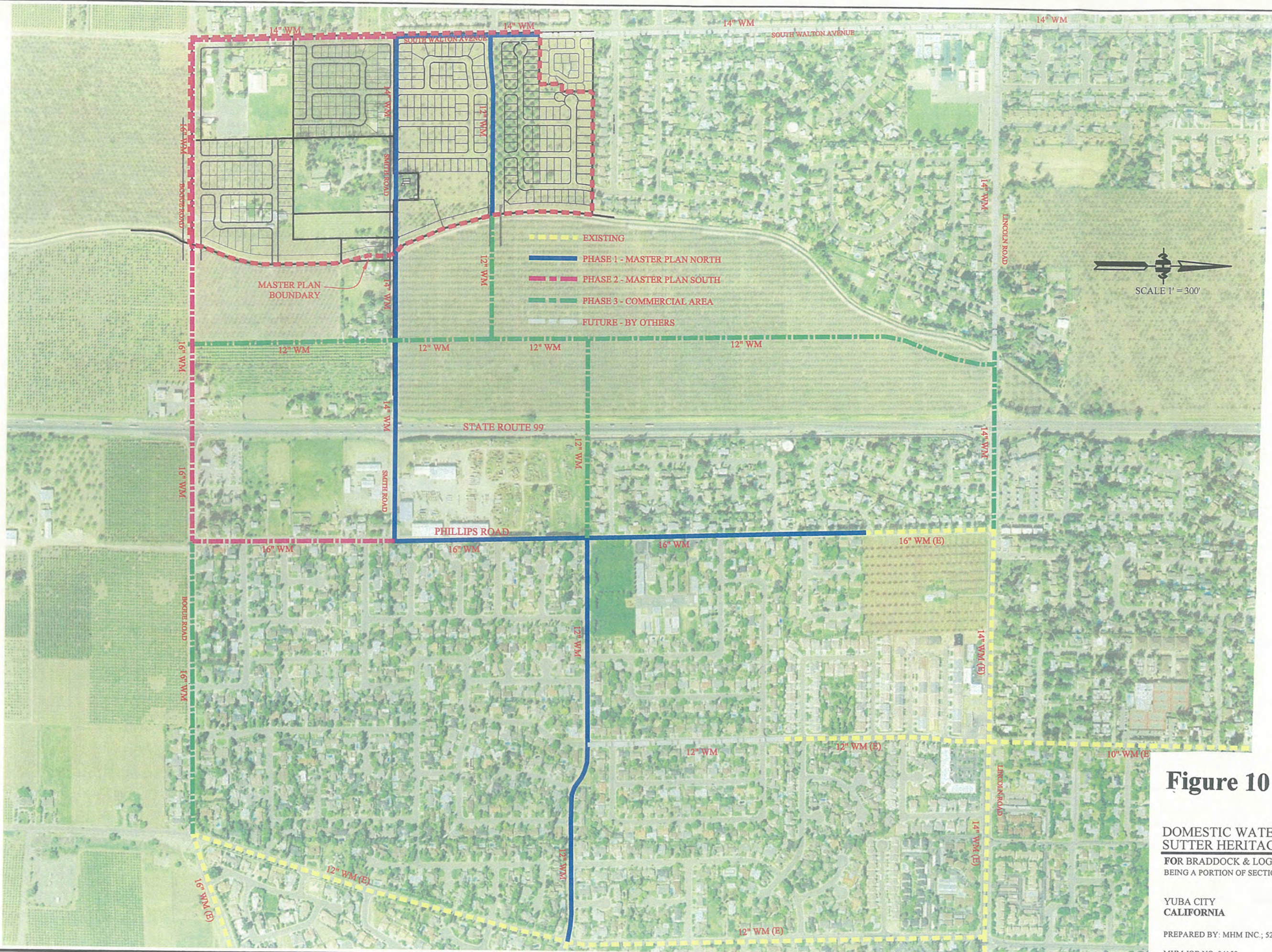


Figure 10

**DOMESTIC WATER MASTER PLAN
SUTTER HERITAGE MASTER PLAN AREA**

FOR BRADDOCK & LOGAN SERVICES, INC
BEING A PORTION OF SECTIONS 18, T. 15N., R. 3E. M.D.M.

YUBA CITY
CALIFORNIA

DECEMBER 2005
SCALE 1"=300'

PREPARED BY: MHM INC.; 523 J STREET, MARYSVILLE CA 95901

MHM JOB NO. 04159

SHEET 1 OF 1

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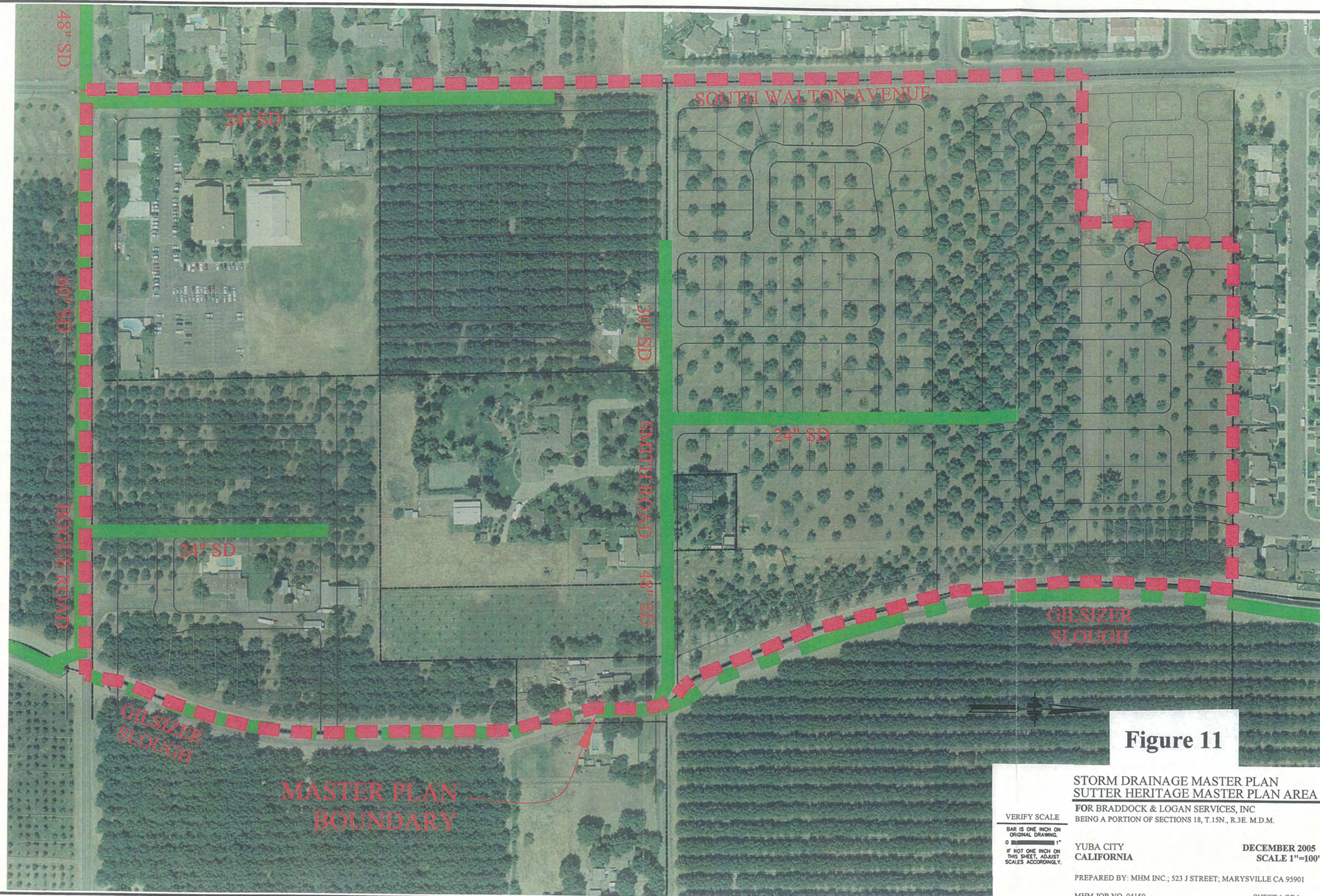


Figure 11

**STORM DRAINAGE MASTER PLAN
SUTTER HERITAGE MASTER PLAN AREA**

FOR BRADDOCK & LOGAN SERVICES, INC
BEING A PORTION OF SECTIONS 18, T.15N., R.3E. M.D.M.

VERIFY SCALE
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SCALE 1"=100'

PREPARED BY: MHM INC.; 523 J STREET, MARYSVILLE CA 95901

MHM JOB NO. 04159

SHEET 1 OF 1

City is in the process of updating its Water Master Plan, the best available information was used for this project. It is understood that changes in pipe sizes and scope of work may occur based on the revised Water Master Plan. The changes can become conditions of approval on the tentative map. Since the waterline extension across Highway 99 will serve an area larger than Sutter Heritage, Braddock and Logan will request water fee credits for the portion of the water line adjacent to developed areas and reimbursement agreements and/or fee credits when adjacent to undeveloped properties.

d. Storm Drainage:

Storm drainage for the project site currently flows into the adjacent Gilsizer Ditch which is the primary drainage system for the City. The portion of the Gilsizer Ditch near this project is a large open channel system that drains several miles south to a large pump operated and maintained by the State Department of Water Resources.

The Gilsizer Ditch is operated and maintained by Gilsizer County Drainage District which collects development fees for infrastructure improvements (see Attachment G for District comment letter). Drainage from the entire project will be collected in underground drainage pipes and directed to the Gilsizer Ditch. In their letter regarding this project, the Gilsizer District did not indicate a need for on-site detention or any downstream improvements. The improvement plans for the project will be provided to Gilsizer District for review and approval as part of the design process.

The Storm Drainage Plan, illustrated in Figure 11 on the previous page, shows the basic configuration of the storm drainage pipes. All drainage system improvements will be constructed in accordance with Gilsizer County Drainage District, Sutter County, and City of Yuba City standards, depending on the jurisdiction of the improvements. These improvements will be constructed and financed by the developers as part of the development. No certificates of occupancy shall be issued until such time that there is an operational storm drainage system.

e. Schools:

Braddock and Logan has been working with the Yuba City Unified School District (YCUSD) on this issue. In correspondence from YCUSD (see Attachment B), participation by the new residences in the existing Mello Roos District created by YCUSD will adequately provide for this projects fair share contribution to the school system. Braddock and Logan agrees to participate in the Mello Roos District.

f and g. Police and Fire:

For the near future this area will continue to be served by the Sutter County Sheriffs Department and, per the Sutter County/Yuba City tax exchange agreement, will remain this

way until at least 80 percent of the area population is annexed into the City. Fire service is presently provided by the Yuba City Fire Department.

No new police and fire facilities are proposed as part of this subdivision. Existing and future offsite facilities are expected to accommodate the new development. City development impact fees paid by the Sutter Heritage subdivision will provide for this subdivision's incremental increase in the need for future police and fire facilities. The City is proposing the creation of a citywide community facility district (discussed in Part 5.f. below) which will require annual contributions from each residence to offset ongoing operations and maintenance of the Police and Fire Departments. Braddock and Logan agrees to participate in that program once established by the City.

h. Parks:

As provided in the General Plan there is a 0.8 acre neighborhood pocket park site within the project. The location of the site was picked at the south end of this project as that site is central to what at build-out of the area will be a larger neighborhood. The park is also better located on Smith Road which will be a lesser traveled street than Pebble Beach Drive. Figure 12 on the following page provides a proposed design for the park, consisting of a playground and lawn area intended for use by neighborhood residents. The design is based on discussions with staff but can be modified slightly, as requested. Braddock and Logan will dedicate the land to the City and build the park as part of the development in exchange for credits to the City's park impact fees.

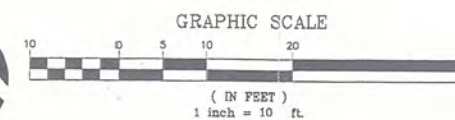
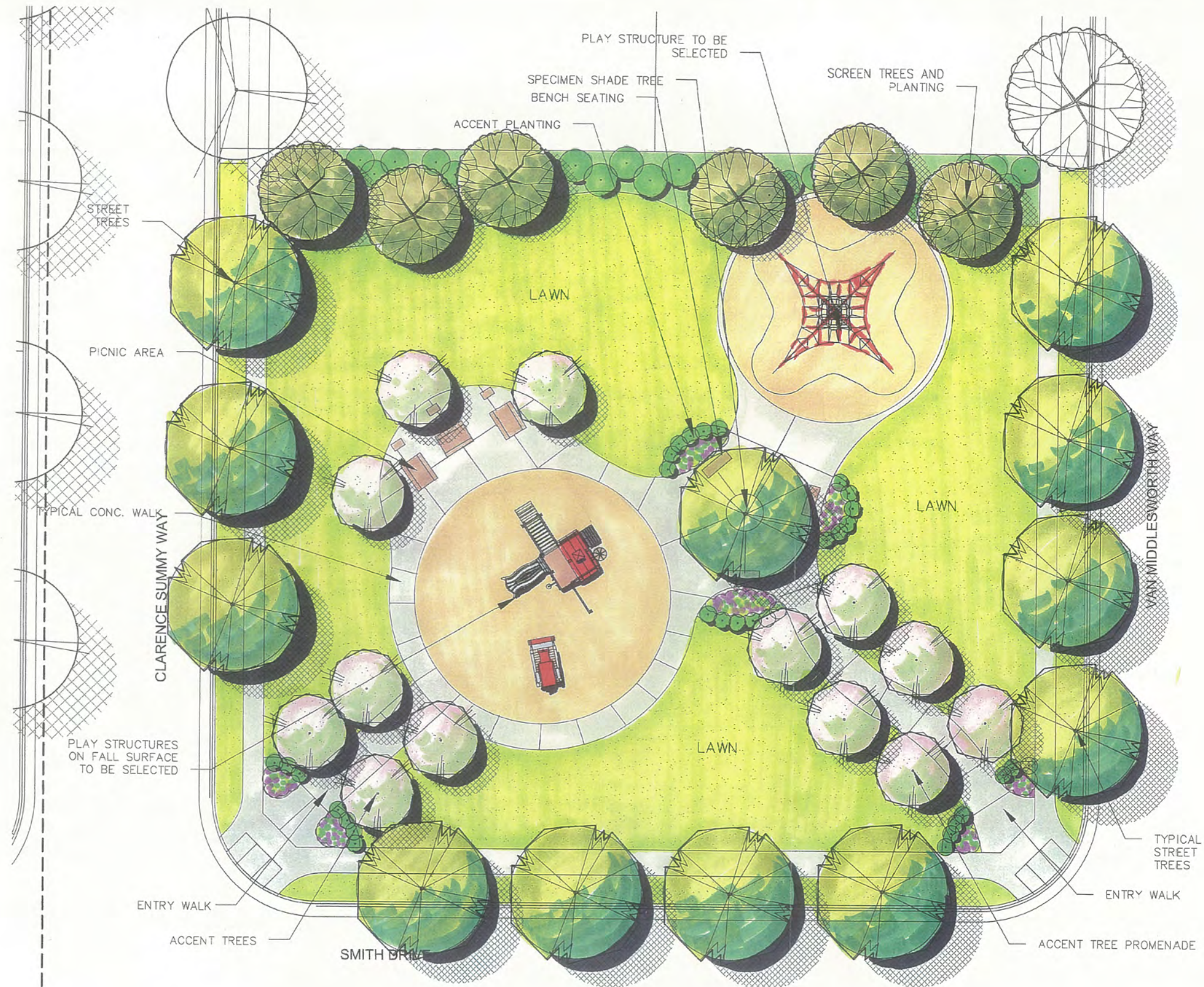
i. Administrative offices and corporation yard:

The project does not contain any City administrative or corporation yard facilities. As this is an infill project, existing public facilities are expected to accommodate this project. City impact fees will cover this project's incremental increase in need for future facilities.

j. Levees:

Levees are a regional problem that must be addressed by all levels of government -Yuba City, Sutter County, State and Federal agencies. Braddock and Logan is willing to assist the City in this process and agrees to participate with their fair share of the cost of those programs, once established.

Figure 12



REVISIONS

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Landscape Architects
1020 North Arroyo Avenue, Suite 4
Walnut Creek, CA 94596
PH: 925.933.2583

SUTTER HERITAGE
YUBA CITY, CALIFORNIA



ENLARGEMENT:
PARK

DESIGNED: AS	DRAWN: AS
CHECKED:	JOB NO.:
DATE 9-14-05	SCALE

SHEET
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OF 4 SHEETS

5. Financing:

a. Provide cost estimates for on and off-site public facilities:

The engineer's estimate for the infrastructure costs for the Braddock and Logan portion of the infrastructure master plan area is provided in Table 2, below. Table 3 provides estimated infrastructure costs for the remainder of the master plan area. More detailed cost estimates are provided in Attachment H.

The engineers' estimates provided below include the entire infrastructure required for the Sutter Heritage project as well as the greater master plan area which also includes undeveloped properties south of Smith Road. The infrastructure cost for the remaining area south of Smith Road is high because of the offsite sewer project assumption that later projects construct the 60 inch trunk line and an offsite sewer lift station. Since the cost of this offsite sewer infrastructure will make the development of the area south of Smith Road unfeasible, it was assumed that area will not develop until another larger project such as the East Lincoln Specific Plan or the City takes the lead on the construction. That southerly area will need to pay their fair share of this infrastructure through sewer connection fees and sewer line extension fees.

**Table 2 – Engineers' Estimate of Infrastructure Costs
(entire Braddock and Logan 33 acres)**

Onsite (Based on 230 units at \$16,000 per unit)	\$3,680,000.00
Onsite (Dry Utilities) (Based on 230 units at \$3,500 per unit)	805,000.00
South Walton Avenue Improvements	807,000.00
Pebble Beach Drive Improvements	868,000.00
Smith Road Improvements	868,000.00
Offsite Domestic Water Improvements	1,755,000.00
Offsite Sanitary Sewer Improvements	179,000.00
Offsite Storm Drainage Improvements	292,000.00
Sanitary Sewer Lift Station Upgrades	166,000.00
Sutter Heritage Park (25,000 sf at \$5.00/sf)	<u>125,000.00</u>
Total Project Cost	9,545,000.00
Approx Amount Per Unit (does not include open space area)	\$41,500/unit

**Table 3 – Engineers' Estimate of Infrastructure Costs
(remaining undeveloped properties south of Smith Road)**

Onsite (Based on 240 units at \$16,000 per unit)	\$3,840,000.00
Onsite (Dry Utilities)(Based on 240 units at \$3,500 per unit)	840,000.00
South Walton Avenue Improvements	773,000.00
Bogue Road Improvements	1,013,000.00
Offsite Domestic Water Improvements	721,000.00
Offsite Sanitary Sewer Improvements	4,900,000.00
Offsite Storm Drainage Improvements	495,000.00
Offsite Sanitary Sewer Lift Station on 60 Inch Line	800,000.00
 Total Project Cost	 13,382,000.00
 Approx Amount Per Unit (does not includes open space area)	 \$55,750/unit
 Approx Amount Per Unit (Braddock & Logan and all others)	 \$48,800/unit

b. Identify financing mechanisms for public facility costs:

No financing is proposed. Braddock and Logan will fund all improvements as they are constructed. However, many of the public improvements, including sewer, water, drainage and streets, will benefit other undeveloped or underdeveloped properties. This includes undeveloped residential properties to the south and commercial and office properties to the east of this project. Braddock and Logan, through the development agreement, will seek reimbursement and/or a combination of fee credits through City approved reimbursement agreements for over-sizing of any facilities or similar qualifying improvements installed in conjunction with the Sutter Heritage project. Braddock and Logan also agrees to provide the City, in the form of fees, the fair share payments for such improvements which will be constructed by others.

c. Identify financing needed for public improvements relative to phasing the project:

Same as "b" above.

d. Identify how the project's infrastructure funding is integrated into the City's approach to funding public projects:

The City's policy is that new development pay its own way. Braddock and Logan is in agreement and proposes the same.

e. Identify the maintenance and ongoing operational costs associated with the project:

All public improvements, when completed and accepted by the City, will be dedicated to the City. Ongoing maintenance is the responsibility of the City. As discussed in Part f below, the City can create a community facilities district to pay the ongoing operations and maintenance costs.

f. Identify how this area will be annexed into the City's community facilities district (CFD) in order to pay for ongoing operations and maintenance of the new public facilities:

There presently is no citywide CFD. Only the City has the ability to establish an area wide CFD for maintenance and operations of public facilities. This can include funding for operations and/or maintenance for police, fire, parks, drainage, roads, etc. The City has been developing a program to create a new CFD to provide funding for the financial gap between what new revenues will be generated by new development and what actual costs are to the City. Braddock and Logan has agreed to enter into a development agreement with the City that authorizes inclusion of the Sutter Heritage project into the CFD once established by the City. Braddock and Logan will execute election documents prior to recording a final map, agreeing to a maximum CFD amount.

6. Include information demonstrating compliance with the 12 City growth policies:

The previous pages of text and maps provide information intended to fully respond to all of the City's 12 adopted growth policies. The format in which the information is provided directly corresponds to the City's "master plan concept". Braddock and Logan was unable to provide certain information that was requested as the City has not yet acted on several programs discussed in the 12 growth policies.

The information that Braddock and Logan is unable to provide is citywide fee information, infrastructure availability beyond the bounds of the master plan area, citywide capital facility improvements and a citywide facility operations and maintenance district. To accomplish these programs, the City is in the process of updating the development impact fee program for area-wide capital improvements. The City is also considering creation of a community facilities district to pay ongoing public facility operation and maintenance costs, is preparing a draft development agreement, updating sewer and water connection fees and may consider levee improvement fees once the extent of the levee improvements are understood. Braddock and Logan is willing to assist the City in these processes.

Attachment A:

Yuba-Sutter Transit Letter

Yuba-Sutter Transit

December 9, 2005

Mr. John Mallen
MHM, Inc.
523 J Street
Marysville, CA 95901

RE: Sutter Heritage

Dear John:

Thanks for the opportunity to review the site plan for the Sutter Heritage project on Walton Avenue at the intersection of Pebble Beach Drive. Based on my review, Yuba-Sutter Transit would not request any special consideration for current or future bus stops or facilities on the project site.

Give me a call if you have any questions.

Sincerely,



Keith Martin
Transit Manager

CC: Mr. Darrell Bolognesi, Braddock & Logan

Attachment B:

**Yuba City Unified School District
Communication**

Denis Cook

From: Baldev Johal [bjohal@ycusd.k12.ca.us]
Sent: Thursday, December 22, 2005 9:57 AM
To: deniscook@sbcglobal.net; Dbolognesi@braddockandlogan.com
Subject: school fees

Hello Denis and Darrell:

This email is to provide notice that YCUSD will require the development of 162 lots located off Walton Avenue to annex to the Communities Facilities District No. 1 (i.e. Mello-Roos) in order to mitigate the impact on schools.

Yours truly,

Baldev Johal
Deputy Superintendent

12/22/2005

Attachment C:

**Feather River Air Quality
Management District**

Project Mitigations



Serving Sutter and Yuba Counties

938 14th Street
Marysville, CA 95901
(530) 634-7659
FAX (530) 634-7660
www.fraqmd.org

David A. Valler, Jr.
Air Pollution Control Officer

Mr. Brian Trudgeon, Senior Planner
Community Development
City of Yuba City
1201 Civic Center Blvd.
Yuba City, Ca 95993

02/24/2006

Re: City of Yuba City, Project # SM 05-05 A REQUEST TO BUILD 162 SINGLE FAMILY HOUSES ON A 22.40 ACREA OF LAND, AND 144 HIGH DENSITY RESIDENTIAL UNITS ON A 4.16 ACRE OF LAND (APN: 22-060-049, THIS PROJECT IS LOCATED IN THE NORTHEAST CORNER OF SMITH ROAD AND WALTON AVENUE)

Dear Mr. Trudgeon,

The Feather River Air Quality Management District (District) had a meeting with the representative, Mr. Sean Minard, of the above referenced project and reached an agreement on the terms of mitigation measures, as enclosed. Therefore, the District is recommending a mitigated negative declaration on air quality for this project.

If you need further information or assistance, please contact me at (530) 634-7659 x202. Air District staff will be available to assist the project proponent or Lead Agency as required.

Sincerely,

Yachun Chow
Air Quality Planner II

Enclosure: letter received on February 17, 2006 from MHM

Cc: Sean Minard, PO Box B, 523 J Street, Marysville, Ca 95901

Yuba City SM 05-05 (2).doc

- d) Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
 - e) All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
 - f) Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
 - g) To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.
 - h) 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.
 - i) Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 mph.
 - j) Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
 - k) Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.
 - l) Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.
3. Braddock & Logan Group III, L.P. has agreed to minimize idling time to five (5) minutes to save fuel and reduce emissions.

4. Bicycle storage (Class I) at apartment complexes or condos garages. The location and number shall be in accordance and with approval from FRAQMD. (0.5 points)

Implementation:

The bicycle storage racks shall be included on the building permit plans as part of the onsite infrastructure and constructed at the same time as the site improvements for the high density residential project. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

5. Entire Project is located within ½ mile of an existing Class I or Class II bike lane and provided a comparable bikeway connection to the existing infrastructure. (1.0 point)

Implementation:

The project as proposed includes Class II Bike Lanes on Walton Avenue, Pebble Beach Drive, and Smith Road that connect to the Walton Avenue Class II Bike Lane system. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

6. The project provides for pedestrian facilities and improvements such as overpasses and wider sidewalks. (1.0 point)

Implementation:

The project shall provide for pedestrian facilities and improvements such as wider sidewalks (sidewalk width on Walton Avenue, Pebble Beach Drive, and Smith Road have been increased in width over the standard 4 foot sidewalk) and shall be included on the civil plans and constructed at the same time as the site improvements. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

7. Provide a display case or Kiosk displaying transportation information in a prominent area accessible to employees or residents. (0.5 point)

Implementation:

The project shall provide sign on Pebble Beach Drive displaying the location transportation information and directions to the nearest bus stop located on Walton Avenue. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

8. High Density residential, mixed, or retail/commercial uses within ¼ mile of existing transit, linking with activity centers and other planned infrastructure. (1.0 point)

Implementation:

The project as designed and located is adjacent to a future regional commercial center, business park, and office park. The project is located within ¼ mile of an existing bus stop on Walton Avenue and a park and ride located near the intersection of Bogue Road and SR 99. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

9. Project is located within one mile of a park and ride lot operated by a transportation agency. (0.5 points)

Implementation:

The project site is located within one mile of the existing park and ride site located at the intersection of Bogue Road and SR 99 operated and maintained by the California Department of Transportation.

10. Average residential density of 7 dwelling units per acre or greater. (1.5 points)

Implementation:

The proposed project density is between 7 and 14 dwelling units per acre. Approval of the tentative map as shown shall meet the goals of this mitigation measure.

11. Multiple and Direct Street routing (grid style). (2.5 points)

Implementation:

The proposed project as proposed has multiple and direct street access to the major roadways. Approval of the tentative map as shown shall meet the goals of this mitigation measure.

12. Partial Mixed Use Credit: Have at least three of the following on site or within ¼ mile: Residential Development, Retail Development, Personal Services, Open Space, and Office. (1.0 point)

Implementation:

The proposed project will have residential development, retail development, and open space within a ¼ mile. In accordance with the General Plan, the adjacent properties are zoned regional commercial, office parks, and business park which upon development, this project will meet all of the items. Approval of the tentative map as shown shall meet the goals of this mitigation measure.

13. The project provides a development pattern that eliminates physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede-bicycle or pedestrian circulation. (1.0 point)

Implementation:

The proposed project as proposed will meet the goal of this condition. The project designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

14. Bank or ATM on site or within ¼ mile of site. (0.2 points)

Implementation:

The existing markets located at the corner of Lincoln Road and Walton Avenue have ATM's and are located about ¼ mile from the project site. Approval of the tentative map as shown shall meet the goals of this mitigation measure.

15. Install electric outlets on the front and rear of each residential home. (0.5 point)

Implementation:

The electric outlets on the front and rear of each residential home shall be shown on the building plans and approved by the City of Yuba City as part of the building permit process. The outlets shall be constructed as part of the home construction.

16. Provide free-access telework terminals in multi-family project. (1.0 point)

Implementation:

The developer shall incorporate a free access terminal within the multi-family project. The project developer/designer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

17. Install lowest emitting commercially available fireplace (1.0 point) (Ms. Chow agreed that use of fireplace that prevented the conversion to wood burning would meet the goal)

Implementation:

The developer agrees to either not install fireplaces or provide only fireplaces that operate using electrical power or natural gas and prevent conversion to wood burning fire places. The project developer shall meet with FRAQMD during the design process and prior to submittal to the City of Yuba City.

The above mitigations are in addition to normal City of Yuba City requirements (i.e. electrical outlets on the front and back of the house, erosion control plan, notice of intent (NOI) with the State Water Resources Control Board, storm water pollution prevention plan, and pedestrian sidewalks). The URBEMIS computer model output was provided to both the City of Yuba and FRAQMD for their comment and review.

The City will require some type of letter from FRAQMD stating that the above mitigation measures are acceptable to the District. The City of Yuba City will then incorporate these mitigation measures into the conditions of approval.

If you have any questions or require additional information, please call.

Sincerely,

Sean Minard, P.E.
Project Manager

Cc: Darrell Bolognesi, Braddock & Logan Group III, L.P.
Denis Cook, Land Planning Consultant

Attachment D:

**Yuba City Planned Development Ordinance
for Sutter Heritage**

(Adopted by the City Council on 6/21/05)

ORDINANCE NO. 008-05

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ESTABLISHING PREANNEXATION ZONING ON 33.07 ACRES LOCATED ON THE NORTH SIDE OF SMITH ROAD, BETWEEN WALTON AVENUE AND THE GILSIZER SLOUGH TO THE PLANNED DEVELOPMENT DISTRICT (PD₁₁); FILE #RZ 05-01; BEING ASSESSOR'S PARCEL NO. 22-060-049; APPLICANT BEING BRADDOCK & LOGAN/PROPERTY OWNER, SILLER BROS.

THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The Planning Commission of the City of Yuba City having heretofore conducted a public hearing on May 11, 2005, on the matter of applying preannexation zoning to 33.07 acres located on the north side of Smith Road, between Walton Avenue and the Gilsizer Slough, being Assessor's Parcel No. 22-060-049, and at the conclusion of said hearing adopted the negative declaration prepared for the project determining that there are no significant adverse environmental impacts resulting from the project and recommended City Council approval of the preannexation zoning of said property to the Planned Development (PD₁₁) District, subject to those conditions of approval set forth in Exhibit B and subject to the development criteria as described in Exhibit C.

The City Council of the City of Yuba City having considered said recommendations of the City Planning Commission on the matter of the preannexation zoning of said property and conducted a public hearing on the matter on June 21, 2005, and after review and consideration of the negative declaration found that the negative declaration prepared for the project is in conformance with State and local environmental guidelines and adopted said negative declaration.

IT IS HEREBY ORDERED, RESOLVED AND DECREED, that the 33.07 acres located on the north side of Smith Road between Walton Avenue and the Gilsizer Slough, being Assessor's Parcel No. 22-060-049, as outlined in Exhibit A attached hereto and made a part hereof by this reference, be and the same is preannexation zoned to the Planned Development District (PD₁₁) from and after its inclusion within the corporate limits of the City of Yuba City, said preannexation zoning being totally ineffective in the event said property is not annexed to the corporate limits of the City of Yuba City, and said preannexation zoning is subject to those conditions of approval set forth in Exhibit B and the criteria of development set forth in Exhibit C also attached hereto and made a part hereof by this reference. Exhibit B, and the conditions therein, shall only apply to divisions of land requiring a subdivision map or to any multi-family development of five residences or more.

This ordinance shall be effective thirty (30) days after it is adopted and, after it is adopted, shall be published as provided by law.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 21st day of June, 2005, and passed and adopted at a regular meeting held on the 5th day of July, 2005.

AYES: Councilmembers Doolittle, Hellberg, Miller, Ramirez, and Mayor Cartoscelli

NOES: None

ABSENT: None

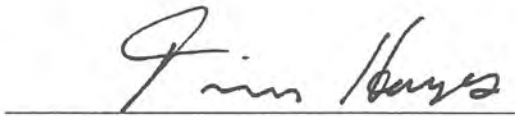

MAYOR

ATTEST:


CITY CLERK



APPROVED AS TO FORM:


CITY ATTORNEY

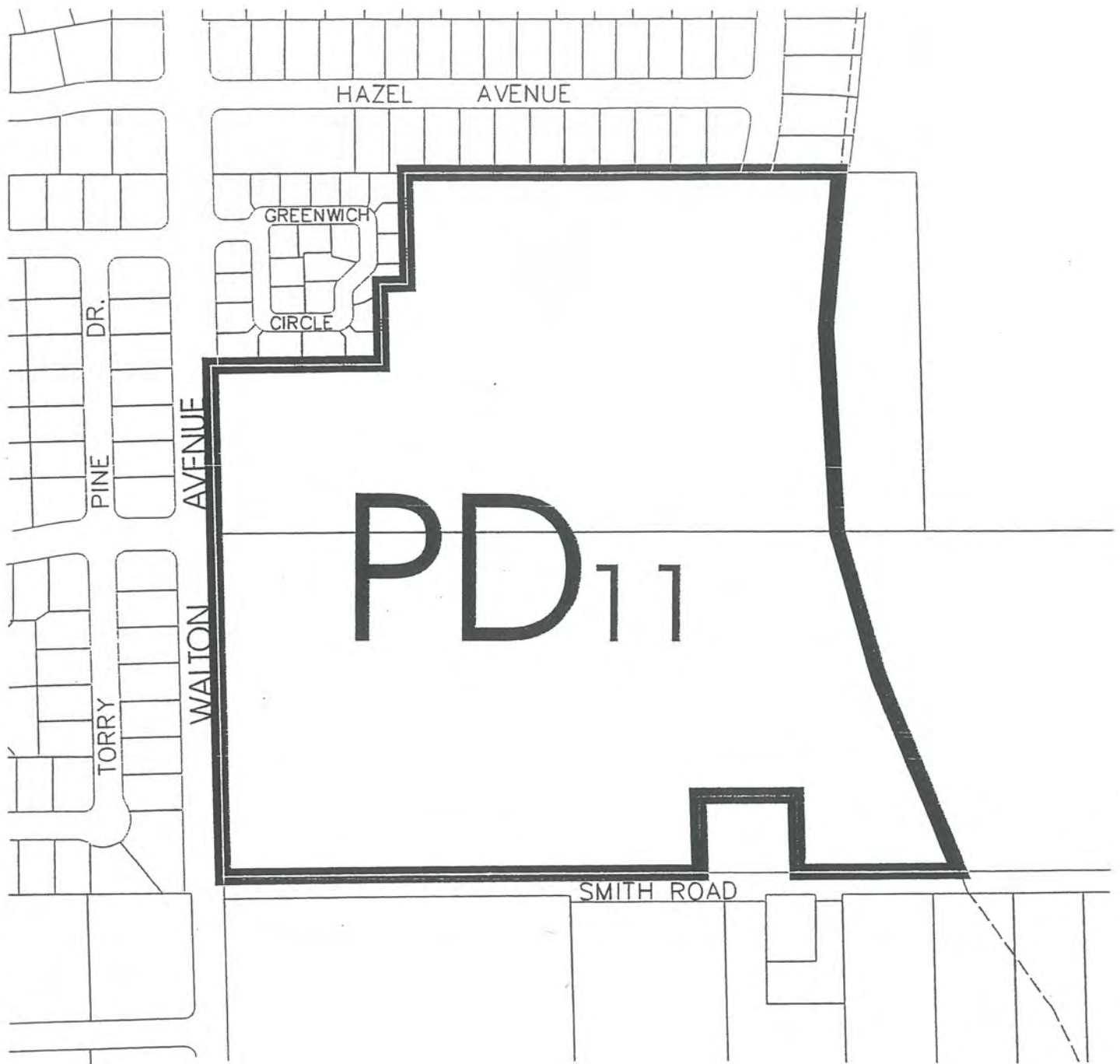


EXHIBIT B

REZONING NO. 05-01 - Braddock & Logan Group (Siller property)

Property: Between Walton Avenue and the Gilsizer Slough,
and between the City limit line and Bogue Road

Conditions of Preannexation Zoning

The preannexation zoning of the Property is approved subject to the following conditions. These conditions shall only apply to divisions of land requiring a subdivision map or to any multi-family development of five residences or more.

1. Prior to the approval of any subdivision map for said Property, or prior to any multi-family development of five residences or more of said Property, a Development Agreement must be entered into with the City. At a minimum, the Development Agreement shall address conditions of development and the financing of roads, parks, public facilities, sewer, water, drainage, and surrounding infrastructure as established in the General Plan. The approval of said preannexation zoning in no way obligates the City to enter into a Development Agreement. The City shall have complete discretion whether to approve a Development Agreement and in approving the terms and conditions of the Development Agreement.
2. Prior to the City finalizing a Development Agreement, the developer of the Property shall provide written documentation from the affected school district that the developer has satisfied said school district's requirements for school infrastructure. This would generally apply to any developments over 4 residential units. The School District would expect, at a minimum, that all residential developments enter into a Mello Roos District and that depending on the size of development, land dedication and school development may be an alternative, subject to negotiation with the District.

3. Drainage plans shall be provided for all subdivisions of land within the Property and shall comply with the City and County's master drainage plans.
4. All residential subdivisions within the Property shall include an affordable housing component that meets the minimum production standard of affordable housing outlined in the regional compact with SACOG adopted by the City of Yuba City in November 2004. There are a variety of options of how best to meet the affordable housing requirement. These options would be subject to negotiations between the City and developer and shall be part of the Development Agreement.
5. All residential subdivisions within the Property shall meet the minimum standards for residential design as established by the City Council.
6. Sewer and water fees, including connection fees and the installation of major trunk lines from both plants, shall be incorporated into the cost of development and shall be part of the Development Agreement.
7. Development within the Property shall be required to pay its fair share of major roadwork as part of the development and, may require construction of collector and arterial roads that will adequately address infrastructure concurrent with the proposed development. This will be negotiated as part of the Development Agreement.
8. Payment of impact fees, which incorporate the public improvements necessary to implement the General Plan, shall be required and will be part of the Development Agreement. These fees will be estimates and final payment will be based on a formally adopted impact fee study approved by the City Council. In addition to the park impact fee, the Quimby Act shall also apply.
9. Payment of a fee to address levee improvements and potential flood issues shall be required as part of the Development Agreement.

10. Any development within the Property shall require the Property entering into a Community Facilities District to assist in funding police, fire and park maintenance.
11. Any development within the Property shall address the community design policies in the General Plan including walkable, livable concepts and address the village concept as provided for in the General Plan.

EXHIBIT "C"

REZONING NO. RZ 05-01 - Braddock & Logan

Property: North side of Smith Road, between Gilsizer Slough & Walton Avenue; Assessor's Parcel Nos. 22-060-049

Criteria of Development

Planned Development (PD₁₁) District

Low Density Residential designated land:

9 Uses - Same as are listed in Section 8-5.502 uses for the One-Family Residence (R-1) District however development of the lots shall be limited to one-story single family homes.

Medium Density Residential designated land:

Uses - Same as are listed in Section 8-5.502 uses for the One-Family Residence (R-1) District.

Development Standards:

- a. Minimum Lot Size: 4,000 for corner lots; 3,650 square feet for interior lots, cul-de-sac and knuckle lots.
- b. Minimum Lot Width: 44 feet except knuckle and cul-de-sac lots may be 30 feet provided the lot width at the front setback of the house is 44 feet.
- c. Maximum Lot Coverage: 50% for two-story homes; 55% for one-story homes.
- d. Maximum Building Height: 2 stories not to exceed 35 feet, except as provided in Article 56 of the Yuba City Zoning Regulations.
- e. Minimum Yards: Front - 10 feet; Street Side - 10 feet; Garage or Side Load Garage - 20 foot driveway, Side - 4 feet, a fireplace may encroach one foot into setback; Rear - 20 feet or 15% of lot depth whichever is less with rear yard averaging allowed on single-story and two-story homes and 15 feet or 12.5% of lot depth

for cul-de-sac and knuckle lots whichever is less with rear yard averaging allowed on single-story and two-story homes.

- f. All perimeter street walls shall be limited to 6 feet in height.
- g. Street trees shall be planted in the front street planter of each lot prior to certificate of occupancy. The street trees shall be a minimum of 15 gallon in size with a one-inch dbh (diameter at breast height). The tree specie(s) shall be of a shade type and approved by the City Arborist and Community Development Director prior to planting. Only one tree specie shall be planted on any one street.
- h. Residential structures shall be equipped with electrical outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment.

High Density Residential designated land:

Uses - Same as are listed in Section 8-5.702 uses for the Multiple-Family Residence (R-3) District.

Development Standards - Same as are listed in Section 8-5.703 for the Multiple-Family Residence (R-3) District.

Attachment E:

Traffic Study

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
703 B STREET
P. O. BOX 911
MARYSVILLE, CA 95901-0911
PHONE (530) 741-5751
FAX (530) 741-5762
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

April 5, 2006

Phil Carter
Assistant City Manager
1201 Civic Center Boulevard
Yuba City, CA 95993

Dear Mr. Carter:

On July 12, 2005, Caltrans sent a letter in response to the City's request for comments on the Sutter Heritage development (05SUT0019) proposal to subdivide 33.07 acres into 162 single family residential lots, plus 3.78 acres of multi-family housing, located at Walton Avenue and Smith Road. We commented on the need for a traffic study to identify the impacts at several Highway 99 intersections, including Lincoln Road, Bogue Road, and Smith Road.

We have received a traffic study for the above mentioned intersections from TJKM Traffic Consultants (~~copy-attached~~), and have met with the project applicant. Our initial expectations have been confirmed by the recommended mitigation measures from this study. These improvements would avoid safety problems at the Smith Road Intersection, and should avoid any increase in congestion on the Lincoln Road approach to the highway.

• **Smith Road/SR 99 Intersection**

It is recommended that this intersection be modified by the applicant to restrict eastbound left turn and eastbound through movements.

• **Lincoln Road/SR 99 Intersection**

With the project, the eastbound left turn storage requirement will be an additional two or three vehicles; therefore, it is recommended that the storage length for this lane be increased by about 80 feet.

It is recommended that these improvements be required as conditions of approval for this development. An encroachment permit will be required for any work in the highway right-of-way.

If there are any questions, please call me at (530) 741-5751.

Sincerely,

JIM BRAKE
Highway Operations

RECEIVED

APR 7 2006

CITY OF YUBA CITY
DEVELOPMENT SERVICES



Pleasanton
5960 Inglewood Dr., Suite 100
Pleasanton, CA 94588-8535
925.463.0611
925.463.3690 fax

Santa Rosa
141 Stony Cir., Suite 280
Santa Rosa, CA 95401-4110
707.575.5800
707.575.5888 fax

Sacramento
980 9th St., 16th Floor
Sacramento, CA 95814-2736
916.449.9095

Fresno
616 W Shaw Ave., Suite 200
Fresno, CA 93704-2515
559.325.7530
559.221.4940 fax

tjkm@tjkm.com
www.tjkm.com

April 5, 2006

Mr. Brian Millar
Planner
Land Logistics
231 G Street, Suite 22
Davis, CA 95616

By Email: brian@landlogistics.com

Subject: Traffic Study for the Sutter Heritage Housing Development in the City of Yuba City (TJKM Project No. 109-008) – Revised Letter

The purpose of this letter is to summarize results of a revised traffic study for the subject housing development and suggest potential street and intersection improvements to facilitate the development of the project. This letter also addresses issues raised in your conversations with us on April 4, 2006.

The proposed project consists of 95 apartment units and 162 single family units. It is located at the northeast corner of Smith Road and Walton Road. State Route 99 (SR 99) is the major highway in the vicinity of the project and is located east of the project. Lincoln Road is located north of the project site and Bogue Road is located south of the project. Lincoln Road, Smith Road, Bogue Road and Walton Road are expected to act as collector roads for the project, providing access to SR 99.

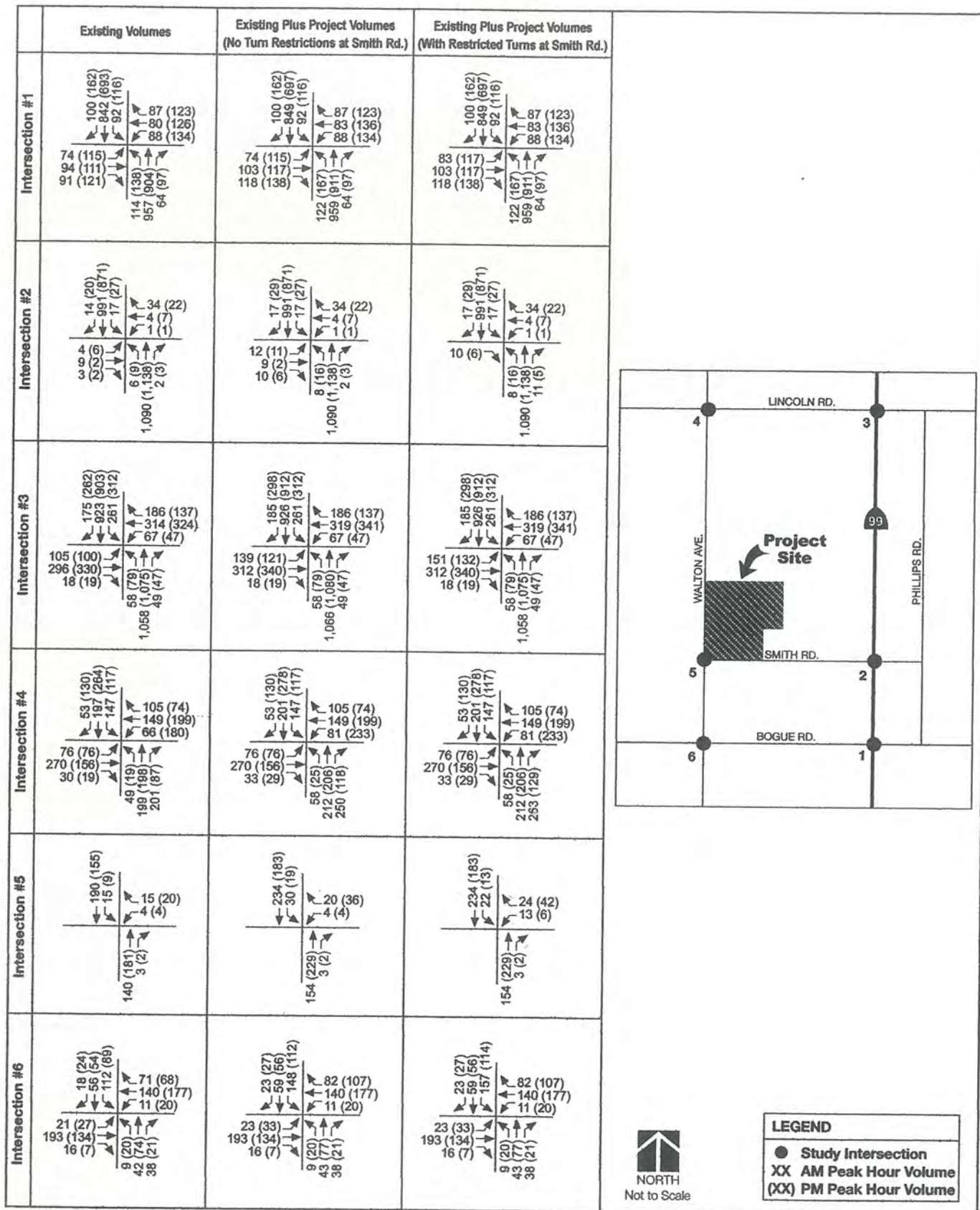
Existing Traffic Counts

TJKM collected existing turning movement counts at the four study intersections on Thursday, February 2, 2006 and Tuesday, February 28, 2006 during a.m. and p.m. peak hours. (7:00-9:00 a.m. and 4:00-6:00 p.m., respectively). Figure 1 shows a comparison of traffic volumes between Existing Conditions and the two scenarios of Existing Plus Project Conditions, with and without restricted turns on Smith Road at SR 99. The recommended restricted turn conditions are described later in this letter report.

It should be noted from Figure 1 that the 9 a.m. peak and 2 p.m. peak vehicles added to the Smith Road / SR 99 intersection under Existing Plus Project Conditions (with restricted turns at Smith Road) are redirected existing eastbound through vehicles at that intersection, shown under Existing Conditions. The redirection of vehicles is due to the recommended turn restrictions at this intersection that are described later.

Trip Generation

Table 1 shows the potential trips generated by the development.



City of Yuba City
 Traffic Study for Sutter Heritage Housing Development
Turning Movement Volumes – Scenario Comparison

Figure
1



TABLE 1: TRIP GENERATION

Land Use / ITE Code	Size	A.M. Peak Hour					P.M. Peak Hour				
		Rate	In/Out %	In Trips	Out Trips	Total	Rate	In/Out %	In Trips	Out Trips	Total
Apartment / 220	95 DU	0.51	20/80	10	39	49	0.62	65/35	38	21	59
Single Family / 210	162 DU	0.75	25/75	30	92	122	1.01	63/37	103	61	164
Total Trips				40	131	171			141	82	223

Source: ITE Trip Generation Manual, 7th Edition. DU = dwelling units.

Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would travel between a given project site and various destinations outside a given study area. The process of trip assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution.

TJKM determined the proposed project's trip distribution based on existing turning movement counts collected at the study intersections and knowledge of the study area. Project trip distribution is assumed to be as follows:

- 32 percent to/from SR 99 North
- 26 percent to/from SR 99 South
- 12 percent to/from Lincoln Road East
- 10 percent to/from Walton Road North
- 7 percent to/from Bogue Road East
- 7 percent to/from Lincoln Road West
- 4 percent to/from Bogue Road West
- 2 percent to/from Walton Road South

The above project trips were assigned to the area roadway network based on the above trip distributions. It is expected that most of the outbound project trips headed for northbound SR 99 will access SR 99 via Lincoln Road because the Lincoln Road/SR 99 intersection is signalized with an exclusive left-turn signal. Outbound project trips headed for southbound SR 99 are expected to access SR 99 through Bogue Road and Smith Road.

Level of Service Analysis Results – Existing and Existing Plus Project Conditions

Table 2 shows the results of a level of service (LOS) analysis under Existing Conditions and Existing Plus Project Conditions, both with and without restricted turns on Smith Road at SR 99. Under Existing Conditions, all intersections meet acceptable LOS standards (LOS C or better), with the exception of the unsignalized SR 99 / Smith Road intersection. The LOS F at this intersection is due to existing left turns on the stop-controlled eastbound and westbound approaches and the moderate volumes on SR 99 itself.

TABLE 2: INTERSECTION LEVEL OF SERVICE – EXISTING AND EXISTING PLUS PROJECT CONDITIONS

ID	Intersection	Control	Existing Conditions				Existing Plus Project Conditions (No Restricted Turns)				Existing Plus Project Conditions (With Restricted Turns on Smith Road)			
			A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	SR 99 / Bogue Road	Signal	22.2	C	27.7	C	22.7	C	28.5	C	23.0	C	28.6	C
2	SR 99 / Smith Road	Two-Way STOP	80.8	F ¹	59.1	F ¹	79.0	F ¹	57.6	F ¹	23.9	C ²	36.9	E ²
3	SR 99 / Lincoln Road	Signal	23.5	C	25.0	C	24.7	C	26.0	C	24.9	C	26.3	C
4	Walton Avenue / Lincoln Road	Signal	29.2	C	28.4	C	29.4	C	29.0	C	29.3	C	29.0	C
5	Walton Avenue / Smith Road	One-Way STOP	9.4	A	9.5	A	9.6	A	9.9	A	10.1	B	10.0	A
6	Walton Avenue / Bogue Road	All-Way STOP	9.7	A	9.7	A	10.2	B	10.3	B	10.3	B	10.3	B

Notes: ¹ For critical eastbound approach.

² For critical westbound approach. Eastbound approach improves to 12.0 / B in a.m. peak and 11.3 / B in p.m. peak.

Delay = Average control delay for overall intersection in seconds per vehicle

LOS = Level of Service for overall intersection or critical minor approach

It is recommended that the SR 99 / Smith Road intersection be modified to prohibit eastbound left turn and eastbound through movements. It is assumed that the left turn movements would redistribute to the SR 99 / Lincoln Road intersection to the north and utilize the signal at that location. Similarly, redistributed right turn movements from Smith Road are assumed to utilize the signal at SR 99 / Bogue Road to the south.

Without the proposed turn restrictions under Existing Plus Project Conditions, the LOS is the expected to be the same as Existing Conditions at all intersections, with minor changes in average delay.

With the turn restrictions under Existing Plus Project Conditions, the LOS C / E (a.m. / p.m. peak) at SR 99 / Smith Road is expected to be due only to westbound turning vehicles, and thus not due to eastbound turning vehicles from the project. As a result, the eastbound approach is expected to operate at LOS B during both peak periods. The LOS B is a worst-case service level since under this scenario the trip assignment assumes that all project vehicles destined for points north or east will utilize the SR 99 signals at Lincoln Road and Bogue Road to reach their respective destinations.

From the above LOS results, it can be concluded that the project is not expected to impact the area roadways significantly. Specific mitigation measures are discussed in the next section, including improvements at Lincoln Road / SR 99 and Smith Road / SR 99. At the other intersections of Bogue Road / SR 99, Walton Avenue / Lincoln Road, Walton Avenue / Smith Road, and Walton Avenue / Bogue Road, no mitigation measures are warranted at present because the trips generated by the project are minimum and the existing intersection conditions are expected to accommodate the additional traffic from the project.

Mitigation Measures

To minimize the impact of new trips from the development, the following roadway and intersection modifications are recommended:

Smith Road/Route 99 Intersection

As described above, it is recommended that this intersection be modified to restrict eastbound left turn and eastbound through movements. The additional travel time to the turning vehicles due to this configuration is minimal because of the proximity of the adjoining signalized intersections of Lincoln Road/SR 99 and Bogue Road/SR 99. A traffic signal at this location is not recommended at present due to the proximity of the traffic signal at Bogue Road. However, when the entire property between Bogue Road and Lincoln Road is developed, a suitable location between Bogue Road and Lincoln Road on Route 99 may be selected to install a traffic signal.

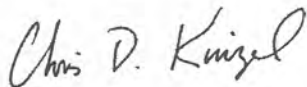
Lincoln Road/Route 99 Intersection

Currently this intersection operates as a signalized intersection with exclusive left turn signal phasing in all directions. The project vehicles will take advantage of the eastbound left-turn signal phasing to make the left-turn onto northbound Route 99. About 50 to 55 vehicles are expected to make this left turn during the a.m. peak hour. Currently, the left-turn storage can hold about 4 vehicles. With the project the left-turn storage requirement will be an additional 2 to 3 vehicles. Therefore, it is recommended that the storage pocket be lengthened by about 80 feet.

We believe that the project related traffic impacts will be fully mitigated by these measures.

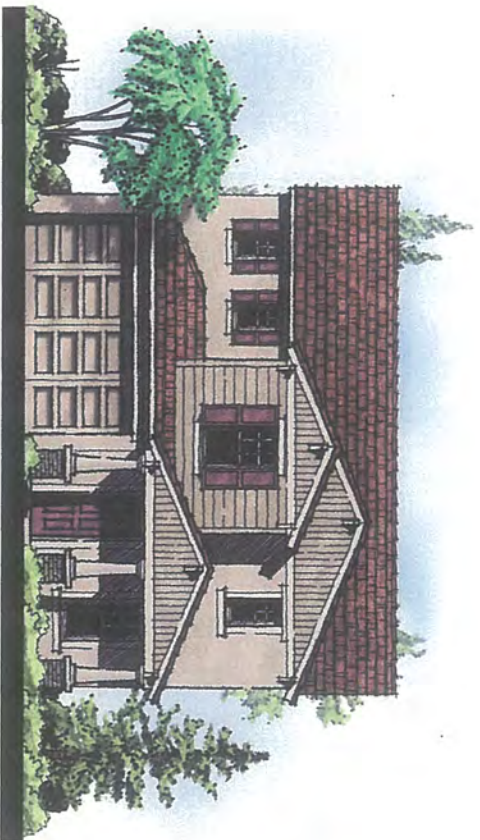
If you have any questions, please free to call me at (925) 463-0611 or email me at ckinzel@tjkm.com

Very Truly Yours,

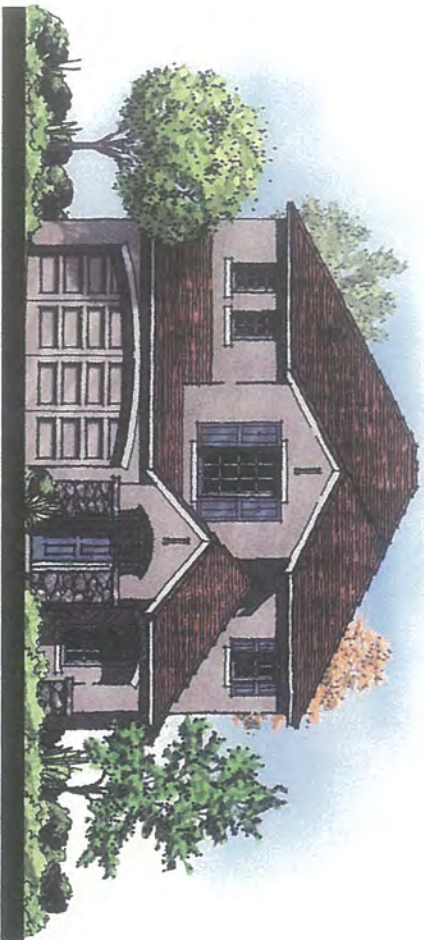


Chris D. Kinzel, P.E.
President

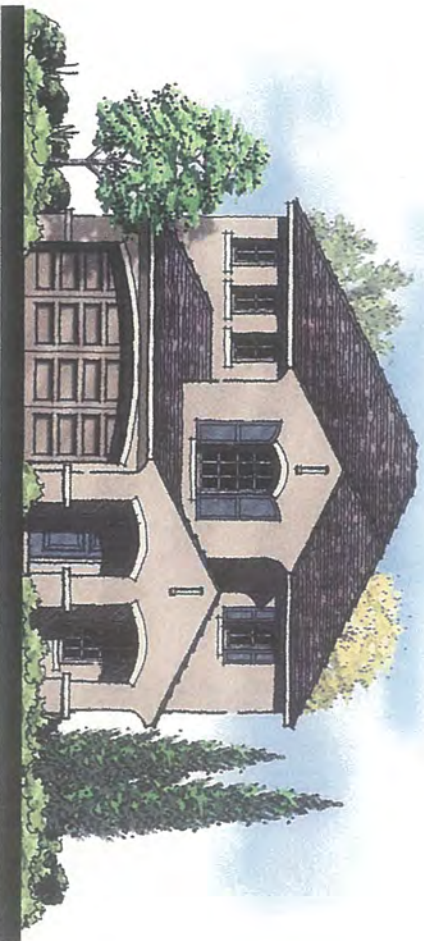
Attachment F:
Residential Elevations and Floor Plans



1A



1B



1C

Plan 1 Front Elevations

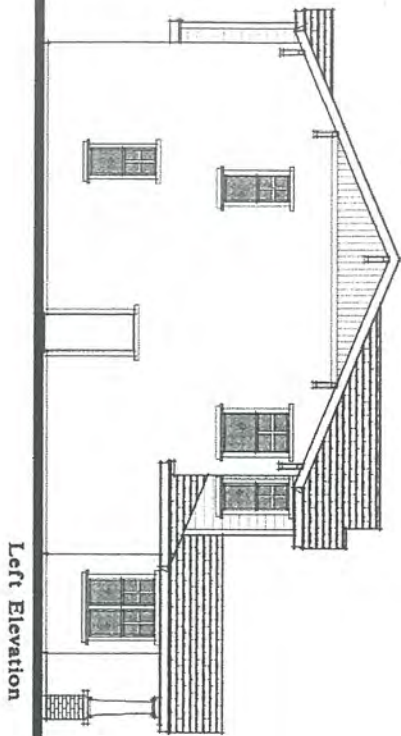


Sutter Heritage
Yuba City, California

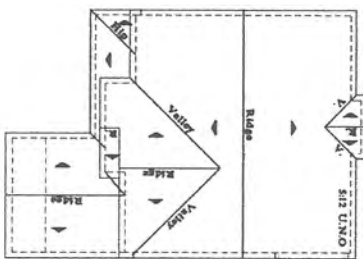
Braddock & Logan



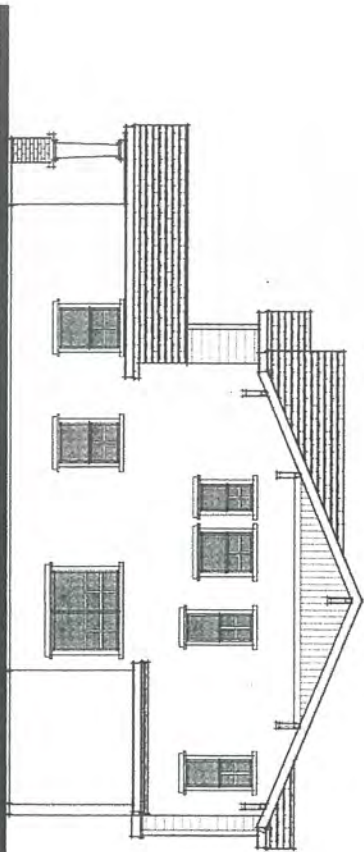
KTGY GROUP, INC.
1222 N. CLARK STREET, SUITE 100
YUBA CITY, CALIFORNIA 95901
KTGY NO. 2004-416 8/24/2004



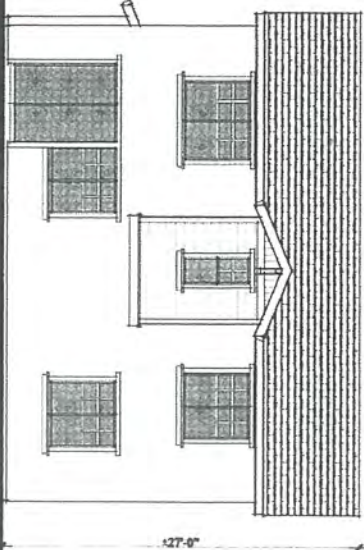
Left Elevation



Roof Plan



Right Elevation



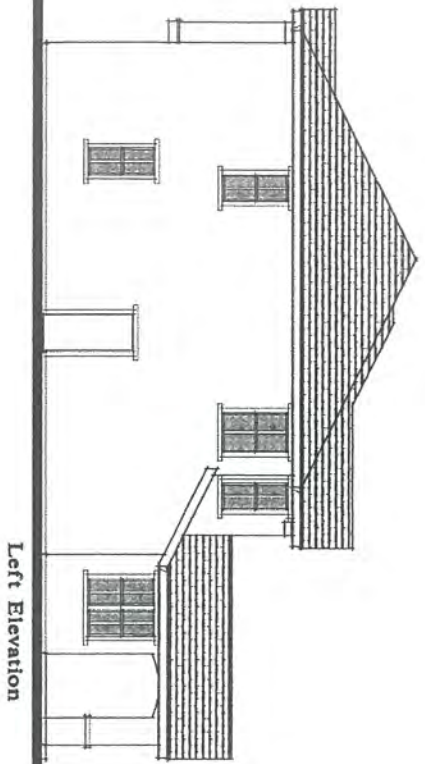
Rear Elevation

Plan I A Elevations

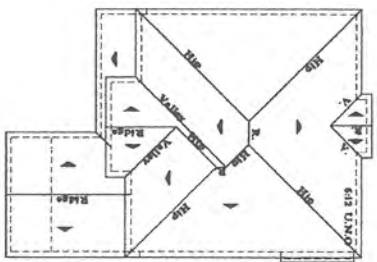


Braddock & Logan

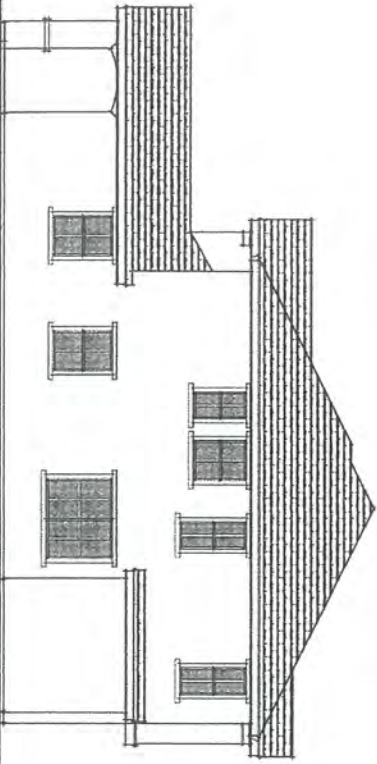
Sutter Heritage
Yuba City, California



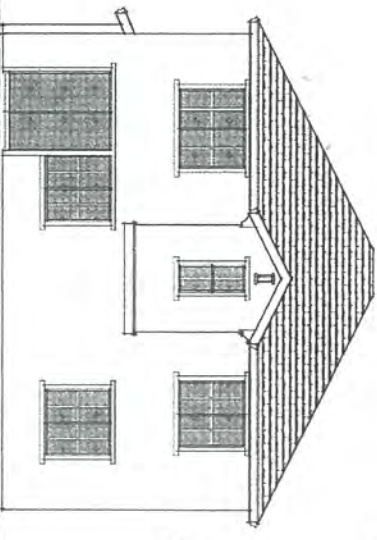
Left Elevation



Roof Plan



Right Elevation



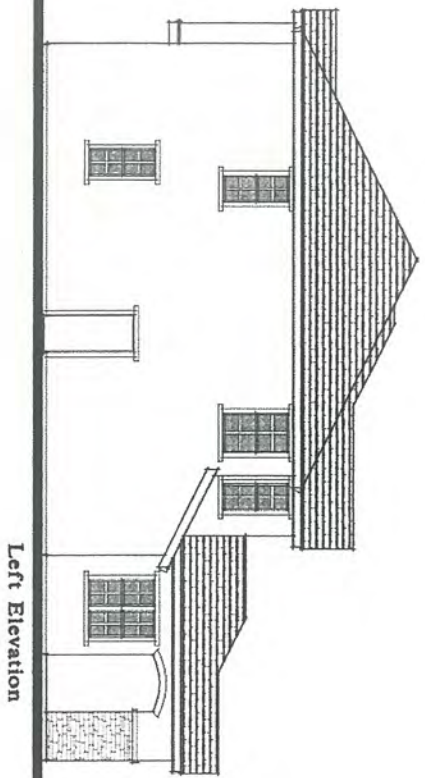
Rear Elevation

Plan 1B Elevations

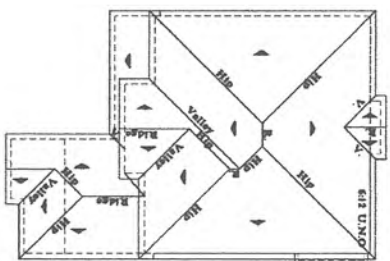


Braddock & Logan

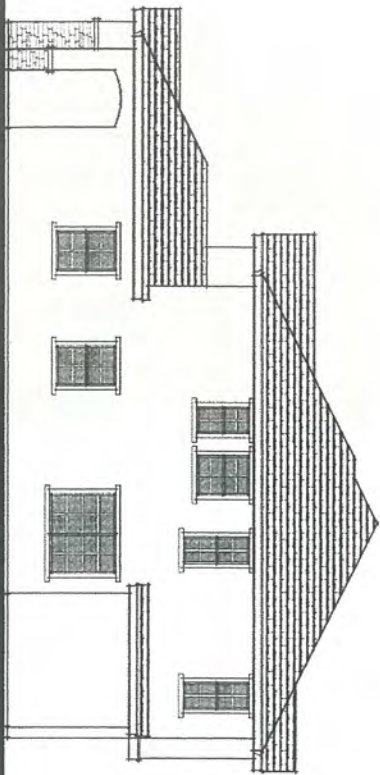
Sutter Heritage
Yuba City, California



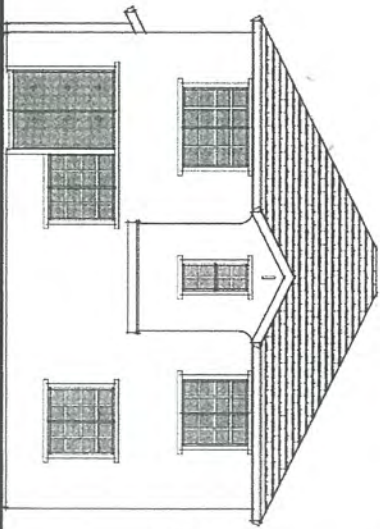
Left Elevation



Roof Plan
0 4 8 16



Right Elevation



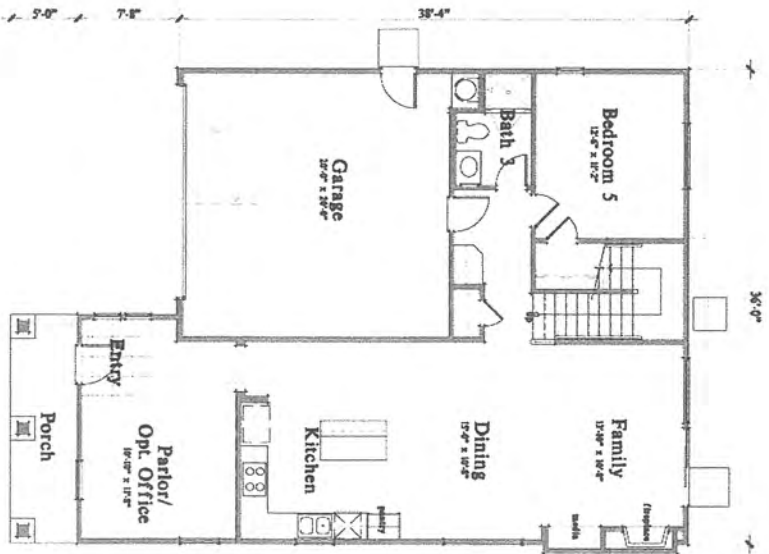
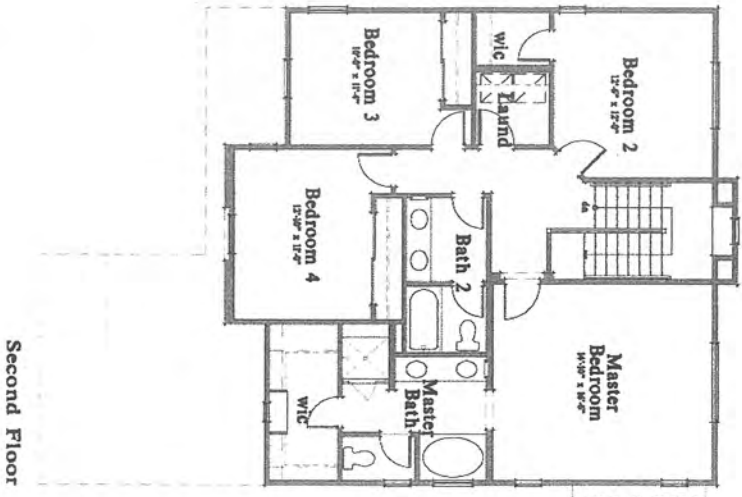
Rear Elevation

Plan 1 C Elevations



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Sutter Heritage
Yuba City, California



Plan 1 Floor Plan



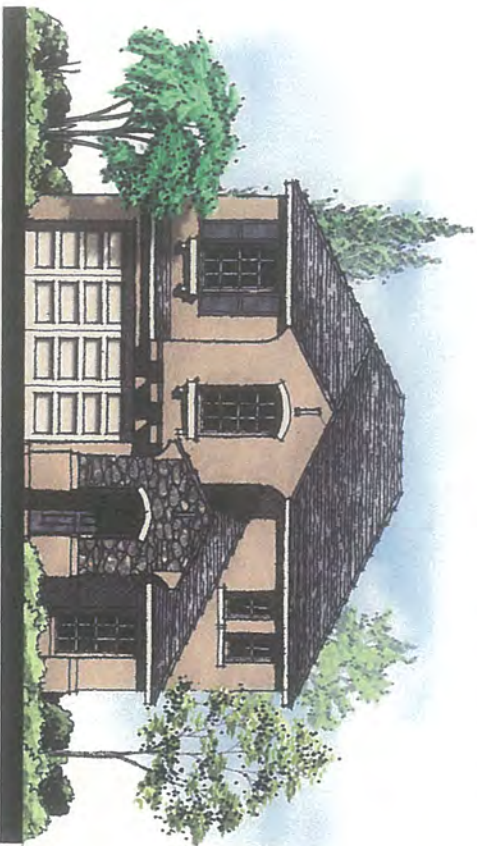
Floor Plan	
5 Bedroom	
3 Bath	
Total	2247 Sq Ft
1st Floor	1084 Sq Ft
2nd Floor	1163 Sq Ft
Garage	435 Sq Ft

Braddock & Logan

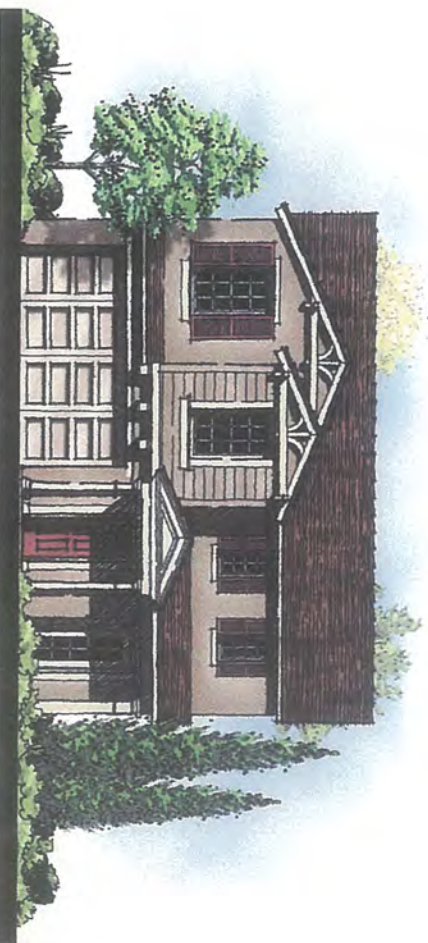
Sutter Heritage
Yuba City, California



2A



2B



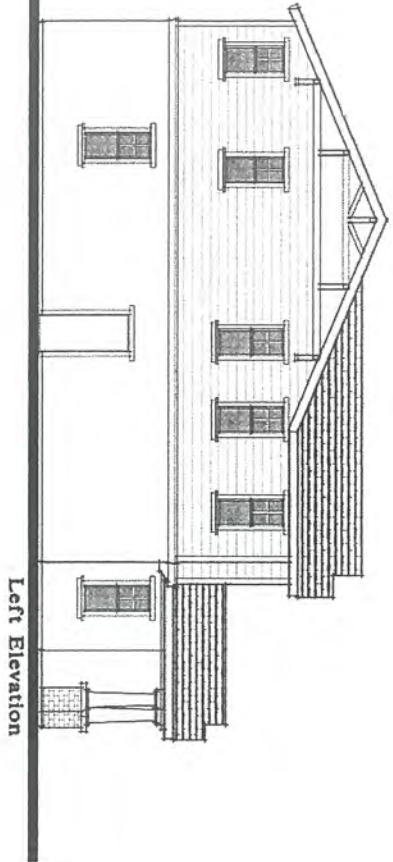
2D

Plan 2 Front Elevations

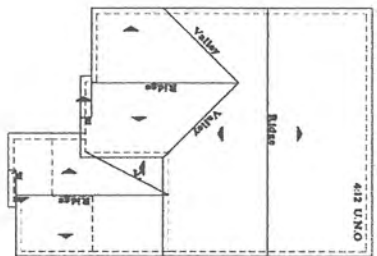


Sutter Heritage Yuba City, California

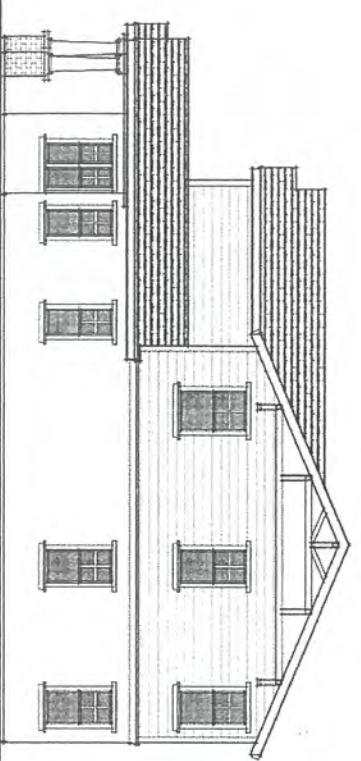
Braddock & Logan



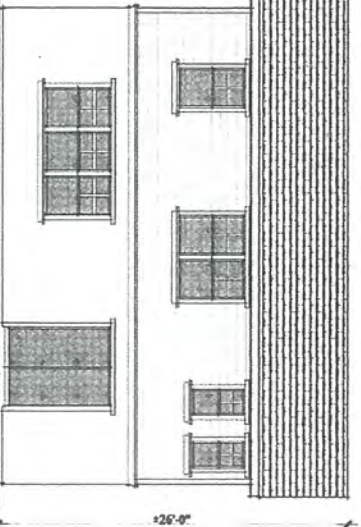
Left Elevation



Roof Plan



Right Elevation



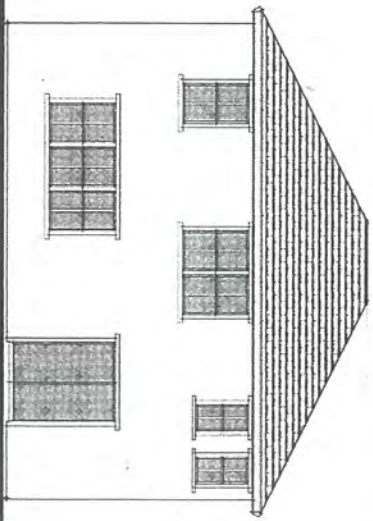
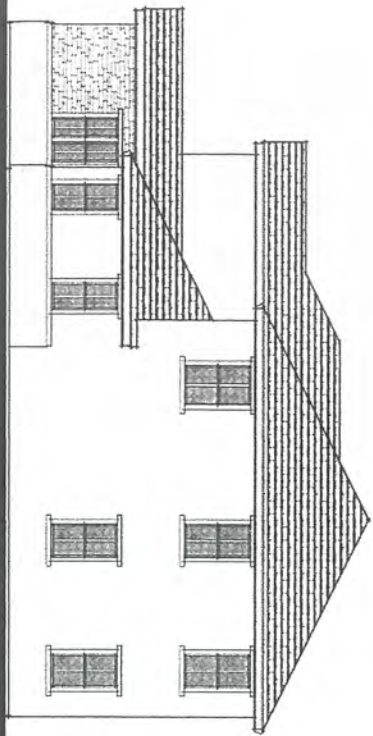
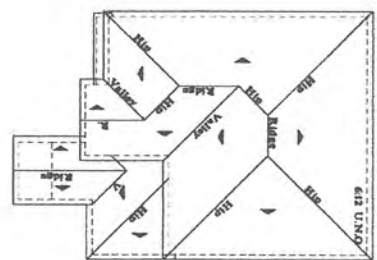
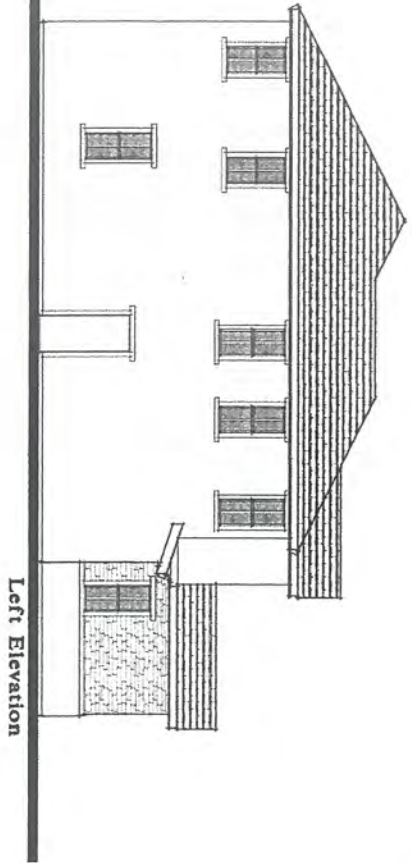
Rear Elevation

Plan 2A Elevations



Braddock & Logan

Sutter Heritage
Yuba City, California

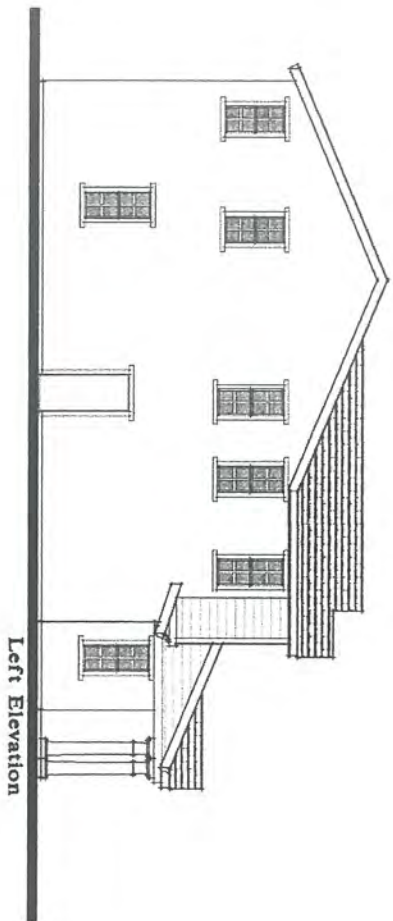


Plan 2B Elevations

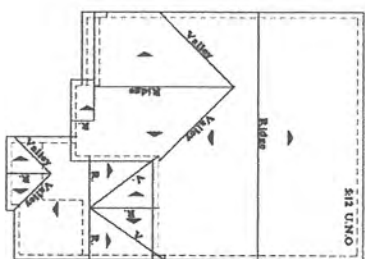


Braddock & Logan

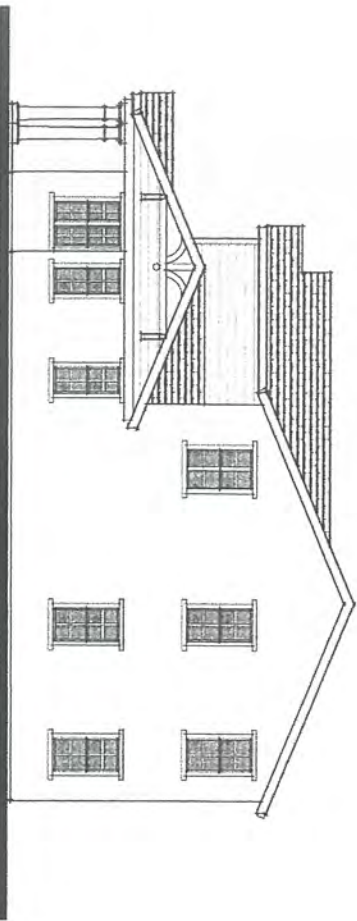
Sutter Heritage
Yuba City, California



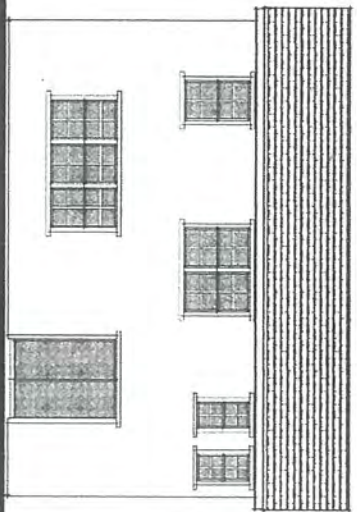
Left Elevation



Roof Plan
0 8 16



Right Elevation

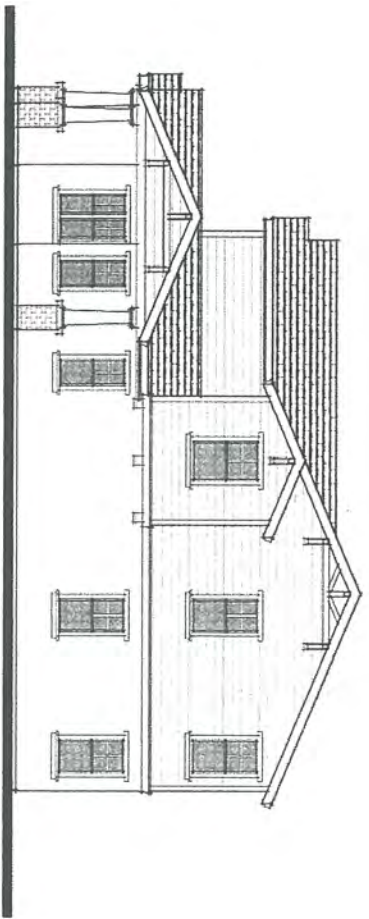


Rear Elevation

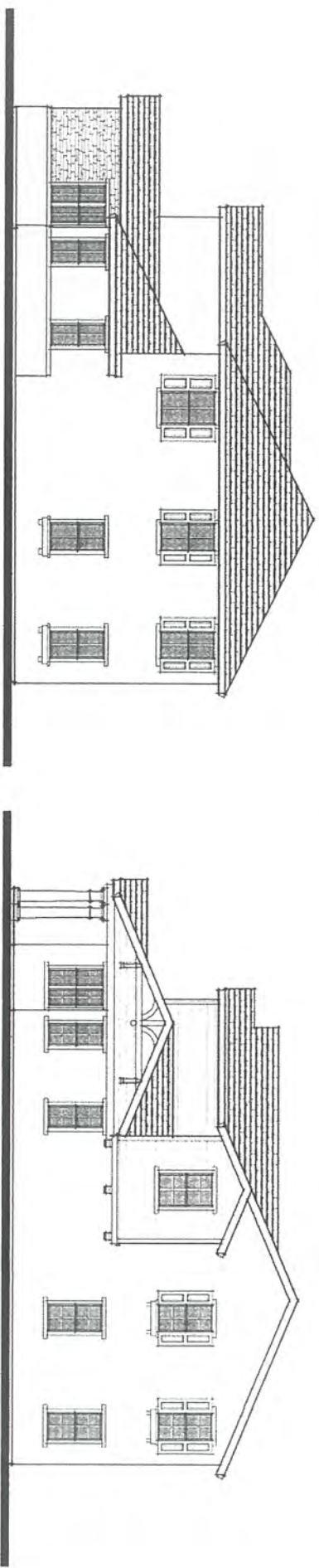
Plan 2 C Elevations

Sutter Heritage
Yuba City, California

Braddock & Logan



A



B

D

Plan 2 Enhanced Elevations

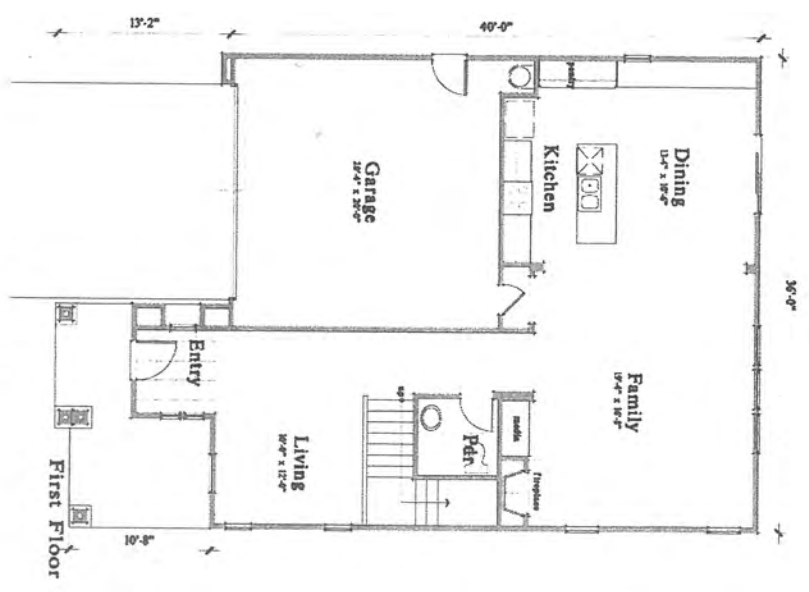
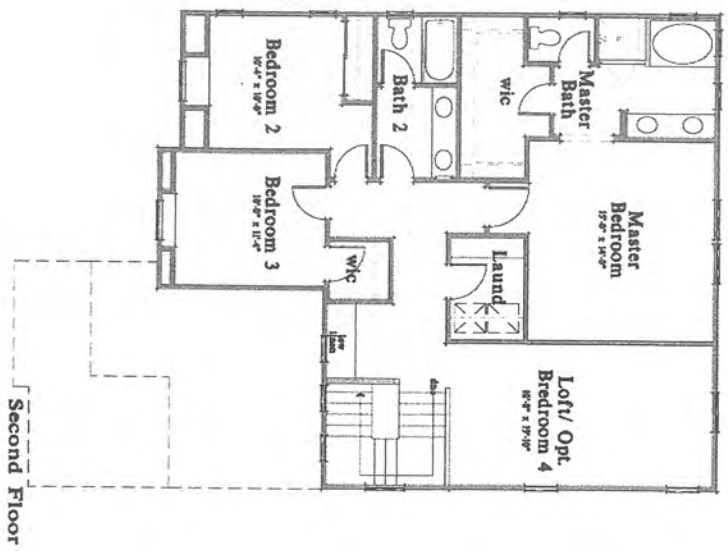


Sutter Heritage
Yuba City, California

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KTGY NO. 2004-S16 6/24/2004



Plan 2 Floor Plan

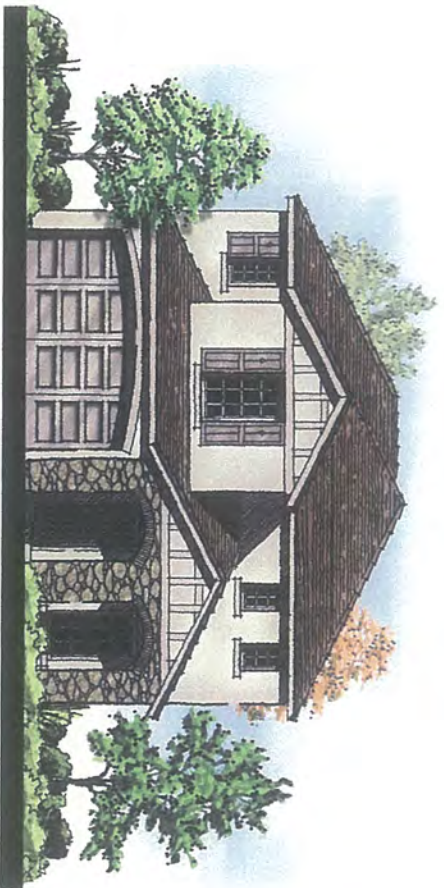


Sutter Heritage

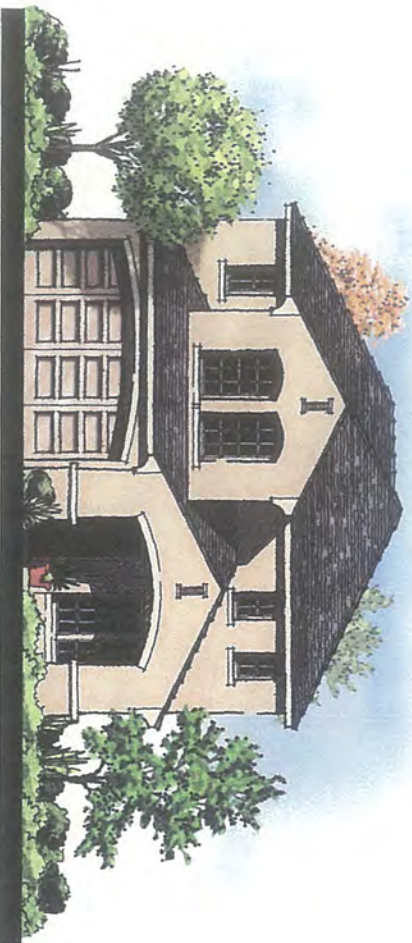
Yuba City, California

Braddock & Logan

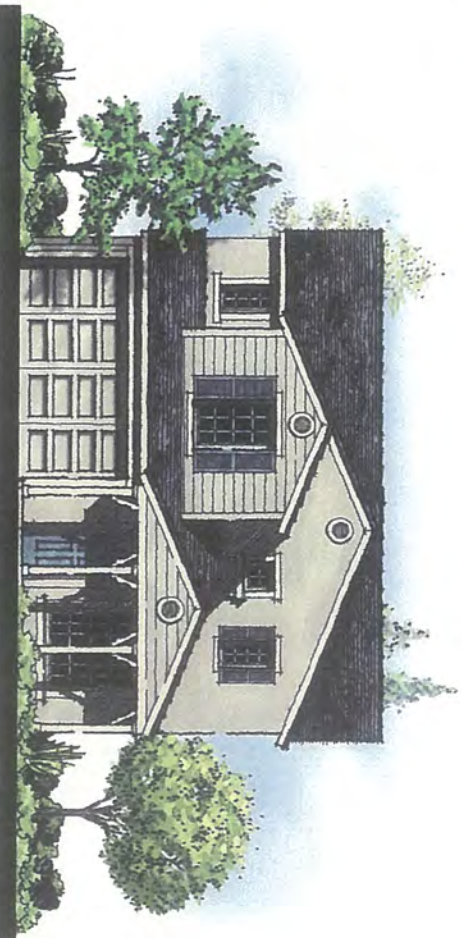
Floor Plan	
4 Bedroom	
2 1/2 Bath	
Total	2224 Sq Ft
1st Floor	1011 Sq Ft
2nd Floor	1213 Sq Ft
Garage	439 Sq Ft



3B



3C



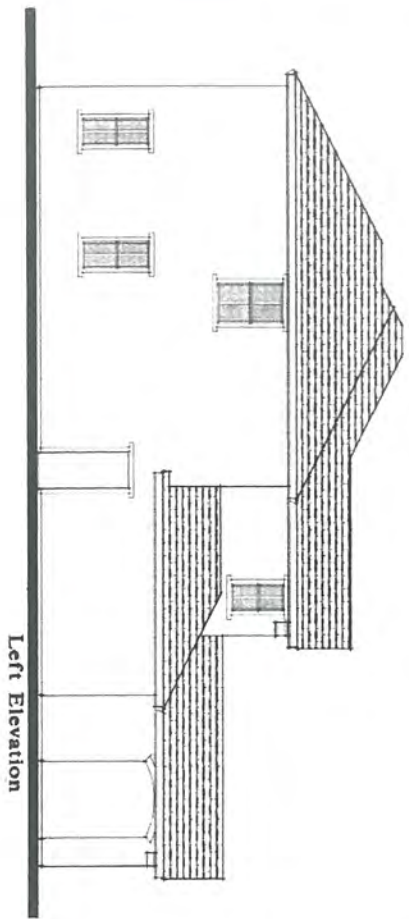
3D

Plan 3 Front Elevations

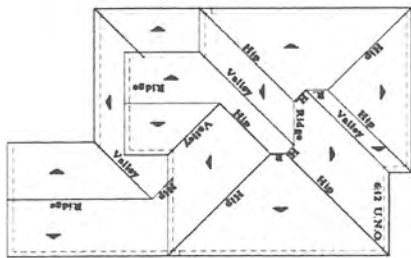


Sutter Heritage
Yuba City, California

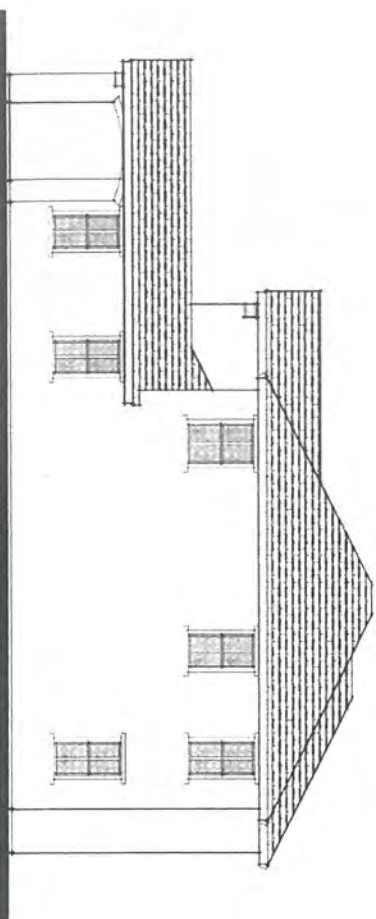
Braddock & Logan



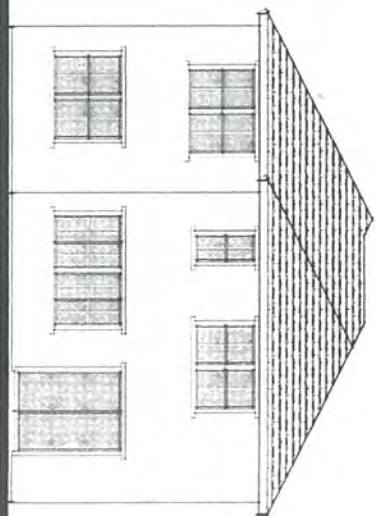
Left Elevation



Roof Plan
0 8 16



Right Elevation



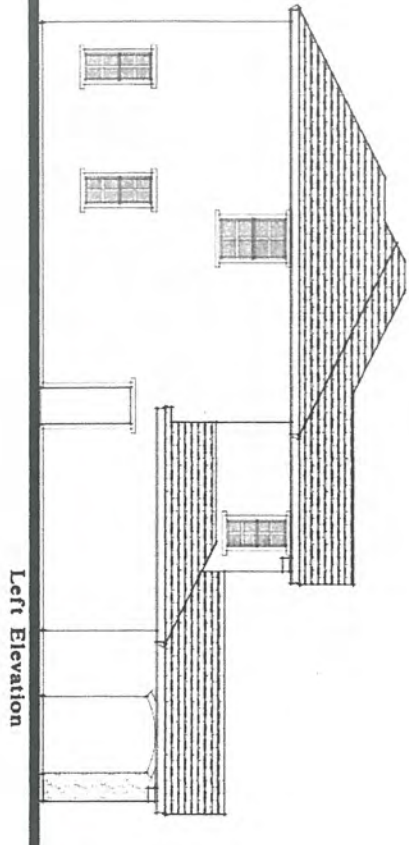
Rear Elevation

Plan 3 B Elevations

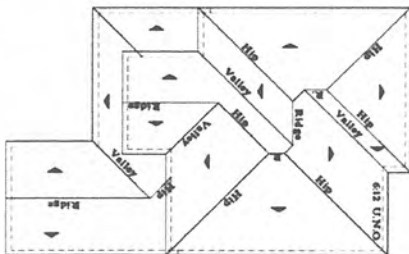


Braddock & Logan

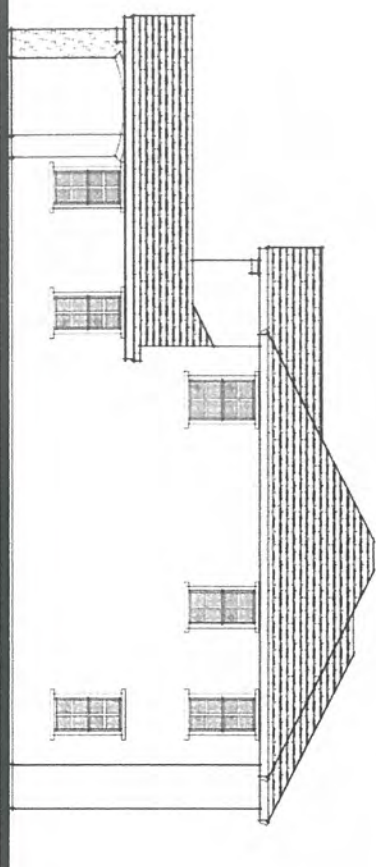
Sutter Heritage
Yuba City, California



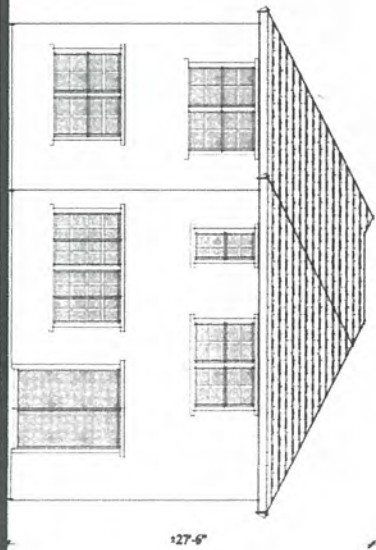
Left Elevation



Roof Plan
0 4 8 16



Right Elevation

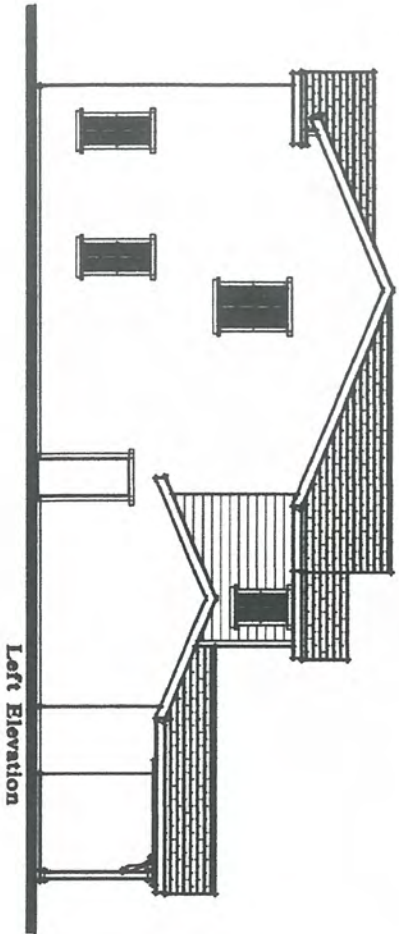


Rear Elevation

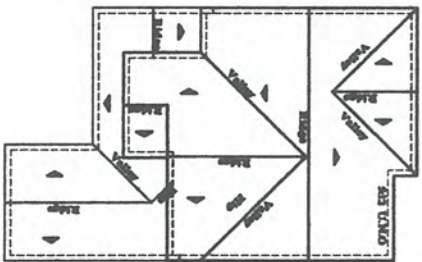
Plan 3C Elevations

Sutter Heritage
Yuba City, California

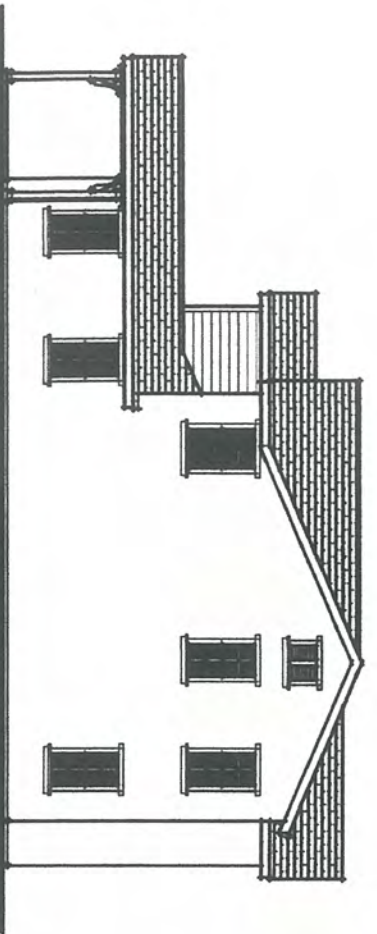
Braddock & Logan



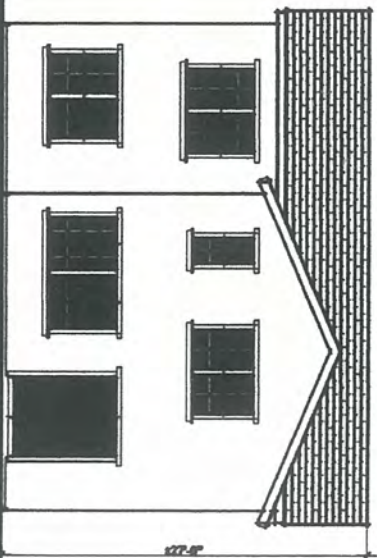
Left Elevation



Roof Plan
0 8 16



Right Elevation



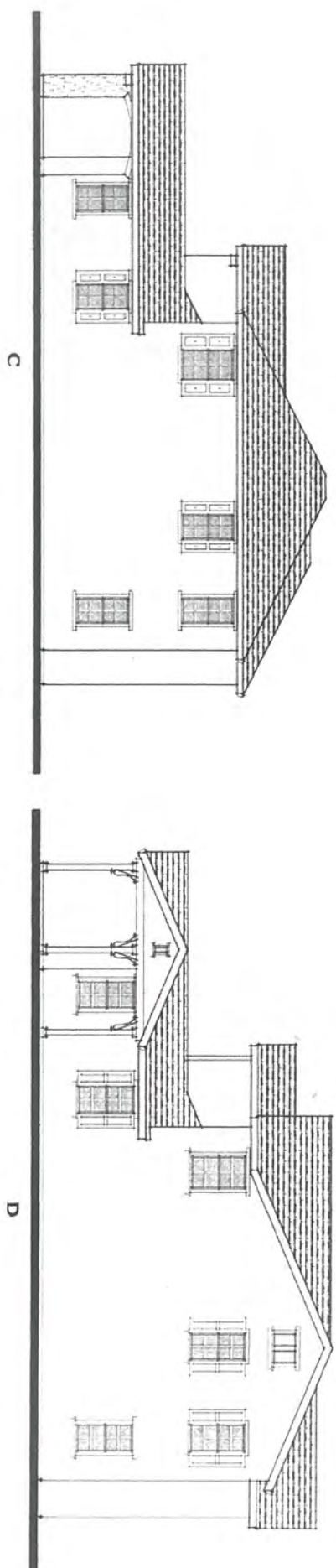
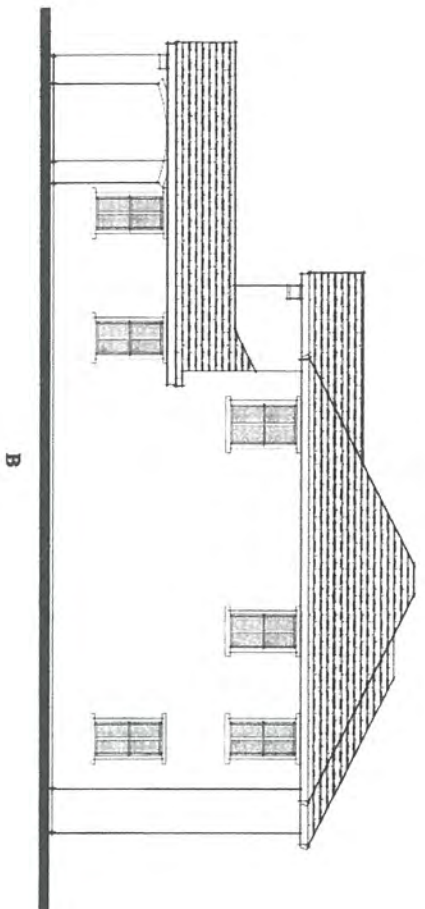
Rear Elevation

Plan 3 D Elevations



Braddock & Logan

Sutler Heritage
Yuba City, California



Plan 3 Enhanced Elevations

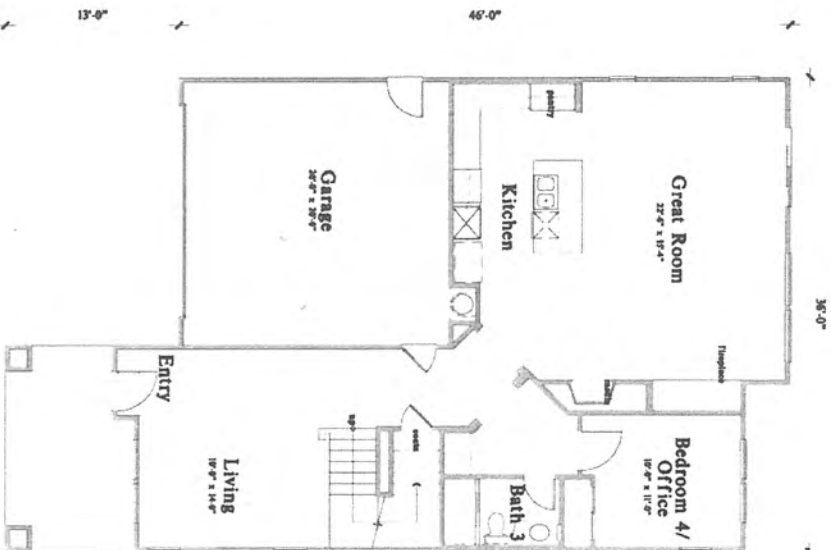


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Yuba City, California



Second Floor



First Floor

Plan 3 Floor Plan



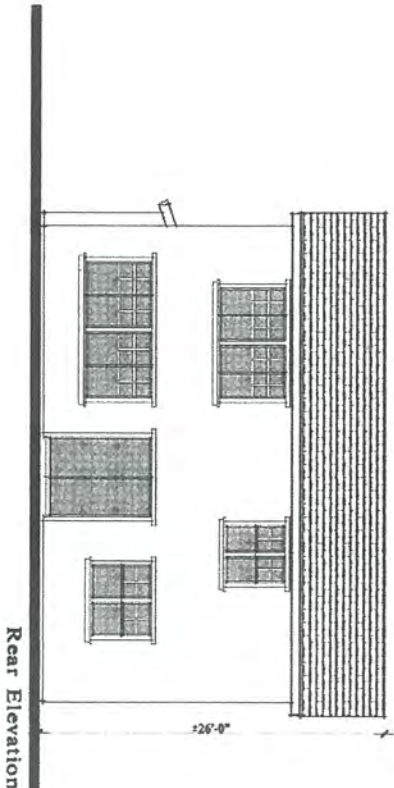
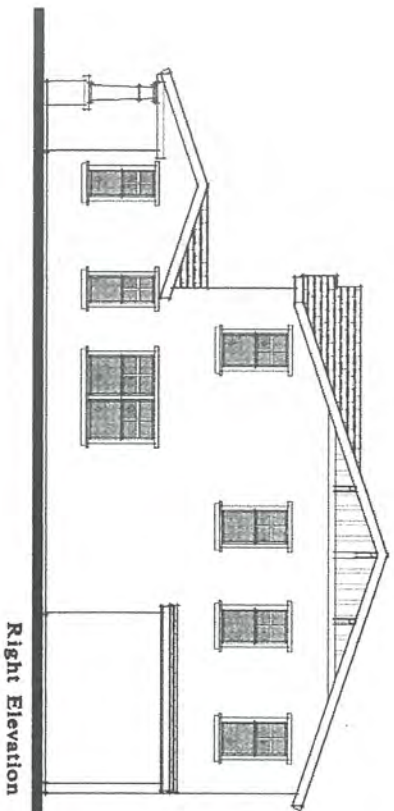
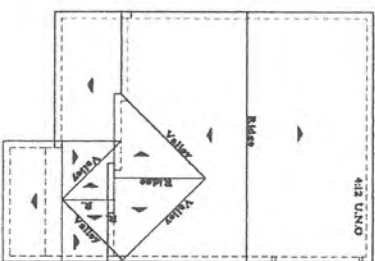
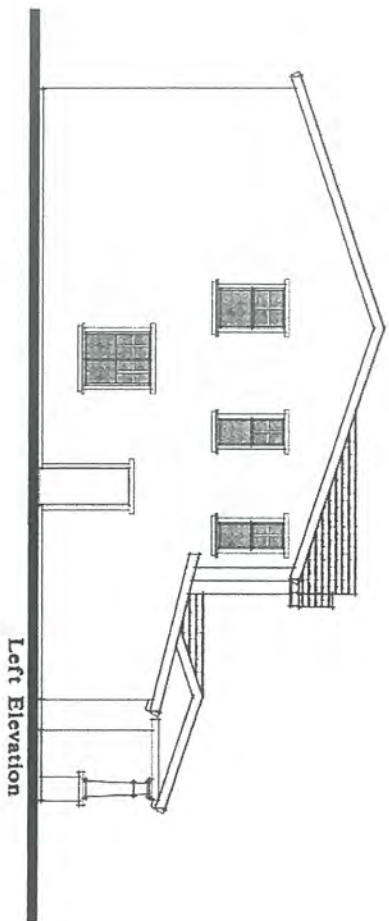
Braddock & Logan

Sutter Heritage
Yuba City, California



KTGY NO. 2004-S16 6/24/2004

Floor Plan			
4 Bedroom			
3 Bath			
Total	2468	Sq Ft	
1st Floor	1270	Sq Ft	
2nd Floor	1198	Sq Ft	
Garage	413	Sq Ft	

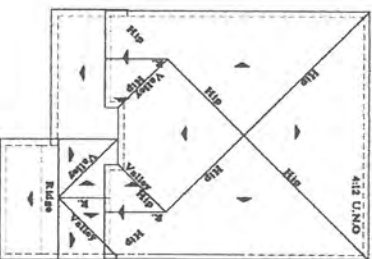


Plan 4 A Elevations

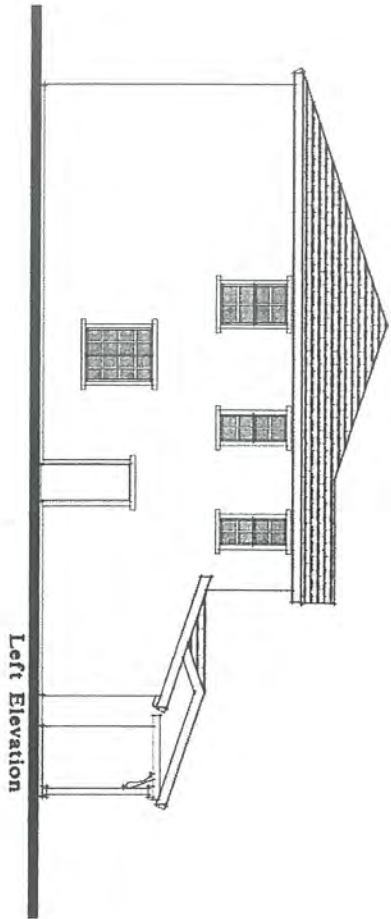


Sutter Heritage
Yuba City, California

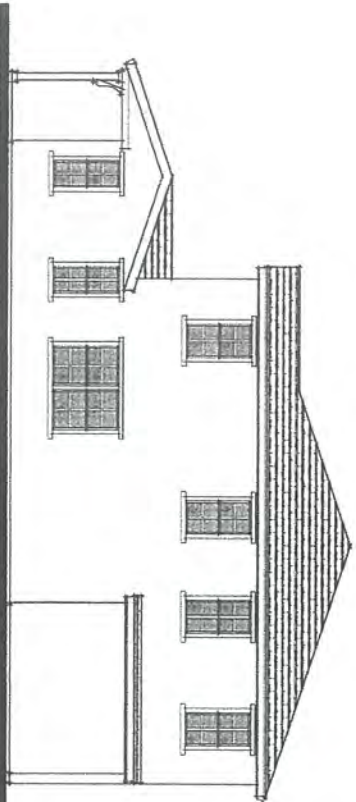
Braddock & Logan



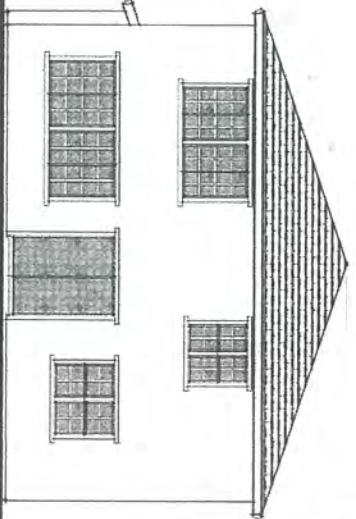
Roof Plan
 0 8 16



Left Elevation



Right Elevation



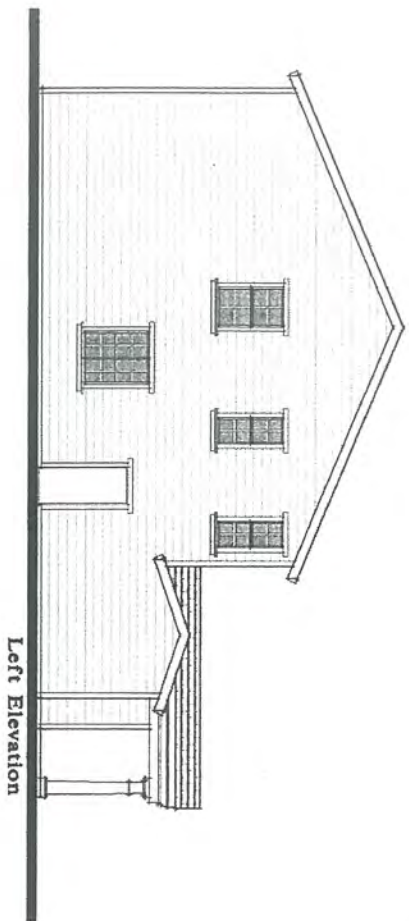
Rear Elevation

Plan 4C Elevations

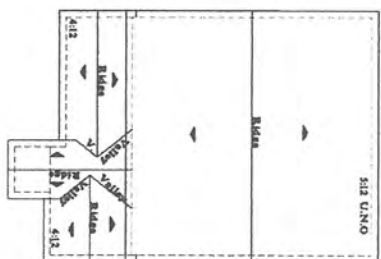


Sutter Heritage
 Yuba City, California

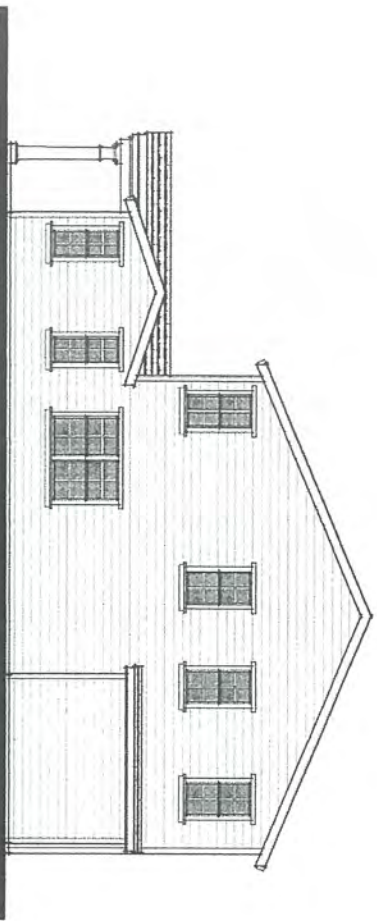
Braddock & Logan



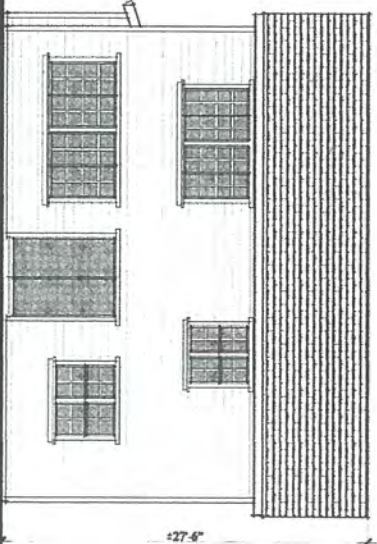
Left Elevation



Roof Plan



Right Elevation



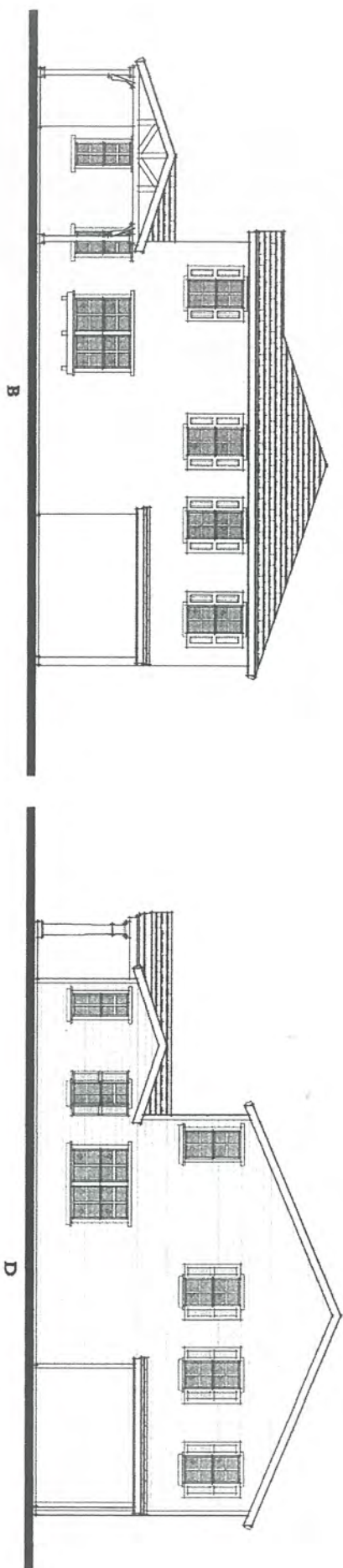
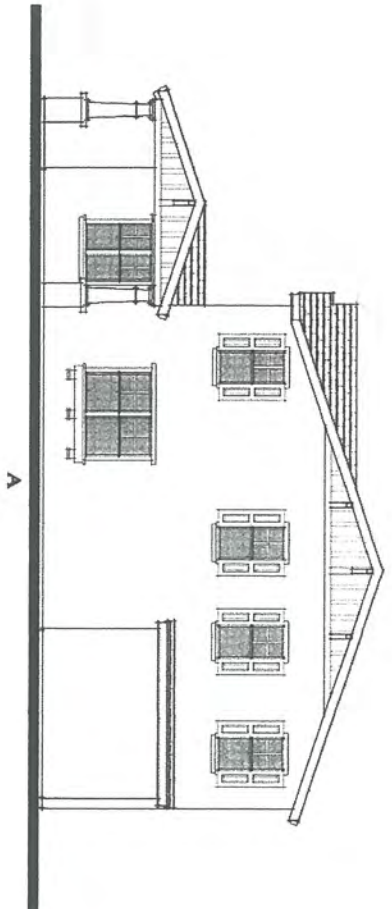
Rear Elevation

Plan 4 D Elevations



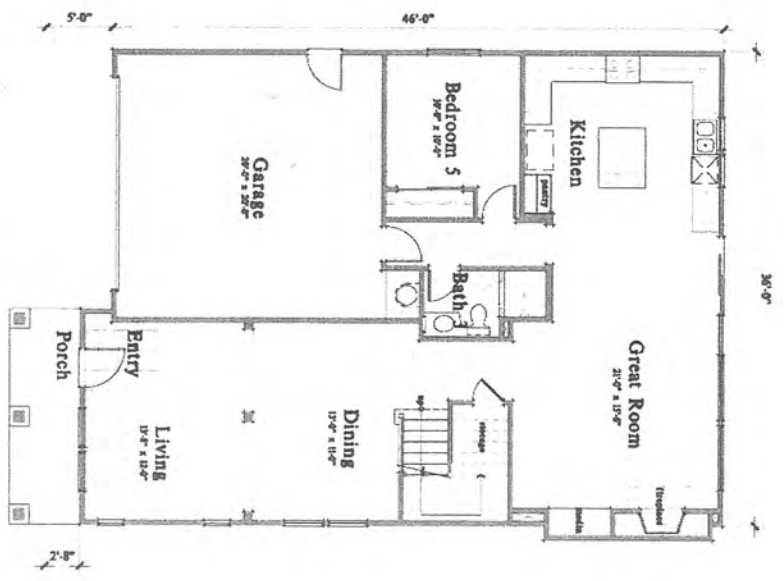
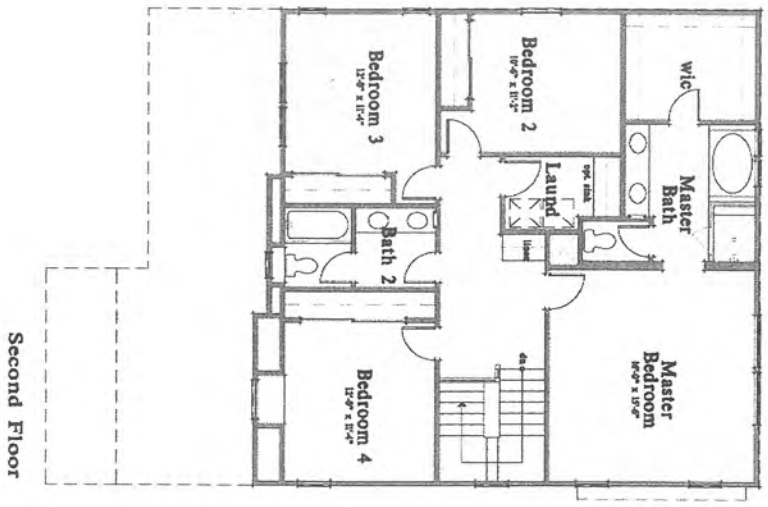
Braddock & Logan

Sutter Heritage
Yuba City, California



Braddock & Logan

Plan 4 Enhanced Elevations
 Sutter Heritage
 Yuba City, California



Plan 4 Floor Plan

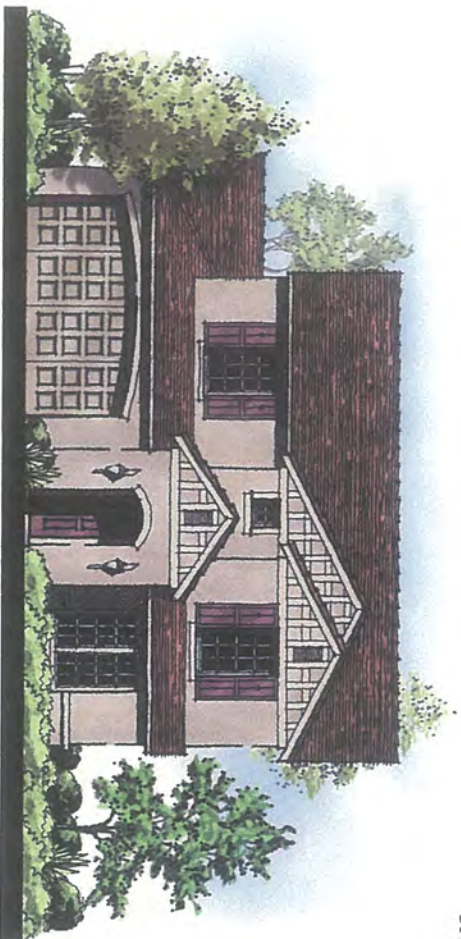


Floor Plan	
5 Bedroom	
3 Bath	
Total	2511 Sq Ft
1st Floor	1280 Sq Ft
2nd Floor	1231 Sq Ft
Garage	427 Sq Ft

Sutter Heritage
Yuba City, California



5A



5B



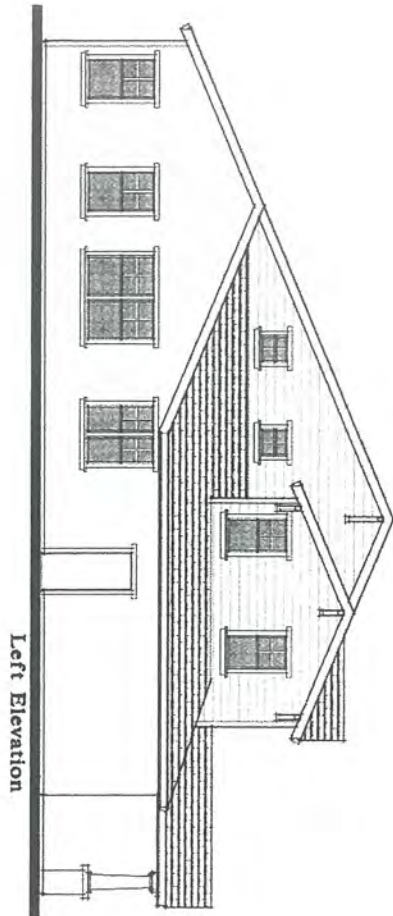
5C

Plan 5 Front Elevations

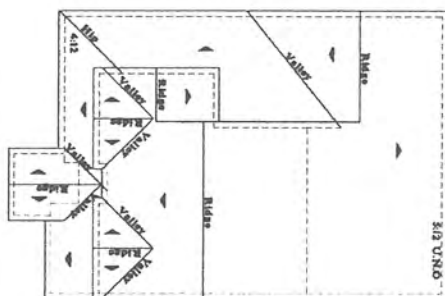


Sutter Heritage Yuba City, California

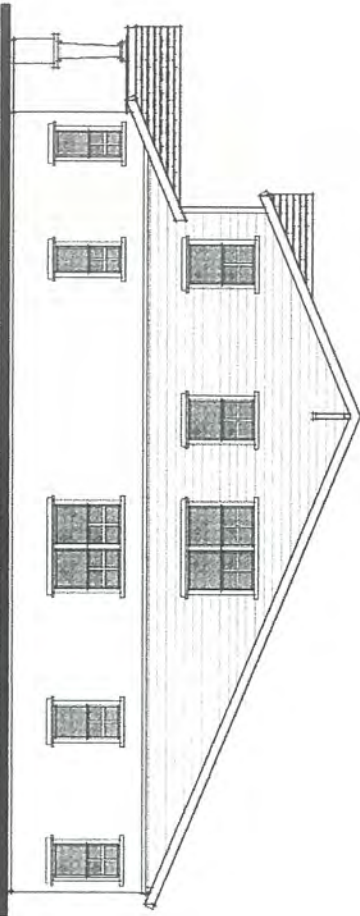
Braddock & Logan



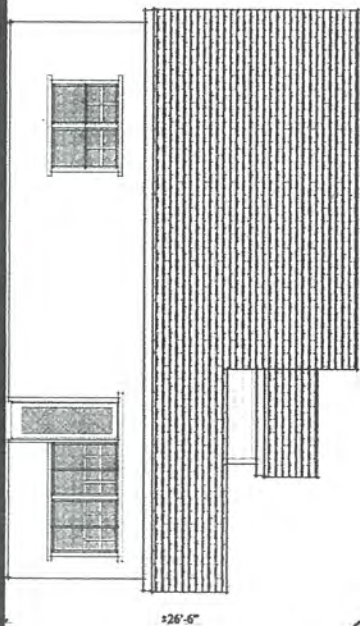
Left Elevation



Roof Plan



Right Elevation



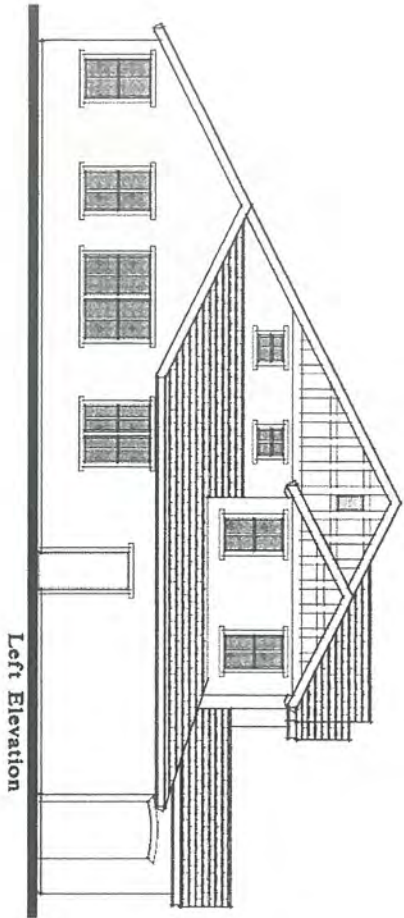
Rear Elevation

Plan SA Elevations

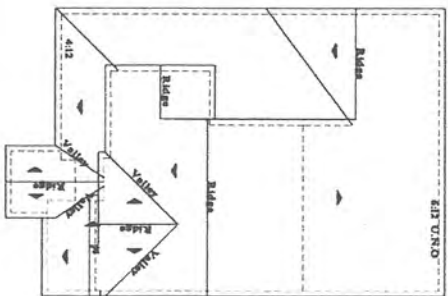


Braddock & Logan

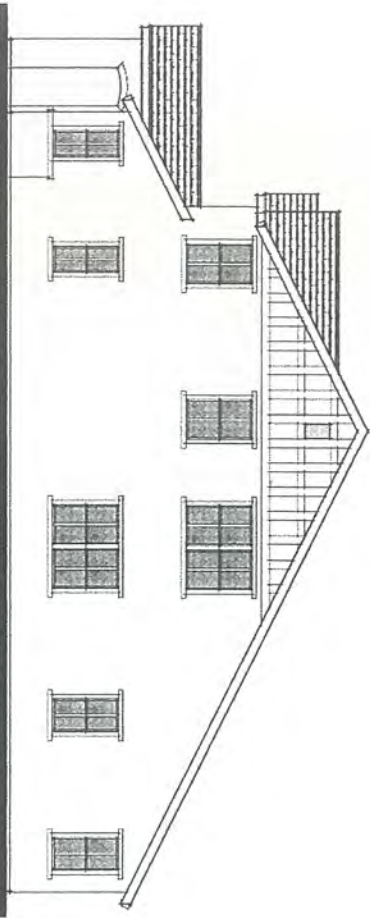
Sutter Heritage
Yuba City, California



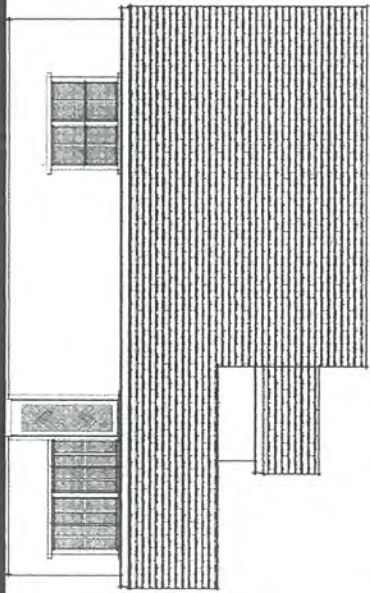
Left Elevation



Roof Plan



Right Elevation

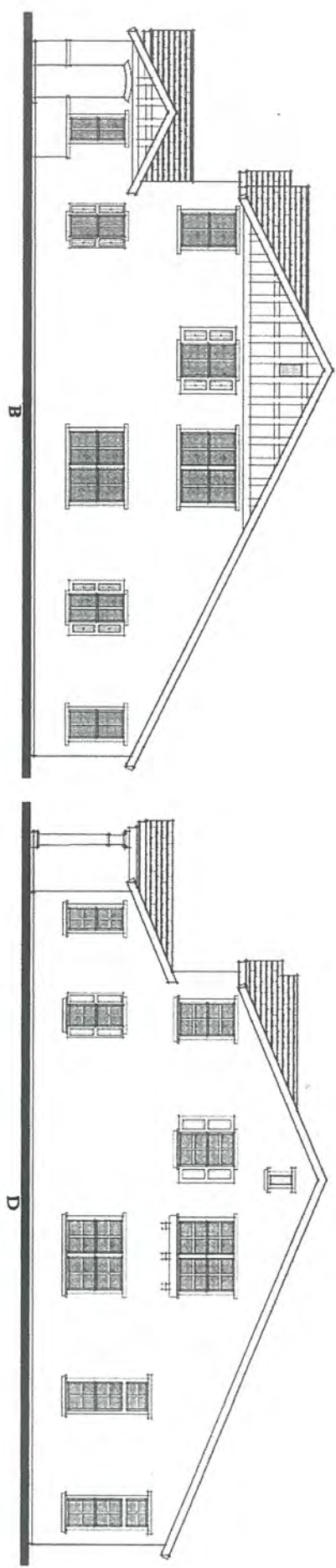
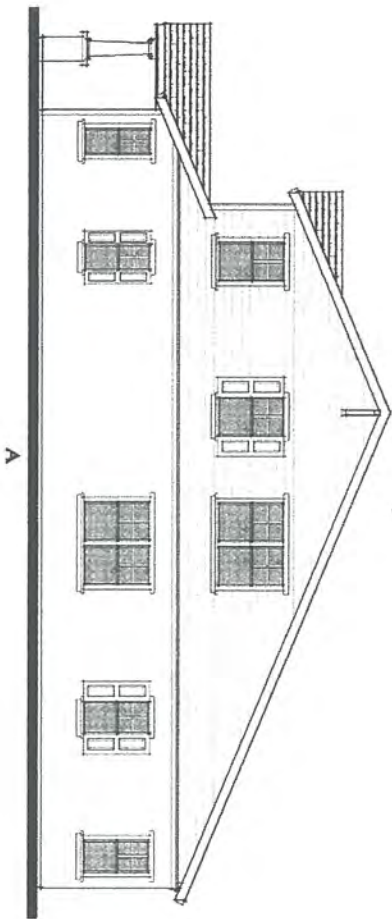


Rear Elevation

Plan 5B Elevations

Sutter Heritage
Yuba City, California

Braddock & Logan



Plans Enhanced Elevations



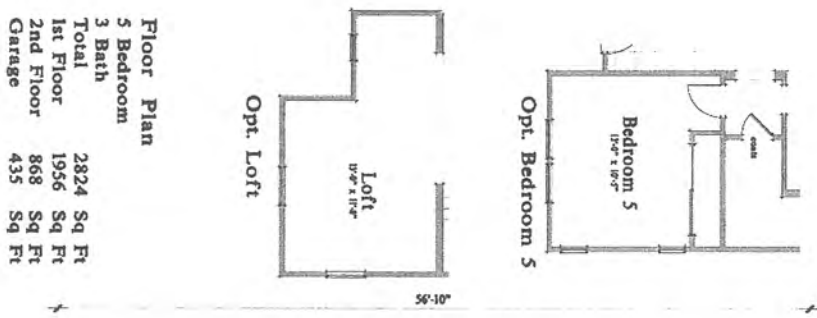
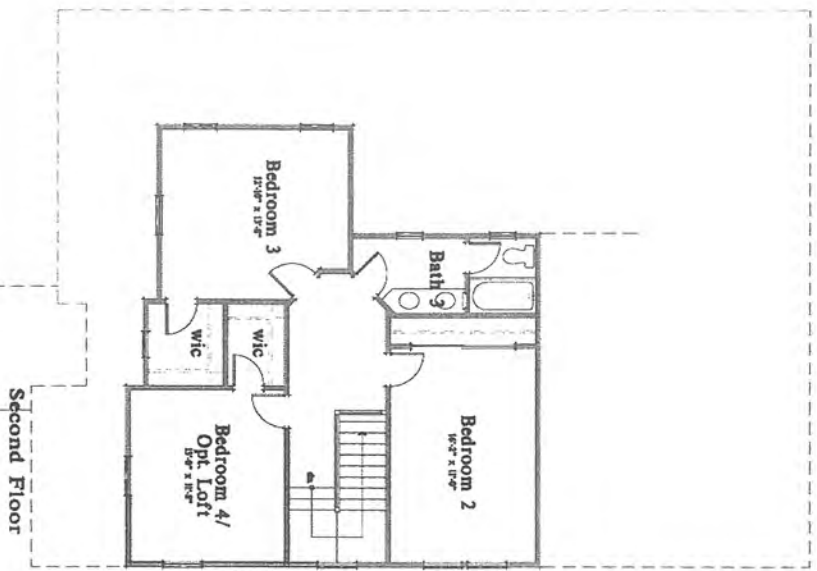
Braddock & Logan

Sutter Heritage
Yuba City, California

Braddock & Logan

Sutter Heritage

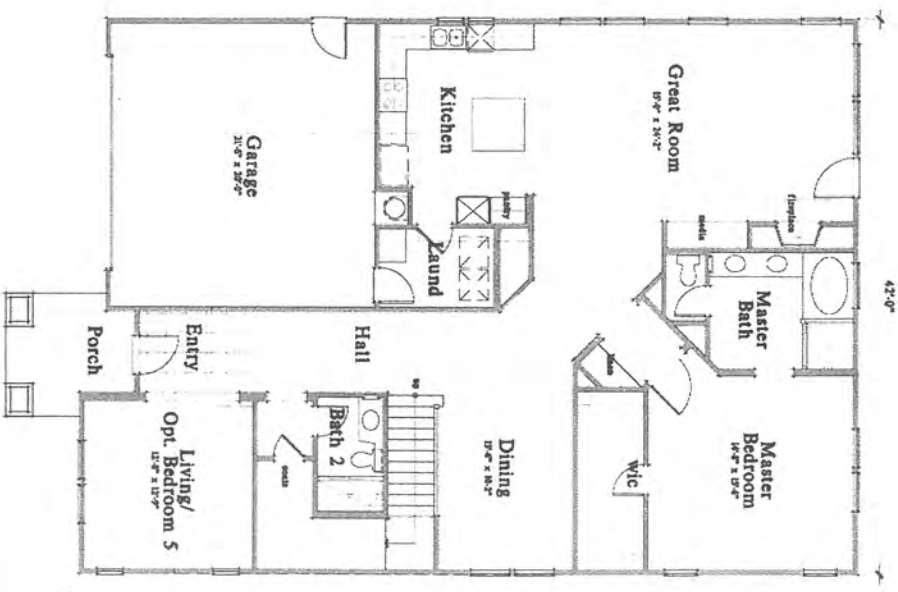
Yuba City, California

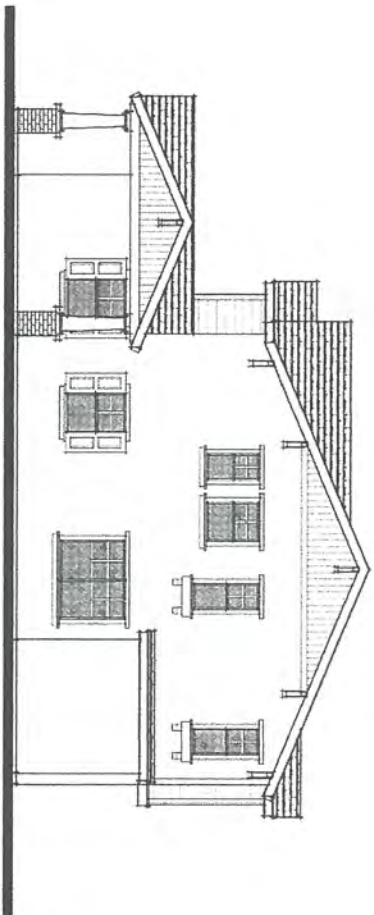


Floor Plan

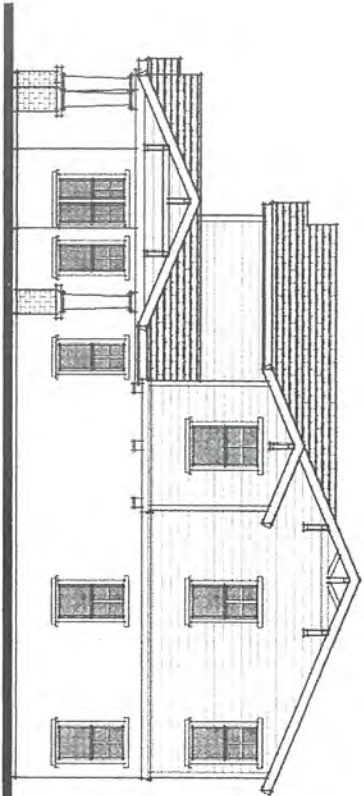
5 Bedroom	3 Bath	Total	2824 Sq Ft
1st Floor	1956 Sq Ft	2nd Floor	868 Sq Ft
Garage	435 Sq Ft		

Plan 5 Floor Plan

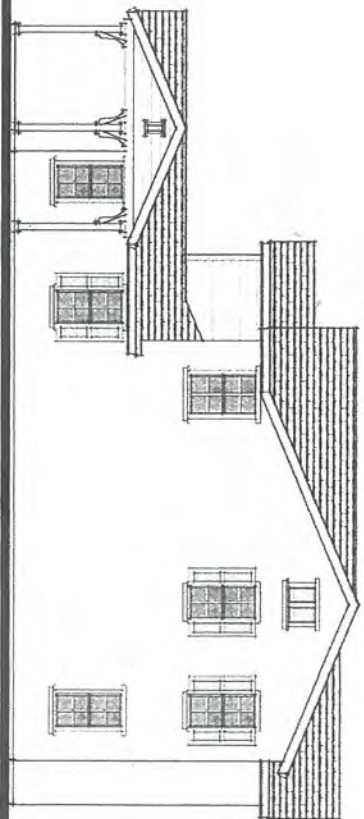




Plan 1A



Plan 2A



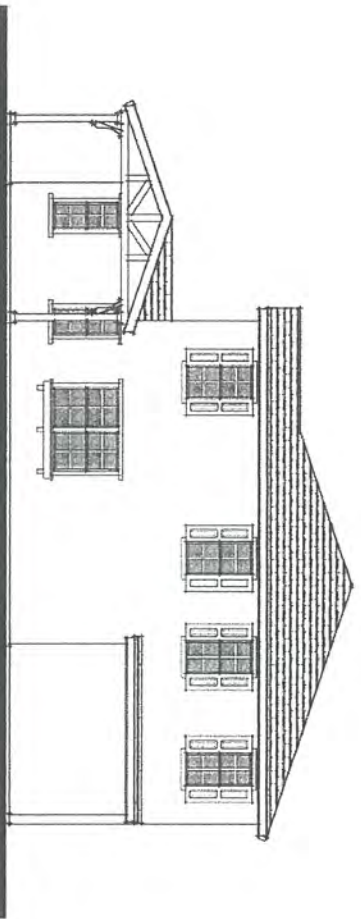
Plan 3D

Enhanced Corner Porch Elevations

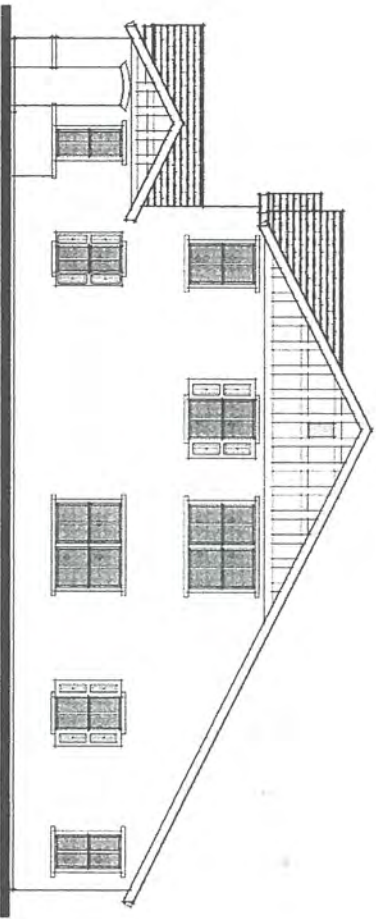


Sutter Heritage
Yuba City, California

Braddock & Logan



Plan 4C



Plan 5B

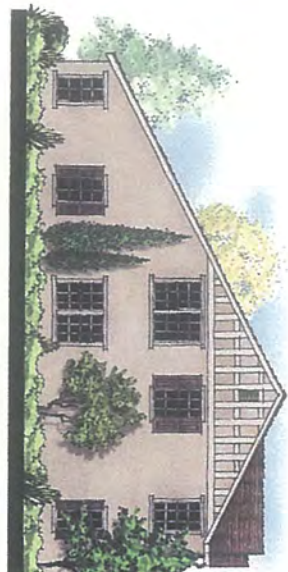
Enhanced Corner Porch Elevations



Sutter Heritage
Yuba City, California

Braddock & Logan

5B Enhanced



2A Enhanced



Enhanced Street Scene



Sutter Heritage
Yuba City, California

Braddock & Logan

Attachment G:

Gilsizer County Drainage District Letter



von Geldern Engineering Company

CIVIL ENGINEERING - LAND SURVEYING - BUILDING DESIGN - PLANNING
430 SECOND STREET - YUBA CITY, CALIFORNIA 95991 - (530) 673-6330 - FAX (530) 673-9067

Richard von Geldern R.C.E.
Edward von Geldern R.C.E.
(1887-1971)
Bill J. Walker L.S.
Robert Brookman L.S.

January 25, 2006

Darrell Bolognesi
Braddock & Logan
4155 Blackhawk Plaza Circle, Suite 201
Danville, CA 94506

Re: SUTTER HERITAGE – APN 22-060-049

Dear Mr. Bolognesi:

This letter is in response to your request for comments regarding the subject proposed subdivision. This land proposed for subdivision lies within the boundaries of Gilsizer County Drainage District and is currently being served by the District. The land is subject to the District's fees for development. These fees have been created to enable facilities to be constructed to implement the District's Drainage Master Plan.

The subject land now drains into the District's open channel collection system. As part of construction of this subdivision, the developer is required to finance a piped drainage to Gilsizer Slough downstream of the Smith Road Culvert. Such piped drainage would not be a part of the District's system and would be maintained by the City of Yuba City or County of Sutter. The District requires a storm drainage right-of-way for Gilsizer Slough with a total width of 120 feet from the northeast corner of the proposed Sutter Heritage subdivision to Smith Road. The westerly 60 feet of this right-of-way will be through the Sutter Heritage parcel.

The developer shall submit improvement plans to Gilsizer County Drainage District for review and approval. Upon approval of the plan and payment of fees, the District will issue a "will serve" letter. Comments provided in previous letters to The City of Yuba City and to the Local Agency Formation Commission shall apply.

Thank you for your request for comment on this project.

Sincerely,


Richard von Geldern P.E.
District Engineer

cc: Dennis Cook
Sean Minnard

Attachment H:
Detailed Infrastructure Costs

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule A (South Walton Avenue Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Roadway Excavation	3,000 (F)	CY	10.00	30,000.00
3	Class 2 Aggregate Base (1.35 - feet)	810 (F)	TON	18.00	14,580.00
4	Asphalt Concrete (Type B) (0.40 - feet)	2,800 (F)	TON	62.00	173,600.00
5	Minor Concrete (Barrier Curb and Gutter)	960	LF	15.00	14,400.00
6	Minor Concrete (6 Inch Curb)	1,920	LF	10.00	19,200.00
7	Minor Concrete (Sidewalks)	5,760	SF	3.00	17,280.00
8	Minor Concrete (ADA Access Ramps)	3	EA	500.00	1,500.00
9	Roadside Sign - One Post	4	EA	350.00	1,400.00
10	Survey Monument	2	EA	400.00	800.00
11	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	4	EA	2,500.00	10,000.00
12	18 Inch Class 4 Reinforced Concrete Pipe	900	LF	75.00	67,500.00
13	12 Inch Class 4 Reinforced Concrete Pipe	120	LF	65.00	7,800.00
14	Type 203 Storm Drainage Manhole	2	EA	4,500.00	9,000.00
15	Type 306 SD Junction Manhole	6	EA	4,750.00	28,500.00
16	Type 305 Drop Inlet	6	EA	1,500.00	9,000.00
17	1½ Inch Water Service	2	EA	2,500.00	5,000.00
18	Pavement Delineation	1	LS	2,500.00	2,500.00
19	Landscape Planting (14' Island)	11,500	SF	2.10	24,150.00
20	Irrigation System (14' Island)	11,500	SF	0.80	9,200.00
21	Landscape Planting (10' Planter Strip)	9,600	SF	2.10	20,160.00
22	Irrigation System (10' Planter Strip)	9,600	SF	0.80	7,680.00
23	Landscape Planting (6' Planter Strip)	5,760	SF	2.10	12,096.00
24	Irrigation System (6' Planter Strip)	5,760	SF	0.80	4,608.00
25	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	4	EA	4,300.00	17,200.00
26	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	960	LF	225.00	216,000.00
27	Masonry Block Wall (includes foundation) (The foundation shall "stair step" as required)	960 (F)	LF	85.00	81,600.00

Total Bid Schedule A = \$807,254.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule B (South Walton Avenue Improvements - Phase 2)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Roadway Excavation	8,250 (F)	CY	10.00	82,500.00
3	Class 2 Aggregate Base (1.35 - feet)		TON	18.00	0.00
4	Asphalt Concrete (Type B) (0.40 - feet)		TON	62.00	0.00
5	Minor Concrete (Barrier Curb and Gutter)	2,700	LF	15.00	40,500.00
6	Minor Concrete (6 Inch Curb)	2,700	LF	10.00	27,000.00
7	Minor Concrete (Sidewalks)	8,100	SF	3.00	24,300.00
8	Minor Concrete (ADA Access Ramps)	10	EA	500.00	5,000.00
9	Roadside Sign - One Post	8	EA	350.00	2,800.00
10	Survey Monument	5	EA	400.00	2,000.00
11	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	6	EA	2,500.00	15,000.00
12	18 Inch Class 4 Reinforced Concrete Pipe	350	LF	75.00	26,250.00
13	12 Inch Class 4 Reinforced Concrete Pipe	120	LF	65.00	7,800.00
14	Type 203 Storm Drainage Manhole	2	EA	4,500.00	9,000.00
15	Type 306 SD Junction Manhole	4	EA	4,750.00	19,000.00
16	Type 305 Drop Inlet	4	EA	1,500.00	6,000.00
17	1½ Inch Water Service	2	EA	2,500.00	5,000.00
18	Pavement Delineation		LS	6,500.00	0.00
19	Landscape Planting (14' Island)	18,900	SF	2.10	39,690.00
20	Irrigation System (14' Island)	18,900	SF	0.80	15,120.00
21	Landscape Planting (10' Planter Strip)	13,500	SF	2.10	28,350.00
22	Irrigation System (10' Planter Strip)	13,500	SF	0.80	10,800.00
23	Landscape Planting (6' Planter Strip)	8,100	SF	2.10	17,010.00
24	Irrigation System (6' Planter Strip)	8,100	SF	0.80	6,480.00
25	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	5	EA	4,300.00	21,500.00
26	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,350	LF	225.00	303,750.00
27	Masonry Block Wall (includes foundation) (The foundation shall "stair step" as required)	650 (F)	LF	85.00	55,250.00
28	Land Acquisitions or easements	0.50	AC	250,000.00	125,000.00

Total Bid Schedule B = \$772,600.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule C (Pebble Beach Drive Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Roadway Excavation	4,500 (F)	CY	10.00	45,000.00
3	Class 2 Aggregate Base (1.00 - feet)	1,270 (F)	TON	18.00	22,860.00
4	Asphalt Concrete (Type B) (0.35 - feet)	4,150 (F)	TON	62.00	257,300.00
5	Minor Concrete (Barrier Curb and Gutter)	2,300	LF	15.00	34,500.00
6	Minor Concrete (Sidewalks)	13,800	SF	3.00	41,400.00
7	Minor Concrete (ADA Access Ramp)	8	EA	500.00	4,000.00
8	Roadside Sign - One Post	6	EA	350.00	2,100.00
9	Survey Monument	5	EA	400.00	2,000.00
10	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	7	EA	2,500.00	17,500.00
11	18 Inch Class 4 Reinforced Concrete Pipe	800	LF	75.00	60,000.00
12	12 Inch Class 4 Reinforced Concrete Pipe	300	LF	55.00	16,500.00
13	Type 203 Storm Drainage Manhole	1	EA	3,200.00	3,200.00
14	Type 306 Storm Junction Manhole	6	EA	3,500.00	21,000.00
15	Type 305 Drop Inlet	6	EA	1,500.00	9,000.00
16	1½ Inch Water Service	2	EA	2,500.00	5,000.00
17	Pavement Delineation	1	LS	4,500.00	4,500.00
18	Landscape Planting (12' Planter Strip)	23,000	SF	2.10	48,300.00
19	Irrigation System (12' Planter Strip)	23,000	SF	0.80	18,400.00
20	Landscape Planting (6' Planter Strip)	13,800	SF	2.10	28,980.00
21	Irrigation System (6' Planter Strip)	13,800	SF	0.80	11,040.00
22	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	4	EA	4,300.00	17,200.00
23	Masonry Block Wall (includes foundation) (The foundation shall "stair step" as required)	2,300 (F)	LF	85.00	195,500.00

Total Bid Schedule C = \$867,780.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule D (Smith Road Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Traffic Control	1	LS	4,500.00	4,500.00
3	Roadway Excavation	4,750 (F)	CY	10.00	47,500.00
4	Class 2 Aggregate Base (1.00 - feet)	1,160 (F)	TON	17.00	19,720.00
5	Asphalt Concrete (Type B) (0.35 - feet)	5,050 (F)	TON	56.00	282,800.00
6	Minor Concrete (Barrier Curb and Gutter)	2,800	LF	10.00	28,000.00
7	Minor Concrete (Sidewalks)	14,000	SF	3.00	42,000.00
8	Minor Concrete (ADA Access Ramp)	10	EA	500.00	5,000.00
9	Roadside Sign - One Post	10	EA	350.00	3,500.00
10	Survey Monument	4	EA	400.00	1,600.00
11	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	4	EA	2,500.00	10,000.00
12	18 Inch Class 4 Reinforced Concrete Pipe	300	LF	75.00	22,500.00
13	12 Inch Class 4 Reinforced Concrete Pipe	120	LF	55.00	6,600.00
14	Type 203 Storm Drainage Manhole	1	EA	3,200.00	3,200.00
15	Type 306 Storm Junction Manhole	3	EA	3,500.00	10,500.00
16	Type 305 Drop Inlet	3	EA	1,500.00	4,500.00
17	1½ Inch Water Service	1	EA	2,500.00	2,500.00
18	Pavement Delineation	1	LS	2,500.00	2,500.00
19	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	5	EA	4,300.00	21,500.00
20	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,400	LF	225.00	315,000.00
21	Land Acquisitions or easements	0.13	AC	250,000.00	32,500.00

Total Bid Schedule D = \$868,420.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule E (Bogue Road Improvements - Phase 2)

1	Mobilization/Demobilization	1	LS	\$ 2,500.00	\$ 2,500.00
2	Traffic Control	1	LS	12,500.00	12,500.00
3	Roadway Excavation	7,500 (F)	CY	10.00	75,000.00
4	Class 2 Aggregate Base (1.00 - feet)	7,700 (F)	TON	18.00	138,600.00
5	Asphalt Concrete (Type B) (0.35 - feet)	2,350 (F)	TON	62.00	145,700.00
6	Minor Concrete (Barrier Curb and Gutter)	2,750	LF	15.00	41,250.00
7	Minor Concrete (6 Inch Curb)	1,375	LF	10.00	13,750.00
8	Minor Concrete (Sidewalks)	8,250	SF	3.00	24,750.00
9	Minor Concrete (ADA Access Ramp)	6	EA	500.00	3,000.00
10	Roadside Sign - One Post	6	EA	350.00	2,100.00
11	Survey Monument	6	EA	400.00	2,400.00
12	6 Inch Irrigation Ductile Iron or C-900 Pipe Sleeve	6	EA	2,500.00	15,000.00
13	1½ Inch Water Service	2	EA	2,500.00	5,000.00
14	Pavement Delineation	1	LS	4,500.00	4,500.00
15	Landscape Planting (14' Island)	19,250	SF	2.10	40,425.00
16	Irrigation System (14' Island)	19,250	SF	0.80	15,400.00
17	Landscape Planting (10' Planter Strip)	13,750	SF	2.10	28,875.00
18	Irrigation System (10' Planter Strip)	13,750	SF	0.80	11,000.00
19	Landscape Planting (8' Planter Strip)	11,000	SF	2.10	23,100.00
20	Irrigation System (8' Planter Strip)	11,000	SF	0.80	8,800.00
21	Underground Existing Overhead Dry Utilities (includes electric, gas, cable, street lights, fiber, etc)	1,375	LF	225.00	309,375.00
22	Street Lights (includes all work from point of connection to street light, except the joint trench conduit)	5	EA	4,300.00	21,500.00
23	Masonry Block Wall (includes foundation) (The foundation shall "stair step" as required)	800 (F)	LF	85.00	68,000.00

Total Bid Schedule E = \$1,012,525.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule H (Sanitary Sewer Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00
2	8 Inch Vitrified Clay Pipe	2,200	LF	65.00	143,000.00
3	Type 203 SS Manhole	8	EA	2,500.00	20,000.00
4	Type 201 SS Cleanout	2	EA	1,400.00	2,800.00
5	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code) (High School)	1	LS	6,500.00	6,500.00

Total Bid Schedule H = \$178,800.00

Bid Schedule I (Sanitary Sewer Improvements - Phase 2)

1	Mobilization/Demobilization	1	LS	\$ 35,000.00	\$ 35,000.00
2	Traffic Control	1	LS	65,000.00	65,000.00
3	60 Inch Vitrified Clay Pipe	10,950	LF	250.00	2,737,500.00
4	12 Inch Vitrified Clay Pipe	1,360	LF	90.00	122,400.00
5	8 Inch Vitrified Clay Pipe	1,130	LF	65.00	73,450.00
6	Special SS Manhole for 60 Inch Main	28	EA	7,500.00	210,000.00
7	Type 203 SS Manhole	6	EA	2,500.00	15,000.00
8	State Route 99 Bore and Jack	300	LF	3,500.00	1,050,000.00
9	Type 201 SS Cleanout		EA	1,400.00	0.00
10	Trench Restoration (12 Inch SS)	1,360	LF	30.00	40,800.00
11	Trench Restoration (60 Inch SS)	10,000	LF	50.00	500,000.00
12	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code) (High School)	1	LS	50,000.00	50,000.00

Total Bid Schedule I = \$4,899,150.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule J (Offsite Storm Drainage Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 16,000.00	\$ 16,000.00
2	48 Inch Class 3 RCP or 48 Inch Aluminized Corrugated Steel Pipe or 48 Inch Cast-in-Place Pipe	670	LF	110.00	73,700.00
3	30 Inch Class 3 RCP or 30 Inch Aluminized Corrugated Steel Pipe or 30 Inch Cast-in-Place Pipe	405	LF	100.00	40,500.00
4	24 Inch Class 3 RCP or 24 Inch Aluminized Corrugated Steel Pipe	800	LF	90.00	72,000.00
5	Type 301 SD Manhole	3	EA	6,500.00	19,500.00
6	Type 203 SD Manhole	4	EA	3,660.00	14,640.00
7	Type 305 SD Drop Inlet	6	EA	3,200.00	19,200.00
8	Type 306 SD Manhole	6	EA	3,700.00	22,200.00
9	Outfall Structure at Gilsizer Slough	1	EA	12,500.00	12,500.00
10	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	2,100.00	2,100.00

Total Bid Schedule J = \$292,340.00

Bid Schedule K (Offsite Storm Drainage Improvements - Phase 2)

1	Mobilization/Demobilization	1	LS	\$ 16,000.00	\$ 16,000.00
2	60 Inch Class 3 RCP or 60 Inch Aluminized Corrugated Steel Pipe or 60 Inch Cast-in-Place Pipe	1,320	LF	160.00	211,200.00
3	24 Inch Class 3 RCP or 24 Inch Aluminized Corrugated Steel Pipe	1,670	LF	90.00	150,300.00
4	Type 301 SD Manhole	5	EA	7,250.00	36,250.00
5	Type 203 SD Manhole	2	EA	3,660.00	7,320.00
6	Type 305 SD Drop Inlet	8	EA	3,200.00	25,600.00
7	Type 306 SD Manhole	8	EA	3,700.00	29,600.00
8	Outfall Structure at Gilsizer Slough	1	EA	16,000.00	16,000.00
9	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	2,100.00	2,100.00

Total Bid Schedule K = \$494,370.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule L (Sanitary Sewer Lift Station Improvements)

1	Mobilization/Demobilization	1	LS	\$ 6,500.00	\$ 6,500.00
2	8 Inch Class 350 Fusion Bonded Epoxy Ductile Iron Pipe	65	LF	45.00	2,925.00
3	Structural Concrete (Generator Pad)	60	SF	12.00	720.00
4	Structural Concrete (Motor Control Pad)	112	SF	12.00	1,344.00
5	4 Inch Water Service	60	LF	65.00	3,900.00
6	1½ Inch Water Service	1	EA	1,800.00	1,800.00
7	Upgrade Lift Station (including wet well lid, access cover, pumps, primer, and epoxy coating)	1	LS	35,000.00	35,000.00
8	Minor Modification to Valve Vault (including valves, piping, access cover, bollards, and epoxy coating)	1	LS	16,500.00	16,500.00
9	Upgrade Motor Control and Electrical Panel (includes PG&E service, conduit, concrete pad, bollards, etc.)	1	LS	65,000.00	65,000.00
10	Standby Generator (pad mounted, 480 volt, three phase, three wire, 60 hertz diesel engine generator)	1	LS	32,500.00	32,500.00

Total Bid Schedule L = \$166,189.00

Subtotal Contract Items (A+B+C+D+E+F+G+H+I+J+K+L) = \$12,834,208.00

Contingency @ 5% = 641,710.40

Grand Total = \$13,475,918.40

For Budget Purposes = \$13,476,000.00

**CITY OF YUBA CITY
SUTTER HERITAGE
DETAILED COST ESTIMATE**

DESCRIPTION Sutter Heritage	CO. Sutter	RCVD. BY S.M. Minard	DATE 13-Dec-05
MHM PROJECT NO. 04-159	QTY. BY J. Mallen	IN	CONST. INDEX
ESTIMATE NO. 1	QTY. CHK. S. Minard	OUT 13-Dec-05	BLDG. INDEX

Item No.	Item Description	Estimated Quantity	Unit	Unit Price (\$/Unit)	Amount (\$)
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Bid Schedule F (Domestic Water Improvements - Phase 1)

1	Mobilization/Demobilization	1	LS	\$ 12,000.00	\$ 12,000.00
2	Traffic Control	1	LS	35,000.00	35,000.00
3	16 inch Class 350 Ductile Iron Pipe	3,100	LF	90.00	279,000.00
4	14 inch Class 350 Ductile Iron Pipe	4,270	LF	70.00	298,900.00
5	12 Inch Class 350 Ductile Iron Pipe	2,700	LF	60.00	162,000.00
6	Bore and Jack under State Route 99	250	LF	1,500.00	375,000.00
7	16 Inch Water Gate Valve	8	EA	9,500.00	76,000.00
8	14 Inch Water Gate Valve	12	EA	7,500.00	90,000.00
9	12 Inch Water Gate Valve	4	EA	4,400.00	17,600.00
10	2 Inch Combination Air/Vacuum Valves	6	EA	3,250.00	19,500.00
11	12 Inch Dead End Water Main	1	EA	2,500.00	2,500.00
12	Fire Hydrant Assemblies	22	EA	5,000.00	110,000.00
13	Trench Restoration (16 Inch WM)	3,100	LF	35.00	108,500.00
14	Trench Restoration (14 Inch WM)	2,390	LF	32.00	76,480.00
15	Trench Restoration (12 Inch WM)	2,700	LF	30.00	81,000.00
16	Connect to Existing Water System	2	LS	3,250.00	6,500.00
17	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	3,500.00	3,500.00

Total Bid Schedule F = \$1,753,480.00

Bid Schedule G (Domestic Water Improvements - Phase 2)

1	Mobilization/Demobilization	1	LS	\$ 8,000.00	\$ 8,000.00
2	Traffic Control	1	LS	25,000.00	25,000.00
3	16 inch Class 350 Ductile Iron Pipe	4,650	LF	0.00	0.00
4	14 inch Class 350 Ductile Iron Pipe	1,350	LF	62.00	83,700.00
5	Bore and Jack under State Route 99	300	LF	1,500.00	450,000.00
6	16 Inch Water Gate Valve	7	EA	0.00	0.00
7	14 Inch Water Gate Valve	8	EA	7,500.00	60,000.00
8	2 Inch Combination Air/Vacuum Valves	4	EA	2,400.00	9,600.00
9	Fire Hydrant Assemblies	15	EA	5,000.00	75,000.00
10	Connect to Existing Water System	2	LS	3,250.00	6,500.00
11	Trench Sheet piling, Shoring, and Bracing, as required by Section 6707 of the California Labor Code)	1	LS	3,500.00	3,500.00

Total Bid Schedule G = \$721,300.00