



AGENDA
RIO DELL CITY COUNCIL
CLOSED SESSION – 6:00 P.M.
REGULAR MEETING – 6:30 P.M.
TUESDAY, JUNE 4, 2013
CITY COUNCIL CHAMBERS
675 WILDWOOD AVENUE, RIO DELL

WELCOME . . . By your presence in the City Council Chambers, you are participating in the process of representative government. Copies of this agenda, staff reports and other material available to the City Council are available at the City Clerk's office in City Hall, 675 Wildwood Avenue. Your City Government welcomes your interest and hopes you will attend and participate in Rio Dell City Council meetings often.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Office of the City Clerk at (707) 764-3532. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

THE TYPE OF COUNCIL BUSINESS IS IDENTIFIED IMMEDIATELY AFTER EACH TITLE IN BOLD CAPITAL LETTERS

A. CALL TO ORDER – 6:00 p.m.

B. ROLL CALL

C. ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION AS FOLLOWS:

- 1) 2013/0604.01 - CLOSED SESSION TO DISCUSS PUBLIC EMPLOYEE PERFORMANCE EVALUATION - Pursuant to Government Code Section 54957
Title: City Manager

D. PUBLIC COMMENT REGARDING CLOSED SESSION

E. RECESS INTO CLOSED SESSION

F. RECONVENE INTO OPEN SESSION – 6:30 p.m.

G. ORAL ANNOUNCEMENTS

H. PLEDGE OF ALLEGIANCE

I. CEREMONIAL MATTERS

- 1) 2013/0604.02 – Swearing in of Newly Appointed Planning Commissioner Carol Theuriet

J. PUBLIC PRESENTATIONS

This time is for persons who wish to address the Council on any matter not on this agenda and over which the Council has jurisdiction. As such, a dialogue with the Council or staff is not intended. Items requiring Council action not listed on this agenda may be placed on the next regular agenda for consideration if the Council directs, unless a finding is made by at least 2/3rds of the Council that the item came up after the agenda was posted and is of an urgency nature requiring immediate action. Please limit comments to a maximum of 3 minutes.

K. CONSENT CALENDAR

The Consent Calendar adopting the printed recommended Council action will be enacted with one vote. The Mayor will first ask the staff, the public, and the Council members if there is anyone who wishes to address any matter on the Consent Calendar. The matters removed from the Consent Calendar will be considered individually in the next section, "SPECIAL CALL ITEMS".

- 1) 2013/0604.03 - Approve Minutes of the May 21, 2013 Regular Meeting (**ACTION**) 1
- 2) 2013/0604.04 - Approve Resolution No. 1201-2013 Approving and Accepting the Correction of the Grant Deed for the Monument Springs (APN 205-051-014) and Direct Staff to Record the Correction Grant Deed and Notice of Acceptance (**ACTION**) 11
- 3) 2013/0604.05 - Approve Resolution No, 1202-2013 Adopting the Gann Appropriations Limits for the year 2013-2014 (**ACTION**) 17
- 4) 2013/0604.06 - Approve Pay Request No. 15 to Wahlund Construction/Sequoia Construction Specialties in the Amount of \$42,826.75 for Work Related to the Wastewater Treatment Plant Upgrade and Disposal Project (**ACTION**) 24
- 5) 2013/0604.07 - Approve Property Tax Administrative Fee Settlement Agreement and Release with the County of Humboldt in the Amount of \$30,554.88 and Direct Mayor to Sign the Agreement (**ACTION**) 36
- 6) 2013/0604.08 - Approve Amendment to the GHD Engineering Agreement Designating Merritt Perry of GHD as City Engineer (**ACTION**) 43

L. SPECIAL PRESENTATIONS

M. SPECIAL CALL ITEMS/COMMUNITY AFFAIRS

- 1) "SPECIAL CALL ITEMS" from Consent Calendar

N. ORDINANCES/SPECIAL RESOLUTIONS/PUBLIC HEARINGS

- 1) 2013/0604.09 - Public Hearing/Introduction and First Reading (by title only) of Ordinance No. 301-2013 Amending the Non-Conforming Regulations, Section 17.30.160 of the Rio Dell Municipal Code (**ACTION**) 44
- 2) 2013/0604.10 - Public Hearing/Review Draft Circulation Element and Continue Consideration of the Draft Circulation Element to the Meeting of June 18, 2013 (**ACTION**) 58

O. REPORTS/STAFF COMMUNICATIONS

1. City Manager
2. Chief of Police
3. Finance Director
4. Community Development Director

P. COUNCIL REPORTS/COMMUNICATIONS

Q. ADJOURNMENT

*The next regular meeting will be on June 18, 2013
at 6:30 p.m. in City Hall Council Chambers*

**RIO DELL CITY COUNCIL
REGULAR MEETING
MAY 21, 2013
MINUTES**

The closed session/regular meeting of the Rio Dell City Council was called to order at 5:30 p.m. by Mayor Thompson.

ROLL CALL: Present: Mayor Thompson, Councilmembers Marks and Wilson

Absent: Councilmember Woodall (excused)

Others Present: (Closed Session): City Manager Stretch, Water/Roadways Superintendent Jensen and City Attorney Gans

(Regular Meeting): City Manager Stretch, Water/Roadways Superintendent Jensen, City Attorney Gans and City Clerk Dunham

Absent: Chief of Police Hill, Finance Director Beauchaine, Community Development Director Caldwell and Wastewater Superintendent Chicora (excused)

ANNOUNCEMENT OF ITEMS TO BE DISCUSSED IN CLOSED SESSION AS FOLLOWS:

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Consider Initiation of Litigation Pursuant to Subdivision (c) of Section 54956.9: Potential Case (facts and circumstances not yet known to adverse party)

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Consider Initiation of Legal Review and Potential Case (fact and circumstances known to adverse parties), Adverse Claims to 5.5 Acre City of Rio Dell Real Property Parcel Located off Monument Road (APN 205-041-014)

CLOSED SESSION TO DISCUSS PUBLIC EMPLOYEE PERFORMANCE EVALUATION

(Pursuant to Section 54957) Title: City Manager

PUBLIC COMMENT REGARDING CLOSED SESSION

There were no members of the public present to comment.

The Council recessed into closed session at 5:31 p.m.

The Council reconvened into open session at 6:30 p.m.

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City Attorney Gans announced there were three (3) closed session items. With respect to the first item, no action was taken. On Item 2, a motion was made by Wilson/Johnson to commission the City Attorney to research and evaluate real property title issues pertaining to access and other rights incidental to the City's Monument Road Parcel (APN 205-041-014). Motion carried 4-0. Item 3 was continued to the next regular meeting.

CEREMONIAL MATTERS

Proclamation Proclaiming May 2013 as Older Americans Month

Mayor Thompson read the proclamation then presented it to Victoria Einstein from Area I on Aging. She expressed her appreciation for the Council's support and said since 1980, Area I on Aging has brought government funded services to seniors including meals, long term care, legal services, nutritional training for care givers, and small amounts of emergency funding as well as many other needed services. She said while we are honoring our elders, the agency is also struggling to keep much needed funding; it is expected that that revenues will be reduced by \$43,000 over the next 5 months. She added that they have researched facts in attempt to make a plea to the government on how the budget cuts will affect elders and encouraged Council members to let legislators know how crucial the funding is to our seniors.

Councilmember Marks said she would like to recognize the presence of Art and Barbara Perra in the audience. She said they lived in Rio Dell for many years, had a business, and were very active in the community. They played a big part in shaping Rio Dell.

PUBLIC PRESENTATIONS

Sharon Wolff addressed the Council and stated there was a lot of discussion back in February about establishing a Rental Housing Inspection Program and asked what the status is of that program. City Manager Stretch stated that staff is still in the process of inventorying properties; when that is complete the draft ordinance will come back to the Council for further discussion and a public hearing.

Chris Mobley from Eel River Disposal Co. provided a brief report on the Annual Spring Clean-Up Event that took place on May 11th. He reported there were a total of 22.54 tons of trash, wood, green waste and metal collected during the 4 hour event. He said except for a few complaints received from those who got turned away because the trucks were full, the event went very well. He said for some reason, there was a much better turnout than previous years.

Councilmember Wilson commented that the reason may be because of Scotia no longer accepting green waste.

Councilmember Marks asked if the materials from this event counts toward the City's waste diversion; Karen Smith, also present from Eel River Disposal Co. said that it is not factored into the formula.

Councilmember Marks commented that she self-hauled her waste to ERD and no one asked for her zip code; it was explained that they only survey where the trash is coming from between the 8th and the 14th during the last month of each quarter.

City Manager Stretch pointed out that the City sent out a city-wide mailer to notify citizens about the event which probably made a significant difference in the number of citizens who participated.

City Attorney Gans left the meeting at this time.

CONSENT CALENDAR

Councilmember Marks asked that Item No. 1 *Approval of Minutes of the May 7, 2013 Regular Meeting* be removed from the consent calendar and placed under *Special Call Items* for separate discussion.

Motion was made by Johnson/Wilson to approve the consent calendar authorizing the Finance Director to sign and submit the Annual Transportation Development Act (TDA) Claim. Motion carried 4-0.

SPECIAL PRESENTATIONS

City Engineer Project Status Report – Merritt Perry

City Engineer Merritt Perry provided the Council with a brief project update stating there are currently three (3) active projects they are working on: the Downtown Streetscape Improvement Project; the Safe Routes to School Project; and assistance with permitting requirements for the Water Infiltration Gallery.

He reported that the designs for the Downtown Streetscape Improvement Project and the Safe Routes to School are essentially complete and the projects will proceed along the same timeline. The advertisement for bids will go out the first week in June with construction to begin the first week in August, following Wildwood Days.

Mayor Thompson asked if the public was notified about the construction of the upcoming projects; City Engineer Perry said it had not been done but was a great suggestion. He said the City did a lot of public outreach during the design phase of the last downtown project.

City Manager Stretch said the City will take the lead in regard to public outreach.

City Engineer Perry said the Safe Routes to School is a small project consisting of a lighted pedestrian crossing at the intersection of Wildwood Avenue and Center Street, a bulb-out at the existing trail crossing at Second Avenue and Davis St. and a sidewalk on the south side of Davis Street between Second and Third Avenues.

He said they are also working on the environmental documentation and regulatory permitting for the Water Infiltration Gallery maintenance, and a plan for perhaps some grading.

SPECIAL CALL ITEMS/COMMUNITY AFFAIRS

Approval of Minutes of the May 7, 2013 Regular Meeting

Councilmember Marks pointed out a small correction to page 7 (last paragraph) of the minutes stating that she was referring to cars driving by; not motorcycles. City Clerk Dunham noted the correction.

Motion was made by Marks/Wilson to approve the minutes of the May 7, 2013 regular meeting as corrected. Motion carried 4-0.

Approve Agreement with GHD Inc. for CEQA, Permitting, and Biological Assessment for Emergency Riverbed Alterations Required for Water Infiltration Gallery during Low-Flow Conditions and Authorize the City Manager to Execute Documents

City Manager Stretch provided a staff report and explained this item is to ratify the City Manager's action to direct GHD to proceed with permitting requirements and biological assessments related to approval by the regulatory agencies for maintenance in the Eel River bed on the City's infiltration gallery. He said the gravel bar is gathering over the City's infiltration gallery and since time was of the essence to get the necessary work underway, he exercised his authority and authorized GHD to proceed. He said it is in his authority to commence public works projects of \$45,000 or less and this project is estimated well below that amount at \$25,000 to \$35,000.

Mayor Thompson asked for public comment regarding this matter; there was no public comment received.

Councilmember Marks asked for a project timeline; City Manager Stretch explained the process has begun and that the surveyor was out today.

City Engineer Perry said he was working with scientists to develop a plan and identify mitigation measures. He said hopefully a Negative Declaration won't be required because it will take more time and drive the cost up. He said he will be setting up a meeting with the various regulatory agencies.

Motion was made by Johnson/Wilson to ratify the City Manager/Public Works Director's action of 5-8-13 to direct the commencement of work by GHD on the permitting requirements and biological assessments related to approvals from the US Army Corp of Engineers, Regional Water Quality Control Board and the California Department of Fish and Game for maintenance in the Eel River bed on the City's infiltration gallery; and authorize the City Manager to execute any application, agreement, permit or other necessary document related to this matter. Motion carried 4-0.

Authorize the City Manager to Sign and Submit Local Agency Construction Administration Checklist and the Request for Approval of Cost Effectiveness/Public Interest Finding Related to the Wildwood Ave. Pedestrian and Landscape Project Documents

City Manager Stretch provided a staff report and explained that projects such as this that are funded with State and Federal funds require certain findings and certifications. The first finding is that the project is in the public interest, and the second finding is that it is cost effective for PG&E to furnish the electrical service to the Town Clock and the Welcome Sign. City Manager Stretch commented the second document to be signed is the Local Agency Construction Contract Administration Checklist to acknowledge that the City is informed of and will follow the checklist of contract requirements.

Councilmember Marks questioned the status of advertising for bids; City Manager Stretch said he will be asking for Council authorization to go out to bid under a separate agenda item.

Motion was made by Marks/Johnson to authorize the City Manager to sign and submit 1) Local Agency Construction Administration Checklist; and 2) the Request for Approval of Cost Effectiveness/Public Interest Finding. Motion carried 4-0.

Provide Staff Direction to Research and Prepare Options for the Development of a Strategy to Meet the Impending State (2020) 75% Solid Waste Diversion Requirement

City Manager Stretch provided a staff report and said a letter was received from CalRecycle informing the City that its 2007-2011 waste stream diversion was compliant with AB 939 requirements set at 50% diversion. He explained that had the requirement not been met, the City could have been subject to a fine of up to \$10,000 per day. He said the letter also stated that the State requirement is set to increase to 75% by the year 2020 which will be very challenging. He said it seems the City needs to get serious about developing a strategy for implementation of the new mandate.

City Manager Stretch suggested the Council direct the City Manager to work with Eel River Disposal to develop a strategy and prepare options for Council consideration. He said with Council's direction he will add the item to his Work Plan for 2013-2014. He said it will be important to engage the public in the process.

Mayor Thompson asked for public comment on the matter.

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Carol Theuriet asked for clarification that what they are saying is that based on what is now being put into the waste stream; the amount diverted must be increased by 25%. She asked how the City is going to get people to basically not throw away trash, and asked if it is possible to go to the State and ask for an exception if it is not possible to achieve that goal.

City Manager Stretch commented that the AB939 is a State mandate/law.

Chirs Mobley, ERD explained that anything that doesn't go to the landfill goes toward the City's diversion rate. He noted there are many options available; it just depends on how far the City wants to go.

Mike Chase commented that the recycle bins at City Hall are always full and said one option might be to have more bins.

Chris Mobley said people are using the bins to dump household garbage and commercial waste and said there needs to be more curbside recycling. He said another option is to implement a green waste program.

Councilmember Johnson asked if there are any provisions contained in AB939 that address growth in the community, particularly commercial growth. City Manager Stretch said he does not recall such a provision but agreed to research the legislation further.

Councilmember Wilson said if he understands the calculations correctly you take the total amount of waste taken to the landfill in 2011 and subtract that total from what is taken to the landfill in 2012 and that is the amount of diversion.

Karen Smith, ERD said there was a base line established in 2007.

Councilmember Wilson commented that only 41% of Rio Dell's residents subscribe to curbside garbage/recycling collection and asked how it will help if that number increases.

It was pointed out that whether someone has service or not they still have to go to the dump to get rid of their garbage.

Chris Mobley noted that when a customer signs up for garbage service, they automatically get the recycling tote which helps to increase the diversion rate. He said public outreach is very important.

Discussion continued regarding the method of calculating the amount of diversion.

Councilmember Wilson asked: "does the amount of recycling versus the amount of waste picked up count toward the diversion rate?" Chris Mobley answered that it does not.

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City Manager Stretch commented that the basis for coming up with the diversion number does not make sense.

Chris Mobley commented that commercial users and multi-unit property owners need to get on board.

Councilmember Johnson said it seems what is really needed is a profile of the City's waste to determine the amount of garbage versus green waste versus recycling.

Chris Mobley said that HWMA actually did conduct a waste audit.

Councilmember Marks commented that the white bag program is not factored in and that there are a number of seniors that purchase the bags because they generate such a small amount of garbage. Essentially they have service, they simply pay up front.

Motion was made by Wilson/Johnson to direct the City Manager to research and prepare options for the development of a strategy to meet the impending State (2020) 75% solid waste diversion requirement. Motion carried 4-0.

Authorize the City Manager to Advertise for Bids for (2) Projects; the Wildwood Ave. Downtown Streetscape Improvement Project and the Davis and Wildwood Ave. Safe Routes to School

City Manager Stretch provided a staff report and stated the plans and specifications for the Wildwood Ave. Downtown Streetscape Improvement Project and the Safe Routes to School Project are essentially complete. He reviewed the anticipated schedules for completion of the projects and asked for authorization to advertise for bids once the City receives the Notice to Proceed from CalTrans.

Carol Theuriet asked if there is anything that could potentially delay the projects; City Manager Stretch stated that the funding is in place, agreements have been signed and everything is ready to go.

Councilmember Johnson asked if the community was engaged during the design phase of each project and if there was any public input.

City Engineer Perry commented there was a lot of public outreach by the former City Manager including several public meetings and actual door-to-door contact with citizens.

Councilmember Wilson said the Downtown Streetscape Project has had more opportunity for public response than any other project during his time on the City Council.

Councilmember Johnson referred to the plans and specs for the Downtown Streetscape Project and had a number of questions regarding the specifications.

City Engineer Perry said if there are a lot of detailed comments he will be happy to stay after the meeting is adjourned and go over the plans in more detail with Councilmember Johnson.

City Manager Stretch said provided none of Councilmember Johnson's concerns are substantive enough to preclude the City from going out to bid on the project, he would suggest they go over his questions at the end of the meeting.

Councilmember Marks asked if GHD will be preparing the bid documents and said in previous bid documents, it read "should" rather than "must." City Engineer Perry commented that it was not GHD who prepared the bid documents she is referring to and said he is very familiar with the language in bid documents and paid close attention in preparing them to avoid any potential problems.

Motion was made by Marks/Wilson to authorize the City Manager to advertise for bids for two projects; the Wildwood Ave. Downtown Streetscape Improvement Project and the Davis and Wildwood Avenue Safe Routes to School Project. Motion carried 4-0.

Appointment for Vacancy on the Rio Dell Planning Commission for Remainder of Term Ending December 31, 2015

City Manager Stretch provided a brief staff report and stated that Carol Theuriet is the only applicant wishing to be considered for appoint and as such, the Council can simply forego balloting and approve the appointment; or direct staff to post a Notice of Vacancy extending the application period.

Councilmember Marks stated that Carol was interviewed for the City Council vacancy and proved to be a good candidate.

Motion was made by Marks/Johnson to approve the appointment of Carol Theuriet to the Rio Dell Planning Commission to fill the unexpired term ending December 31, 2015. Motion carried 4-0.

City Manager Stretch noted the swearing in will take at the next regular City Council meeting.

Approve Appointments of City Councilmember Assignments to Various Boards, Committees, Commissions and JPA's

Mayor Thompson reviewed his recommended changes to the existing assignments.

Motion was made by Wilson/Johnson to approve the appointments of City Councilmember assignments to the various boards, committees, commissions and JPA's as follows:

	<u>Appointee</u>	<u>Alternate</u>
• Humboldt County Association of Government (HCAOG)	Johnson	Thompson
• Humboldt County Convention & Visitors Bureau	Marks	Woodall
• Humboldt Waste Management Authority (HWMA)	Thompson	Johnson
• Humboldt Transit Authority (HTA)	Woodall	Thompson
• League of California Cities (Redwood Empire Division)	Johnson	Woodall
• Redwood Region Economic Development Commission	Wilson	Johnson
• Redwood Coast Energy Authority	Wilson	Marks
• Humboldt/Del Norte Hazardous Response Authority	Woodall	Thompson

Internal Committees

• Traffic Committee	Marks	Wilson
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Motion carried 4-0.

COUNCIL REPORTS/COMMUNICATIONS

Mayor Thompson commented that training on the Brown Act and Ethics Training has most likely expired for public officials; staff agreed to research expiration dates and to provide information on upcoming trainings.

City Manager Stretch said the League of California Cities offers trainings and offers specific training for new City Council members. He said if the Council is interested, he will get information on upcoming trainings. He said another approach is to arrange for City Attorney Gans to provide training on the Brown Act. He indicated that the training through the League of California Cities is much more costly however it does allow Council members to develop a network which can be very beneficial. He said he will contact the League with training dates and costs.

REPORTS/STAFF COMMUNICATIONS

City Manager Stretch reported on recent activities in the city manager department and said the City recently renewed its membership with the League of California Cities which is good. He said there are currently a number of items at the State level happening and it is important to have an advocacy group looking out for the City’s best interest. He said he recently attended the North Coast chapter of the League and it was a very good meeting. He said he would encourage the City’s representative to attend the local meetings.

On behalf of Chief Hill, City Manager Stretch then reported on recent activities in the police department and said with regard to the Animal Control Agreement with the City of Fortuna, 9 animals were transported for a total cost for the past 7 months of \$1,800; compared to \$17,500 if

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the City had continued contract services with Miranda's Animal Shelter; Sergeant Wiener attended Homicide Investigation Training which was an excellent training; the Circus which took place over the weekend went off without a hitch in spite of the warnings there would be protesters picketing the event; said he and the Chief met to discuss the river bar access and drafted a work program to identify responsibilities; and announced there will be a DUI check point in Rio Dell on Friday night.

Councilmember Marks stated that she noticed in the check register that a payment was made to the City's auditors and asked if the audit was close to being completed; City Manager Stretch said the audit is almost done and staff will be scheduling a date for an audit presentation very soon.

Carol Theuriet announced that she had contacted the Times-Standard and provided them with the current City Council organization.

ADJOURNMENT

There being no further business to discuss, the meeting adjourned at 7:55 p.m. to the June 4, 2013 regular meeting.

Attest:

Jack Thompson, Mayor

Karen Dunham, City Clerk



For Meeting of: June 4, 2013

To: City Council

From: Kevin Caldwell, Community Development Director

Through:  Jim Stretch, City Manager

Date: May 23, 2013

Subject: Correction Deed; Certificate of Acceptance
Monument Springs Parcel; APN 205-041-014

Recommendation:

That the City Council:

1. Approve and adopt Resolution 1202-2013 approving and accepting the correction of the legal description in the 1969 deed from the Rio Dell Water Company to the City;
2. Direct staff to record the Correction Grant Deed and Certificate of Acceptance;

Background:

In 1969 the City purchased the Rio Dell Water system for Julio J. Rovai and Melba G. Rovai, his wife and Louis J. Rovai and Mary Rovai, his wife. The sale was documented in the General Deed and Bill of Sale recorded on December 30, 1969 in Book 1026, Page 445, Humboldt County Official Records. Staff has discovered an error in the deed that describes the Monument Springs parcel, APN 205-041-014. The error is the omission of the bearings and distance of one course. Staff had Correction Deed prepared to correct the error. See **Attachment 1**. The

omitted course is in *italics* and reads: ***thence South 6 degrees 08 minutes West 78 feet.*** Staff attempted to record the Correction Deed, but the County Recorder's office indicated that although the document is a Correction Grant Deed, a Certificate of Acceptance is required as well. Staff has prepared the Resolution and the Certificate of Acceptance. See Attachments 2 and 3.

Attachment 1: Correction Grant Deed

Attachment 2: Resolution No. 1202-2013

Attachment 3: Certificate of Acceptance

This instrument is for the benefit of the City of Rio Dell

Recording Requested by:
City of Rio Dell
Community Development Department

Return to:
City of Rio Dell
675 Wildwood Avenue
Rio Dell, CA. 95562

 COPY

CORRECTION GRANT DEED

The undersigned grantor(s) declare(s) Documentary transfer tax is \$0.00, City Tax is \$0.00

- computed on full value of property conveyed, or
- computed on full value less value of liens or encumbrances remaining at time of sale,
- Unincorporated Area

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

The City of Rio Dell, a municipal corporation, successor in interest to City of Rio Dell, California, Municipal Water corporation, a California nonprofit corporation

hereby grants to

The City of Rio Dell, a municipal corporation, the following described real property in the County of Humboldt, State of California:

-SEE LEGAL DESCRIPTION (EXHIBIT A) ATTACHED HERETO AND MADE A PART HEREOF-

This Deed is being recorded to correct an error in the legal description in Deed recorded December 30, 1969 in Book 1026, page 445, Humboldt County Official Records.

Dated MAY 20, 2013



The City of Rio Dell, a municipal corporation
James R. Stretch, City Manager

State of California
County of Humboldt

On MAY 20, 2013 before me, MARGARET E. MORRIS-TOSTE, NOTARY PUBLIC personally appeared James R. Stretch who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.
Signature  (Seal)

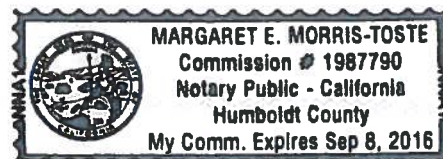


EXHIBIT A
LEGAL DESCRIPTION

That certain real property situated in the State of California, County of Humboldt, described as follows:

That portion of the Northeast Quarter of Southwest Quarter and of the Northwest Quarter of Southeast Quarter of Section 12 in Township 1 North, Range 1 West, Humboldt Meridian, described as follows:

BEGINNING at a point 314 feet North and 1495.9 feet West of the Southeast corner of the Northwest Quarter of Southeast Quarter of aforesaid Section; and running

thence North 1 degree 15 minutes East 76 feet to a point;
thence North 43 degrees 15 minutes East 169.3 feet to a point on the East side of a roadway;
thence North 66 degrees 29 ½ minutes East 162 feet to a point;
thence North 63 degrees 3 minutes East 73.5 feet to a point;
thence across aforesaid roadway North 3 degrees 57 minutes East 189.5 feet to a point;
thence North 54 degrees 56 minutes West 139 feet to a point;
thence North 48 degrees 26 ½ minutes West 188.8 feet to an iron pipe set on the face of a steep bluff;
thence South 12 degrees 13 ½ minutes West 323.4 feet to a point;
thence South 6 degrees 20 ½ minutes West 107.8 feet to a point;
thence South 36 degrees 48 minutes West 245.5 feet to a point;
thence South 1 degree 36 minutes West 100.4 feet to a point;
thence South 6 degrees 08 minutes West 78 feet;
thence across aforesaid roadway South 51 degrees 45 minutes West 67.9 feet to a point;
thence South 82 degrees 25 minutes West 47.1 feet to a point;
thence leaving said roadway South 55 degrees 15 minutes West 80 feet to a point;
thence due South 66 feet, more or less, to the South line of the Northeast Quarter of Southwest Quarter and of the Northwest Quarter of Southeast Quarter of aforesaid Section;
thence from said line in an Easterly direction 487 feet to a point; and
thence North 31 degrees 45 minutes West 323 feet, more or less, to the point of beginning.

APN 205-041-014

RESOLUTION NO. 1202 – 2013



RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIO DELL APPROVING AND
ACCEPTING THE CORRECTION GRANT DEED FOR THE MONUMENT SPRINGS
PARCEL, ASSESSOR PARCEL NUMBER 205-051-014:

WHEREAS in 1969 the City purchased the Rio Dell Water system for Julio J. Rovai and Melba G. Rovai, his wife and Louis J. Rovai and Mary Rovai, his wife; and

WHEREAS the sale was documented in the General Deed and Bill of Sale recorded on December 30, 1969 in Book 1026, Page 445, Humboldt County Official Records; and

WHEREAS staff has discovered an error in the deed that describes the Monument Springs parcel, APN 205-041-014; and

WHEREAS the error is the omission of the bearings and distance of one course; and

WHEREAS staff had Correction Deed prepared to correct the error; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rio Dell approves the recordation of the Correction Grant and Certificate of Acceptance and authorizes the City manager to execute all necessary documents.

I HEREBY CERTIFY that the forgoing Resolution was PASSED and ADOPTED at a regular meeting of the City Council of the City of Rio Dell on June 4, 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jack Thompson, Mayor

ATTEST:

I, Karen Dunham, City Clerk for the City of Rio Dell, State of California, hereby certify the above and foregoing to be a full, true and correct copy of Resolution No. 1202-2013 passed and adopted by the City Council of the City of Rio Dell on June 4, 2013.

Karen Dunham, City Clerk, City of Rio Dell

City of Rio Dell
Certificate of Acceptance

This is to certify that the interest in the real property conveyed by the Correction Grant Deed dated May 20, 2013 from the City of Rio Dell, a municipal corporation to the City of Rio Dell, a municipal corporation correcting an error in the legal description in the Deed recorded December 30, 1969 in Book 1026, Page 445, Humboldt County Official Records is hereby accepted by order of the undersigned officer on behalf of the City of Rio Dell pursuant to the authority conferred by Resolution No. 1202-2013, dated June 4, 2013.



Dated _____

James R. Stretch, City Manager
City of Rio Dell

675 Wildwood Avenue
Rio Dell, Ca 95562
(707) 764-3532



**CITY OF RIO DELL
STAFF REPORT
CITY COUNCIL AGENDA
June 4, 2013**

TO: Mayor and Members of the City Council
THROUGH: Jim Stretch,  City Manager
FROM: Stephanie Beauchaine, Finance Director 
DATE: May 23, 2013
SUBJECT: Gann Appropriations Limits for the year 2013-2014

RECOMMENDATIONS

Adopt Resolution No. 1203 -2013 adopting the Gann Appropriations Limit for the year 2013-2014

BACKGROUND AND DISCUSSION

Article XIII B of the California State Constitution, more commonly referred to as the Gann Initiative or Gann Appropriations Limit, was adopted by California voters in 1980 and placed limits on the amount of proceeds of taxes that state and local governmental agencies can appropriate and spend each year.

The limit is different for each agency and changes every year. The limit each year is based on the amount of tax proceeds that were authorized to be spent in Fiscal Year 1978-1979 in each agency and is modified for changes in inflation and population in each subsequent year. Inflationary adjustments are, by law, based on increases in the California per capita income or the increase in non-residential assessed valuation due to new construction. Population adjustments are based on city population growth or county population growth. The annual adjustment factors used in making this calculation are the cost of living adjustment-CPI based on the percentage change in California per capita income and the population adjustment based on the annual population change for the City.

The Appropriations Limit for fiscal year 2013-2014 is \$1,141,842.91. This is the maximum amount of tax proceeds the City will be able to appropriate and spend this fiscal year.

For fiscal year 2013-2014, the City of Rio Dell's estimated tax proceeds to be received, as well as tax proceeds appropriated by the City Council total \$627,217, which continues to be well under the legal limit.

Section 9710 of the State Government code, added in 1980 by the State Legislature, requires a governing body to annually adopt, by resolution, an Appropriations Limit each year.

Attachment: Gann Appropriations Limit Calculation

RESOLUTION NO. 1203-2013

**A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF RIO DELL
ADOPTING GANN APPROPRIATIONS LIMIT
FOR THE YEAR 2013-2014**

WHEREAS, the voters of the State of California in November 1979 approved Proposition 4, commonly known as the Gann Initiative; and

WHEREAS, the Proposition created Article XIII B of the California State Constitution placing limits on the amount of revenue which can be spent by all entities of the government within the State; and

WHEREAS, these limits require a municipality to determine an appropriations limit each year in accordance with a formula set forth by state law; and

NOW, THEREFORE BE IT RESOLVED, the City Council of the City of Rio Dell hereby adopts the Gann Appropriations limit of \$1,141,842.91 for year 2013-2014.

I HEREBY CERTIFY that the foregoing Resolution was duly introduced, passed and adopted at a regular meeting of the City Council of the City of Rio Dell, held on the 4th day of June, 2013 by the following vote:

AYES:
NOES: None
ABSENT: None
ABSTAIN: None

Jack Thompson, Mayor

ATTEST:

Karen Dunham, City Clerk

Appropriations Limit Calculation
2013-2014

Prior Years Appropriations Limit	<u>\$ 1,081,361.91</u>
Adjustmentn Factors for the current year	
Population Change	1.0045
Inflation	<u>1.0512</u>
Total Adjustment	1.0559
2010-2011 Appropriations Limit	<u><u>\$ 1,141,842.91</u></u>



May 2013

Dear Fiscal Officer:

Subject: Price and Population Information

Appropriations Limit

The California Revenue and Taxation Code, section 2227, mandates the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2013, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2013-14. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2013-14 appropriations limit. Attachment B provides city and unincorporated county population percentage change. Attachment C provides population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts

Some special districts must establish an annual appropriations limit. Consult the Revenue and Taxation Code section 2228 for further information regarding the appropriations limit. Article XIII B, section 9(C), of the State Constitution exempts certain special districts from the appropriations limit calculation mandate. The Code and the California Constitution can be accessed at the following website:
<http://leginfo.legislature.ca.gov/faces/codes.xhtml>.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this issue should be referred to their respective county for clarification, or to their legal representation, or to the law itself. No state agency reviews the local appropriations limits.

Population Certification

The population certification program applies only to cities and counties. Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2013.**

Please Note: Prior year's city population estimates may be revised.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

ANA J. MATOSANTOS
Director
By:

MICHAEL COHEN
Chief Deputy Director

Attachment

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2013-14 appropriation limit is:

Per Capita Personal Income	
Fiscal Year (FY)	Percentage change over prior year
2013-14	5.12

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2013-14 appropriation limit.

2013-14:

Per Capita Cost of Living Change = 5.12 percent
 Population Change = 0.79 percent

Per Capita Cost of Living converted to a ratio: $\frac{5.12 + 100}{100} = 1.0512$

Population converted to a ratio: $\frac{0.79 + 100}{100} = 1.0079$

Calculation of factor for FY 2013-14: $1.0512 \times 1.0079 = 1.0595$

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2012 to January 1, 2013 and Total Population, January 1, 2013

County City	<u>Percent Change</u>	<u>--- Population Minus Exclusions ---</u>		<u>Total</u>
	2012-2013	1-1-12	1-1-13	1-1-2013
Humboldt				
Arcata	0.38	17,769	17,836	17,836
Blue Lake	0.32	1,256	1,260	1,260
Eureka	0.12	26,988	27,021	27,021
Ferndale	0.15	1,364	1,366	1,366
Fortuna	0.27	11,853	11,885	11,885
Rio Dell	0.45	3,348	3,363	3,363
Trinidad	0.27	364	365	365
Unincorporated	0.49	71,564	71,914	72,113
County Total	0.37	134,506	135,010	135,209

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

675 Wildwood Avenue
Rio Dell, CA 95562



TO: Mayor and Members of the City Council
THROUGH: Jim Stretch, City Manager
FROM: Stephanie Beauchaine, Finance Director *SB*
DATE: May 29, 2013
SUBJECT: Wahlund/Sequoia Construction Pay Request #15

RECOMMENDATION

Approve Pay Request

BUDGETARY IMPACT

Pay Request #15 in the amount of \$42,826.75 will be funded through the State Water Resources Control Board (SWRCB) financing agreement project number C-06-7401-110 totaling \$12,980,859.

BACKGROUND AND DISCUSSION

Pay Request #15 has been approved for payment by the City's Construction Manager and City Manager.

BEHRENS CONSTRUCTION AND INSPECTION SERVICES
170 South Bank Chetco River Road
Brookings, OR 97415-8288

(707) 696-4650
rbehrens@rbehrens.org

To: Rio Dell City Council
Jim Stretch, City Manager
Stephanie Beauchaine, Finance Director
Rick Chicora, Wastewater Superintendent

From: Richard Behrens, Construction Manager

Date: 05/29/2013

Project Name: **Wastewater Treatment Plant Upgrade and Disposal Project**

The WWTP project is now into the fifteenth month of progress. The contractor has completed all phases of the bio-tank processes, the Chlorine Contact Basin and Effluent Pumping Station. The Aqua Sierra control system is installed and operational. Work is nearing completion the disposal site. The transmission line is complete from the river crossing to the treatment plant and pavement patching is nearly complete. The Therma-Flite sludge dryer system has been completed and is in operation, in testing mode. Underground piping and valves have been installed and the plant switchover is complete and in operation. The Blower Building is complete and in operation. Electrical/mechanical systems are nearly complete and cut-over of existing electrical systems is nearing completion. Construction of the new Operations Building has begun. Demolition of existing process piping and pumps has begun. The under-river transmission line application has been submitted to CalTrans, who has begun their response. Review by the State Lands Commission will be scheduled upon satisfaction of CalTrans and City requirements for Environmental Review requirements. Wahlund has provided, at no cost, the leaching pond which will be used until the under-river transmission line has been approved and installed.

Progress Payment Request No. 15 is attached. This pay request is based on the bid schedule breakdown provided by the contractor, Wahlund Construction, Inc./ Sequoia Construction Specialties, and the actual quantities of work completed and materials delivered to site.

There have been four approved Change Orders completed to date, totaling an amount of \$48,312.65. The adjusted contract amount to date is \$10,679,312.65. The total billed (net amount) thru Progress Pay Request No. 15, less retainer, is \$8,298,469.84.

I recommend payment to Wahlund Construction, Inc./ Sequoia Construction Specialties for Progress Pay Request No. 15 in the amount of \$42,826.75, that also takes into account a 5% retention. Payment to the contractors is due within 20 days of receipt of each Application for Payment. Progress Payment Request No. 15 was received (approved) 05/29/2013.

cc:

Craig Olson, HDR Inc.

Bret Rinehart, Wahlund Construction, Inc.

Brian Pritchard, Sequoia Construction Specialties

Progress Payment Summary

Owner: City of Rio Dell
Project Title: Rio Dell Wastewater Treatment Plant Upgrade and Disposal

Job #: 24-11
Payment #: 15
Period Ending: 31-May-13

1. Analysis of Authorized Contract Amount to Date

a. Authorized Contract Work Amount	\$ 10,631,000.00
b. Total Change Orders Work Amount	\$ 48,312.65
c. Adjusted Contract Amount to Date	\$ 10,679,312.65

2. Analysis of Work Performed

a. Contract and Change Orders Performed to Date	\$ 8,735,231.41
b. Retainer, 5%	\$ 436,761.57
c. Net Contract Work to Date	\$ 8,298,469.84
d. Previous Billed	\$ 8,255,643.09
e. Balance Due This Period	\$ 42,826.75

3. Certification of Contractor

According to the best of my knowledge and belief, I certify that all items and amounts shown on the Schedule of Values are correct; that all work has been performed and/or material supplied in full accordance with the requirements of the referenced Contract, and/or duly authorized deviations, substitutions, alterations, and/or additions.

All previous progress payments received on account of the Work have been applied on account to discharge Contractor's legitimate obligations associated with prior Applications for Payment.

Wahlund Construction, Inc.,/
Sequoia Construction Specialties

Ken Wahlund
Authorized Representative

Date: 5/25/2013 Title: Joint Venture Administrator

4. Certification of Construction Manager

I certify that I have checked and verified the above and foregoing Schedule of Values; that to the best of my knowledge and belief it is a true and correct statement of work performed and/or material supplied by the Contractor; that all work and/or material included in this Progress Payment Summary has been inspected by me and/or my duly authorized representative or assistants and that it has been performed and/or supplied in full accordance with the requirements of the referenced contract; and that the payment due to the Contractor is correctly computed on the basis of work performed and/or material supplied to date.

[Signature]
Construction Manager

Date: 5/29/13

5. Approval for Payment

[Signature]
City Manager

Date: 5/29/13

**WAHLUND CONSTRUCTION, INC./
SEQUOIA CONSTRUCTION SPECIALTIES**

A Joint Venture

License No. 855844

Eureka Office: 707-268-0150 Fax: 707-268-0137

**Rio Dell Wastewater Treatment
Plant Upgrade and Disposal Project
HDR Project No. 152932**

To: City of Rio Dell

675 Wildwood Avenue

Rio Dell, California 95562

Pay Request No.: 15

Period Ending: 05/31/13

Item	Description of Item	Qty	Unit	Unit Cost	Total Cost	Previous		This Period		Total To Date	
						Qty	\$	Qty	\$	Qty	\$
1	Bid Item 1										
	Sheeting, shoring and bracing or equivalent method conforming to applicable safety order.	1	LS	\$ 5,000.00	\$ 5,000.00	100%	\$ 5,000.00	0%	\$ -	100%	\$ 5,000.00
				Bid Item 1 Total	\$ 5,000.00		\$ 5,000.00		\$ -		\$ 5,000.00
2	Bid Item 2										
	Over-excavation and disposal of undesirable material and compaction of fill material under biological treatment facility as defined in Section 02200 of the specifications.	2,500	CY	\$ 35.00	\$ 87,500.00	2,500	\$ 87,500.00	0	\$ -	2,500	\$ 87,500.00
				Bid Item 2 Total	\$ 87,500.00		\$ 87,500.00		\$ -		\$ 87,500.00
3	Bid Item 3										
	14- inch recycled water pipeline from Station 1+50 (+/-) to Station 101+50 (+/-), including all appurtenances as required to complete work.	10,000	LF	\$ 108.00	\$ 1,080,000.00	10,000	\$ 1,080,000.00	0.00	\$ -	10,000	\$ 1,080,000.00
				Bid Item 3 Total	\$ 1,080,000.00		\$ 1,080,000.00		\$ -		\$ 1,080,000.00
4	Bid Item 4										
	Recycled water pipeline from Station 101+50 (+/-) to Station 201+50 (+/-), including all work in Caltrans right-of-way.	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	0%	\$ -	0%	\$ -	0%	\$ -
				Bid Item 4 Total	\$ 1,500,000.00		\$ -		\$ -		\$ -
5	Bid Item 5										
	All work at disposal site on north side of Eel River outside of Caltrans right-of-way.										
5.1	Site Cleaning	1	LS	\$ 15,000.00	\$ 15,000.00	100%	\$ 15,000.00	0%	\$ -	100%	\$ 15,000.00
5.2	Earthwork	1	LS	\$ 289,475.00	\$ 289,475.00	99%	\$ 286,580.25	1%	\$ 2,894.75	100%	\$ 289,475.00
5.3	Distribution and Turnout Boxes	1	LS	\$ 15,000.00	\$ 15,000.00	100%	\$ 15,000.00	0%	\$ -	100%	\$ 15,000.00
5.4	Precast Concrete Pump Station	1	LS	\$ 28,000.00	\$ 28,000.00	100%	\$ 28,000.00	0%	\$ -	100%	\$ 28,000.00
5.5	Pump Station Base & Equipment Pad	1	LS	\$ 6,825.00	\$ 6,825.00	100%	\$ 6,825.00	0%	\$ -	100%	\$ 6,825.00
5.6	Overflow Valve Concrete Pads	1	LS	\$ 20,475.00	\$ 20,475.00	100%	\$ 20,475.00	0%	\$ -	100%	\$ 20,475.00
5.7	Hydroseeding	1	LS	\$ 54,059.25	\$ 54,059.25	100%	\$ 54,059.25	0%	\$ -	100%	\$ 54,059.25
5.8	Submersible Non-Clog Tailwater Pumps	1	LS	\$ 32,386.10	\$ 32,386.10	97.73%	\$ 31,651.98	0.00%	\$ -	97.73%	\$ 31,651.98
5.9	REW Piping	1	LS	\$ 150,000.00	\$ 150,000.00	97.81%	\$ 146,717.52	0.00%	\$ -	97.81%	\$ 146,717.52
5.10	DFD Piping	1	LS	\$ 145,000.00	\$ 145,000.00	100%	\$ 145,000.00	0%	\$ -	100%	\$ 145,000.00
5.11	Tailwater Pump Piping - Material	1	LS	\$ 20,002.50	\$ 20,002.50	100%	\$ 20,002.50	0%	\$ -	100%	\$ 20,002.50

5.12	Tailwater Pump Piping - Labor	1	LS	\$ 7,381.50	\$ 7,381.50	100%	\$ 7,381.50	0%	\$ -	100%	\$ 7,381.50
5.13	Tailwater Pump Installation per D04	1	LS	\$ 6,460.65	\$ 6,460.65	75%	\$ 4,845.49	25%	\$ 1,615.16	100%	\$ 6,460.65
5.14	HDG Bar Grating 2x per 1/D03	1	LS	\$ 2,625.00	\$ 2,625.00	100%	\$ 2,625.00	0%	\$ -	100%	\$ 2,625.00
5.15	PVC Stilling Well per D04	1	LS	\$ 2,310.00	\$ 2,310.00	100%	\$ 2,310.00	0%	\$ -	100%	\$ 2,310.00
				Bid Item 5 Total			\$ 795,000.00		\$ 4,509.91		\$ 790,983.40
6	Bid Item 6										
All work as required per the MMRP as outlined in Specification Section 01560.		1	LS	\$ 70,000.00	\$ 70,000.00	90%	\$ 63,000.00	5%	\$ 3,500.00	95%	\$ 66,500.00
				Bid Item 6 Total			\$ 63,000.00		\$ 3,500.00		\$ 66,500.00
7	Bid Item 7										
Storm Water Pollution Prevention Plan and Implementation per Specification Section 02271.		1	LS	\$ 10,500.00	\$ 10,500.00	90%	\$ 9,450.00	5%	\$ 525.00	95%	\$ 9,975.00
				Bid Item 7 Total			\$ 9,450.00		\$ 525.00		\$ 9,975.00
8	Bid Item 8										
All other work as indicated on the project plans and defined in the project specifications.											
8.1	Bidding Requirements										
8.1.1	Performance & Payment Bond	1	LS	\$ 82,000.00	\$ 82,000.00	100%	\$ 82,000.00	0%	\$ -	100%	\$ 82,000.00
8.1.2	Insurance	1	LS	\$ 88,000.00	\$ 88,000.00	100%	\$ 88,000.00	0%	\$ -	100%	\$ 88,000.00
				Bidding Requirements Total			\$ 170,000.00		\$ -		\$ 170,000.00
8.2	General Requirements										
8.2.1	Mobilization	1	LS	\$ 156,250.00	\$ 156,250.00	100%	\$ 156,250.00	0%	\$ -	100%	\$ 156,250.00
8.2.2	Demobilization	1	LS	\$ 25,000.00	\$ 25,000.00	0%	\$ -	0%	\$ -	0%	\$ -
8.2.3	Plumbing Mobilization	1	LS	\$ 21,000.00	\$ 21,000.00	100%	\$ 21,000.00	0%	\$ -	100%	\$ 21,000.00
8.2.4	Field Engineering & Surveying	1	LS	\$ 10,000.00	\$ 10,000.00	98%	\$ 9,800.00	0%	\$ -	98%	\$ 9,800.00
8.2.5	Administration Requirements	1	LS	\$ 252,000.00	\$ 252,000.00	77.78%	\$ 196,000.00	5.56%	\$ 14,000.00	83.33%	\$ 210,000.00
8.2.6	Construction Schedules	1	LS	\$ 2,000.00	\$ 2,000.00	98%	\$ 1,960.00	0%	\$ -	98%	\$ 1,960.00
8.2.7	Submittals	1	LS	\$ 18,000.00	\$ 18,000.00	98%	\$ 17,640.00	0%	\$ -	98%	\$ 17,640.00
8.2.8	Temporary Offices, Sanitation, etc.	1	LS	\$ 54,000.00	\$ 54,000.00	77.78%	\$ 42,000.00	5.56%	\$ 3,000.00	83.33%	\$ 45,000.00
8.2.9	Project Sign	1	LS	\$ 1,500.00	\$ 1,500.00	100%	\$ 1,500.00	0%	\$ -	100%	\$ 1,500.00
8.2.10	Construction Photographs	1	LS	\$ 500.00	\$ 500.00	100%	\$ 500.00	0%	\$ -	100%	\$ 500.00
				General Requirements Total			\$ 446,650.00		\$ 17,000.00		\$ 463,650.00
8.3	WWTP Sitework										
8.3.1	Sludge Drying Bed Demolition	1	LS	\$ 45,750.00	\$ 45,750.00	100%	\$ 45,750.00	0%	\$ -	100%	\$ 45,750.00
8.3.2	Misc. Existing Tanks & Buildings Demolition	1	LS	\$ 18,459.00	\$ 18,459.00	0%	\$ -	0%	\$ -	0%	\$ -
8.3.3	Staging Area Earthwork & Grading	1	LS	\$ 25,000.00	\$ 25,000.00	100%	\$ 25,000.00	0%	\$ -	100%	\$ 25,000.00
8.3.4	Staging Area Temporary Fencing	1	LS	\$ 1,500.00	\$ 1,500.00	100%	\$ 1,500.00	0%	\$ -	100%	\$ 1,500.00
8.3.5	Hot Mix Asphalt Paving	1	LS	\$ 38,287.20	\$ 38,287.20	20%	\$ 7,657.44	0%	\$ -	20%	\$ 7,657.44
8.3.6	Canopy Slab @ CL2 Bldg	1	LS	\$ 5,250.00	\$ 5,250.00	100%	\$ 5,250.00	0%	\$ -	100%	\$ 5,250.00
8.3.7	Canopy Slab @ Ops Bldg	1	LS	\$ 7,350.00	\$ 7,350.00	100%	\$ 7,350.00	0%	\$ -	100%	\$ 7,350.00
8.3.8	Generator Slab	1	LS	\$ 13,125.00	\$ 13,125.00	100%	\$ 13,125.00	0%	\$ -	100%	\$ 13,125.00
8.3.9	CL2 Mixer Concrete Repair	1	LS	\$ 4,200.00	\$ 4,200.00	0%	\$ -	0%	\$ -	0%	\$ -
8.3.10	Chem Storage Slab	1	LS	\$ 4,200.00	\$ 4,200.00	0%	\$ -	0%	\$ -	0%	\$ -
8.3.11	3 Steel Canopies	1	LS	\$ 36,163.05	\$ 36,163.05	100%	\$ 36,163.05	0%	\$ -	100%	\$ 36,163.05

8.3.12	3 Bollards per C02	1	LS	\$	2,702.70	\$	2,702.70	100%	\$	2,702.70	0%	\$	-	100%	\$	2,702.70
8.3.13	Static Mixer & Chlorine Injection Precast Vault	1	LS	\$	16,500.00	\$	16,500.00	100%	\$	16,500.00	0%	\$	-	100%	\$	16,500.00
8.3.14	Existing Control Room Door	1	LS	\$	12,600.00	\$	12,600.00	100%	\$	12,600.00	0%	\$	-	100%	\$	12,600.00
8.3.15	Existing Control Room Roof	1	LS	\$	22,575.00	\$	22,575.00	0%	\$	-	0%	\$	-	0%	\$	-
	WWTP Sitework Total				\$ 253,661.95		\$ 253,661.95			\$ 173,598.19						\$ 173,598.19
8.4	Yard Piping															
8.4.1	12" Effluent Piping	1	LS	\$	60,000.00	\$	60,000.00	100%	\$	60,000.00	0%	\$	-	100%	\$	60,000.00
8.4.2	12" Influent Piping	1	LS	\$	50,000.00	\$	50,000.00	100%	\$	50,000.00	0%	\$	-	100%	\$	50,000.00
8.4.3	6" Sludge Piping	1	LS	\$	25,000.00	\$	25,000.00	0%	\$	-	0%	\$	-	0%	\$	-
8.4.4	8" Backwash Piping	1	LS	\$	30,000.00	\$	30,000.00	3.47%	\$	1,041.40	0.00%	\$	-	3.47%	\$	1,041.40
8.4.5	Misc. Underground Piping, Tie-Ins, Demo, Etc.	1	LS	\$	10,000.00	\$	10,000.00	100%	\$	10,000.00	0%	\$	-	100%	\$	10,000.00
8.4.6	Static Mixer & Chlorine Injection Vault Piping - Material	1	LS	\$	3,339.00	\$	3,339.00	100%	\$	3,339.00	0%	\$	-	100%	\$	3,339.00
8.4.7	Static Mixer & Chlorine Injection Vault Piping - Labor	1	LS	\$	1,443.75	\$	1,443.75	100%	\$	1,443.75	0%	\$	-	100%	\$	1,443.75
	Yard Piping Total				\$ 179,782.75		\$ 179,782.75			\$ 125,824.15						\$ 125,824.15
8.5	Headworks															
8.5.1	Influent Pump Installation per SP10	1	LS	\$	6,460.65	\$	6,460.65	100%	\$	6,460.65	0%	\$	-	100%	\$	6,460.65
8.5.2	Grating Support Channel and New Grating per SP10	1	LS	\$	5,537.70	\$	5,537.70	100%	\$	5,537.70	0%	\$	-	100%	\$	5,537.70
8.5.3	Headworks Pump Piping - Material	1	LS	\$	20,002.50	\$	20,002.50	100%	\$	20,002.50	0%	\$	-	100%	\$	20,002.50
8.5.4	Headworks Pump Piping - Labor	1	LS	\$	7,381.50	\$	7,381.50	100%	\$	7,381.50	0%	\$	-	100%	\$	7,381.50
	Headworks Total				\$ 39,382.35		\$ 39,382.35			\$ 39,382.35						\$ 39,382.35
8.6	Biological Treatment Facility															
8.6.1	Excavation	1	LS	\$	75,000.00	\$	75,000.00	100%	\$	75,000.00	0%	\$	-	100%	\$	75,000.00
8.6.2	Subgrade & Base Rock	1	LS	\$	25,000.00	\$	25,000.00	100%	\$	25,000.00	0%	\$	-	100%	\$	25,000.00
8.6.3	Tank Slab Form & Pour	1	LS	\$	262,500.00	\$	262,500.00	100%	\$	262,500.00	0%	\$	-	100%	\$	262,500.00
8.6.4	Tank Slab Rebar	1	LS	\$	330,750.00	\$	330,750.00	100%	\$	330,750.00	0%	\$	-	100%	\$	330,750.00
8.6.5	Tank Walls Form & Pour	1	LS	\$	682,500.00	\$	682,500.00	100%	\$	682,500.00	0%	\$	-	100%	\$	682,500.00
8.6.6	Tank Walls Rebar	1	LS	\$	309,750.00	\$	309,750.00	100%	\$	309,750.00	0%	\$	-	100%	\$	309,750.00
8.6.7	Sloped Fills	1	LS	\$	52,500.00	\$	52,500.00	100%	\$	52,500.00	0%	\$	-	100%	\$	52,500.00
8.6.8	Backfill	1	LS	\$	7,500.00	\$	7,500.00	100%	\$	7,500.00	0%	\$	-	100%	\$	7,500.00
8.6.9	Aluminum Stair with Railing	1	LS	\$	20,245.05	\$	20,245.05	100%	\$	20,245.05	0%	\$	-	100%	\$	20,245.05
8.6.10	AeroMod Equipment Installation	1	LS	\$	203,054.25	\$	203,054.25	100%	\$	203,054.25	0%	\$	-	100%	\$	203,054.25
8.6.11	Pipe Connections Bio Treatment 12"INFP, 12"EFF, 8"LPA & 4"LPA - SP01 & SP02 - Material	1	LS	\$	28,407.75	\$	28,407.75	100%	\$	28,407.75	0%	\$	-	100%	\$	28,407.75
8.6.12	Pipe Connections Bio Treatment 12"INFP, 12"EFF, 8"LPA & 4"LPA - SP01 & SP02 - Labor	1	LS	\$	23,404.50	\$	23,404.50	100%	\$	23,404.50	0%	\$	-	100%	\$	23,404.50
8.6.13	Selector Tank Piping - Material	1	LS	\$	819.00	\$	819.00	100%	\$	819.00	0%	\$	-	100%	\$	819.00
8.6.14	Selector Tank Piping - Labor	1	LS	\$	3,601.50	\$	3,601.50	100%	\$	3,601.50	0%	\$	-	100%	\$	3,601.50
8.6.15	Conduit and Pneumatic Systems - Material	1	LS	\$	1,312.50	\$	1,312.50	100%	\$	1,312.50	0%	\$	-	100%	\$	1,312.50
8.6.16	Conduit and Pneumatic Systems - Labor	1	LS	\$	8,100.75	\$	8,100.75	100%	\$	8,100.75	0%	\$	-	100%	\$	8,100.75
8.6.17	Aeration Tank Piping - Material	1	LS	\$	8,111.25	\$	8,111.25	100%	\$	8,111.25	0%	\$	-	100%	\$	8,111.25
8.6.18	Aeration Tank Piping - Labor	1	LS	\$	20,160.00	\$	20,160.00	100%	\$	20,160.00	0%	\$	-	100%	\$	20,160.00
8.6.19	Clarifier Piping - Material	1	LS	\$	5,785.50	\$	5,785.50	100%	\$	5,785.50	0%	\$	-	100%	\$	5,785.50
8.6.20	Clarifier Piping - Labor	1	LS	\$	7,203.00	\$	7,203.00	100%	\$	7,203.00	0%	\$	-	100%	\$	7,203.00
8.6.21	Digester Tank Piping - Material	1	LS	\$	5,323.50	\$	5,323.50	100%	\$	5,323.50	0%	\$	-	100%	\$	5,323.50

8.6.22	Digester Tank Piping - Labor	1	LS	\$	16,290.75	\$	16,290.75	100%	\$	16,290.75	0%	\$	-	100%	\$	16,290.75	
8.6.23	6"SL, 2W, 12"LPA, 4"SL - SP01 - Material	1	LS	\$	58,338.00	\$	58,338.00	100%	\$	58,338.00	0%	\$	-	100%	\$	58,338.00	
8.6.24	6"SL, 2W, 12"LPA, 4"SL - SP01 - Labor	1	LS	\$	34,156.50	\$	34,156.50	100%	\$	34,156.50	0%	\$	-	100%	\$	34,156.50	
8.6.25	7 Sch 10 Stainless LPA Crossovers per SP02	1	LS	\$	9,483.60	\$	9,483.60	100%	\$	9,483.60	0%	\$	-	100%	\$	9,483.60	
8.6.26	9 Hose Racks per SP01	1	LS	\$	7,087.50	\$	7,087.50	100%	\$	7,087.50	0%	\$	-	100%	\$	7,087.50	
				Biological Treatment Total				\$	2,206,384.90		\$	2,206,384.90				\$	2,206,384.90
8.7 Blower Building																	
8.7.1	Earlwork	1	LS	\$	5,000.00	\$	5,000.00	100%	\$	5,000.00	0%	\$	-	100%	\$	5,000.00	
8.7.2	Blower Building Concrete	1	LS	\$	36,750.00	\$	36,750.00	100%	\$	36,750.00	0%	\$	-	100%	\$	36,750.00	
8.7.3	Concrete Masonry	1	LS	\$	20,947.50	\$	20,947.50	100%	\$	20,947.50	0%	\$	-	100%	\$	20,947.50	
8.7.4	Roof Structure	1	LS	\$	42,000.00	\$	42,000.00	100%	\$	42,000.00	0%	\$	-	100%	\$	42,000.00	
8.7.5	Doors	1	LS	\$	7,035.00	\$	7,035.00	100%	\$	7,035.00	0%	\$	-	100%	\$	7,035.00	
8.7.6	New Blowers in Blower Building	1	LS	\$	6,460.65	\$	6,460.65	100%	\$	6,460.65	0%	\$	-	100%	\$	6,460.65	
8.7.7	Valves and Supports SP20 - Material Only	1	LS	\$	2,798.25	\$	2,798.25	100%	\$	2,798.25	0%	\$	-	100%	\$	2,798.25	
8.7.8	Blower Piping to Mech. Coupling Outside Blower Bldg	1	LS	\$	8,190.00	\$	8,190.00	95%	\$	7,780.50	5%	\$	409.50	100%	\$	8,190.00	
8.7.9	2 Bollards per SP19	1	LS	\$	2,086.35	\$	2,086.35	100%	\$	2,086.35	0%	\$	-	100%	\$	2,086.35	
8.7.10	HVAC	1	LS	\$	13,679.40	\$	13,679.40	0%	\$	-	0%	\$	-	0%	\$	-	
				Blower Building Total				\$	144,947.15		\$	130,858.25		\$	409.50	\$	131,267.75
8.8 Operations Building																	
8.8.1	Basement Gravel Fill	1	LS	\$	5,000.00	\$	5,000.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.2	Concrete Infill	1	LS	\$	15,750.00	\$	15,750.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.3	Interior Framing	1	LS	\$	15,750.00	\$	15,750.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.4	Drywall	1	LS	\$	6,300.00	\$	6,300.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.5	Doors & Windows	1	LS	\$	16,800.00	\$	16,800.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.6	Roof	1	LS	\$	4,200.00	\$	4,200.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.7	Cabinetry	1	LS	\$	11,550.00	\$	11,550.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.8	Misc. Finishes	1	LS	\$	21,000.00	\$	21,000.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.9	Plumbing M04 - Rough In	1	LS	\$	8,263.50	\$	8,263.50	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.10	Plumbing M04 - Top-Out	1	LS	\$	21,273.00	\$	21,273.00	0%	\$	-	0%	\$	-	0%	\$	-	
8.8.11	Plumbing M04 - Trim	1	LS	\$	9,975.00	\$	9,975.00	0%	\$	-	0%	\$	-	0%	\$	-	
				Operations Building Total				\$	135,861.50		\$	-				\$	-
8.9 Effluent Pumping Station / Chlorine Contact Basin																	
8.9.1	Structure Demolition	1	LS	\$	14,175.00	\$	14,175.00	100%	\$	14,175.00	0%	\$	-	100%	\$	14,175.00	
8.9.2	Install Effluent Pumps & Chlorine Sample Pump	1	LS	\$	6,460.65	\$	6,460.65	100%	\$	6,460.65	0%	\$	-	100%	\$	6,460.65	
8.9.3	New HDPE Panels at existing baffle frames	1	LS	\$	6,260.10	\$	6,260.10	100%	\$	6,260.10	0%	\$	-	100%	\$	6,260.10	
8.9.4	FRP Grating per X08	1	LS	\$	6,825.00	\$	6,825.00	90%	\$	6,142.50	10%	\$	682.50	100%	\$	6,825.00	
8.9.5	Weir Plate per DISP23	1	LS	\$	2,625.00	\$	2,625.00	100%	\$	2,625.00	0%	\$	-	100%	\$	2,625.00	
8.9.6	PVC Stilling Well per SP23	1	LS	\$	2,310.00	\$	2,310.00	100%	\$	2,310.00	0%	\$	-	100%	\$	2,310.00	
8.9.7	Grating Support Channel and New Grating per SP23	1	LS	\$	5,537.70	\$	5,537.70	100%	\$	5,537.70	0%	\$	-	100%	\$	5,537.70	
8.9.8	Pipe Supports with U Bolts A/C05	1	LS	\$	1,845.90	\$	1,845.90	100%	\$	1,845.90	0%	\$	-	100%	\$	1,845.90	
8.9.9	Effluent Pump Piping - Material	1	LS	\$	22,879.50	\$	22,879.50	100%	\$	22,879.50	0%	\$	-	100%	\$	22,879.50	
8.9.10	Effluent Pump Piping - Labor	1	LS	\$	9,093.00	\$	9,093.00	100%	\$	9,093.00	0%	\$	-	100%	\$	9,093.00	
8.9.11	Effluent Pump Station 2W Piping - Material	1	LS	\$	4,898.25	\$	4,898.25	100%	\$	4,898.25	0%	\$	-	100%	\$	4,898.25	

8.9.12	Effluent Pump Station 2W Piping - Labor	1	LS	\$	5,223.75	\$	5,223.75	100%	\$	5,223.75	0%	\$	-	100%	\$	5,223.75	
				Effluent Pump Station Total		\$ 88,133.85						\$ 682.50				\$ 88,133.85	
8.10	Equipment Procurement																
8.10.1	General Equipment & Mechanical Requirements	1	LS	\$	5,000.00	\$	5,000.00	98%	\$	4,900.00	1%	\$	50.00	99%	\$	4,950.00	
8.10.2	Submersible Non-Clog Influent Pumps	1	LS	\$	57,697.50	\$	57,697.50	100%	\$	57,697.50	0%	\$	-	100%	\$	57,697.50	
8.10.3	Submersible Non-Clog Effluent Pumps	1	LS	\$	57,697.50	\$	57,697.50	100%	\$	57,697.50	0%	\$	-	100%	\$	57,697.50	
8.10.4	Package Biological Treatment Facility	1	LS	\$	1,563,759.75	\$	1,563,759.75	100%	\$	1,563,759.75	0%	\$	-	100%	\$	1,563,759.75	
8.10.5	Static Mixer	1	LS	\$	5,910.45	\$	5,910.45	100%	\$	5,910.45	0%	\$	-	100%	\$	5,910.45	
8.10.6	Laboratory Glassware, Apparatus and Equipment	1	LS	\$	17,000.00	\$	17,000.00	100%	\$	17,000.00	0%	\$	-	100%	\$	17,000.00	
8.10.7	Sampling, Lab and Monitoring Equipment	1	LS	\$	753.90	\$	753.90	100%	\$	753.90	0%	\$	-	100%	\$	753.90	
8.10.8	FRP Slop Gates and FRP Chemical Metering Enclosure	1	LS	\$	62,946.99	\$	62,946.99	85.61%	\$	53,890.05	0.00%	\$	-	85.61%	\$	53,890.05	
8.10.9	Chemical Metering Equipment	1	LS	\$	19,778.86	\$	19,778.86	0%	\$	-	0%	\$	-	0%	\$	-	
	Equipment Total				\$ 1,790,544.95		\$ 1,790,544.95			\$ 1,761,609.15			\$ 50.00			\$ 1,761,659.15	
8.11	Painting																
8.11.1	Buildings and Doors	1	LS	\$	15,382.50	\$	15,382.50	50%	\$	7,691.25	0%	\$	-	50%	\$	7,691.25	
8.11.2	Piping and Miscellaneous	1	LS	\$	15,382.50	\$	15,382.50	40%	\$	6,153.00	55%	\$	8,460.38	95%	\$	14,613.38	
	Painting Total				\$ 30,765.00		\$ 30,765.00			\$ 13,844.25			\$ 8,460.38			\$ 22,304.63	
8.12	Electrical																
8.12.1	Generator	1	LS	\$	173,853.75	\$	173,853.75	100%	\$	173,853.75	0%	\$	-	100%	\$	173,853.75	
8.12.2	Light Fixtures	1	LS	\$	24,440.85	\$	24,440.85	100%	\$	24,440.85	0%	\$	-	100%	\$	24,440.85	
8.12.3	Acqua Sierra Controls	1	LS	\$	147,383.25	\$	147,383.25	95%	\$	140,014.09	0%	\$	-	95%	\$	140,014.09	
8.12.4	Motor Control Centers, Panels, Transformers, Etc.	1	LS	\$	222,247.20	\$	222,247.20	100%	\$	222,247.20	0%	\$	-	100%	\$	222,247.20	
8.12.5	Underground Trenching, Backfill, Pads, Conduit	1	LS	\$	143,079.30	\$	143,079.30	100%	\$	143,079.30	0%	\$	-	100%	\$	143,079.30	
8.12.6	Electrical Demo and New Work in Control Bldg, Electric Bldg, Blower Bldg and Operations Bldg	1	LS	\$	60,241.65	\$	60,241.65	90.00%	\$	54,217.49	5.00%	\$	3,012.08	95.00%	\$	57,229.57	
8.12.7	Headworks, Effluent Pumps, Chlorine Electric	1	LS	\$	11,550.00	\$	11,550.00	95%	\$	10,972.50	5%	\$	577.50	100%	\$	11,550.00	
8.12.8	Disposal Site Electric Not Counting Panels	1	LS	\$	6,825.00	\$	6,825.00	95%	\$	6,483.75	5%	\$	341.25	100%	\$	6,825.00	
8.12.9	Job Move-In Temp Power	1	LS	\$	3,675.00	\$	3,675.00	100%	\$	3,675.00	0%	\$	-	100%	\$	3,675.00	
8.12.10	Set Main Switchboard, Service, MCC2	1	LS	\$	36,626.10	\$	36,626.10	100%	\$	36,626.10	0%	\$	-	100%	\$	36,626.10	
8.12.11	Hook-Up New Motors	1	LS	\$	10,363.50	\$	10,363.50	95%	\$	9,845.33	5%	\$	518.18	100%	\$	10,363.50	
	Electrical Total				\$ 840,285.60		\$ 840,285.60			\$ 825,455.35			\$ 4,449.01			\$ 829,904.36	
9	Bid Item 9																
	All work as required to install the Indirect Sludge Dryer System as defined in Addendum No. 3.																
9.1	Administration Requirements	1	LS	\$	20,000.00	\$	20,000.00	98%	\$	19,600.00	1%	\$	200.00	99%	\$	19,800.00	
9.2	Indirect Sludge Dryer System	1	LS	\$	558,979.15	\$	558,979.15	95%	\$	531,030.19	0%	\$	-	95%	\$	531,030.19	
9.3	Demolition	1	LS	\$	5,250.00	\$	5,250.00	100%	\$	5,250.00	0%	\$	-	100%	\$	5,250.00	
9.4	Concrete Slab	1	LS	\$	21,000.00	\$	21,000.00	100%	\$	21,000.00	0%	\$	-	100%	\$	21,000.00	
9.5	Decrease Bio Tank Size	1	LS	\$	(45,150.00)	\$	(45,150.00)	100%	\$	(45,150.00)	0%	\$	-	100%	\$	(45,150.00)	
9.6	Paving	1	LS	\$	3,300.00	\$	3,300.00	100%	\$	3,300.00	0%	\$	-	100%	\$	3,300.00	
9.7	Gas, Water, Drain & Misc. Piping for Sludge Dryer - Material	1	LS	\$	2,903.25	\$	2,903.25	100%	\$	2,903.25	0%	\$	-	100%	\$	2,903.25	
9.8	Gas, Water, Drain & Misc. Piping for Sludge Dryer - Labor	1	LS	\$	4,305.00	\$	4,305.00	100%	\$	4,305.00	0%	\$	-	100%	\$	4,305.00	
9.9	Sludge Dryer System Installation	1	LS	\$	33,143.25	\$	33,143.25	100%	\$	33,143.25	0%	\$	-	100%	\$	33,143.25	

9.10	Sludge Dryer Venting	1	LS	\$	49,714.35	\$	49,714.35	100%	\$	49,714.35	0%	\$	-	100%	\$	49,714.35
9.11	Doors	1	LS	\$	9,555.00	\$	9,555.00	50%	\$	4,777.50	50%	\$	4,777.50	100%	\$	9,555.00
					Bld Item 9 Total	\$	663,000.00		\$	629,873.54		\$	4,977.50		\$	634,851.04
					TOTAL	\$	10,631,000.00		\$	8,642,354.96		\$	44,563.79		\$	8,686,918.76

Original Contract Amount \$ 10,631,000.00
 Total Change Orders \$ 48,312.65
 Total Contract + Change Orders \$ 10,679,312.65
 Contract Work + Change Orders Performed To Date \$ 8,735,231.41
 Work To Date Minus 5% Retention \$ 8,298,469.84
 Previous Billed Less 5% Retention \$ 8,255,643.09
 Work To Date Minus Previous Billed \$ 42,826.75
TOTAL AMOUNT DUE \$ 42,826.75

Change Orders

Item	Description of Item	Qty	Unit	Unit Cost	Total Cost	Previous		This Period		Total to Date	
						Qty	\$	Qty	\$	Qty	\$
Change Order No. 1											
1-1	PCO 1: Provide Flygt Non-Clog Submersible Pumps rather than listed Wilo Pumps.	1	LS	\$ (3,421.97)	\$ (3,421.97)	100%	\$ (3,421.97)	0%	\$ -	100%	\$ (3,421.97)
1-2	PCO 2: Delete 24' wide double swing access gate	1	LS	\$ -	\$ -	0%	\$ -	100%	\$ -	100%	\$ -
1-3	PCO 3: Relocation of influent sewer per drawing CO3	1	LS	\$ (9,016.87)	\$ (9,016.87)	100%	\$ (9,016.87)	0%	\$ -	100%	\$ (9,016.87)
1-4	PCO 4: Provide supply bond for Therna-Flite Indirect Sludge Dryer.	1	LS	\$ 2,838.33	\$ 2,838.33	100%	\$ 2,838.33	0%	\$ -	100%	\$ 2,838.33
1-5	PCO 5: Add two 12" 45 elbows with restraints & relocate existing 4" 1W to avoid conflict with the new 12" INFP	1	LS	\$ 2,123.58	\$ 2,123.58	100%	\$ 2,123.58	0%	\$ -	100%	\$ 2,123.58
1-6	PCO 6: Provide permanent gutter on west side of existing Dewatering Building	1	LS	\$ 855.00	\$ 855.00	100%	\$ 855.00	0%	\$ -	100%	\$ 855.00
1-7	PCO 7: Provide permanent DI and culvert installation for staging area drainage	1	LS	\$ 1,889.44	\$ 1,889.44	100%	\$ 1,889.44	0%	\$ -	100%	\$ 1,889.44
1-8	PCO 8: Providing permanent crushed rock gravel surface for staging area (material cost only)	1	LS	\$ 4,541.09	\$ 4,541.09	100%	\$ 4,541.09	0%	\$ -	100%	\$ 4,541.09
1-9	PCO 9: Delete misc. instruments per RFI's 5, 6, 7	1	LS	\$ (740.11)	\$ (740.11)	100%	\$ (740.11)	0%	\$ -	100%	\$ (740.11)
1-10	PCO 10: Fabricate and install new PLC SCADA and Pump Control Panel	1	LS	\$ 30,891.62	\$ 30,891.62	100%	\$ 30,891.62	0%	\$ -	100%	\$ 30,891.62
Change Order No. 1 Total											
					\$ 29,960.11		\$ 29,960.11		\$ -		\$ 29,960.11
Change Order No. 2											
2-1	PCO 11: MiniCAS relay for existing influent pump including shipping. Add input from MiniCAS relay for existing influent pump to SCADA.	1	LS	\$ 764.83	\$ 764.83	100%	\$ 764.83	0%	\$ -	100%	\$ 764.83
2-2	PCO 14: Disposal site changes per revised drawing D01 and Submittal 15064-3	1	LS	\$ 10,041.69	\$ 10,041.69	100%	\$ 10,041.69	0%	\$ -	100%	\$ 10,041.69
2-3	PCO 15: Change SCADA panel from single door to double door.	1	LS	\$ 2,364.80	\$ 2,364.80	100%	\$ 2,364.80	0%	\$ -	100%	\$ 2,364.80
2-4	PCO 16: Changes in earthwork at Disposal site to raise roads.	1	LS	\$ 4,101.72	\$ 4,101.72	100%	\$ 4,101.72	0%	\$ -	100%	\$ 4,101.72
2-5	PCO 17: Credit remainder of overexcavation, Bid Item 2, from contract. Overexcavation cost at Blower Building.	1	LS	\$ (72,625.00)	\$ (72,625.00)	100%	\$ (72,625.00)	0%	\$ -	100%	\$ (72,625.00)
Change Order No. 2 Total											
					\$ (55,351.96)		\$ (55,351.96)		\$ -		\$ (55,351.96)
Change Order No. 3											
3-1	PCO 18: MCC Re-location at Disposal Site	1	LS	\$ 5,169.94	\$ 5,169.94	90%	\$ 4,652.95	10%	\$ 516.99	100%	\$ 5,169.94
3-2	PCO 19 rev 1: Furnish & install ceiling mounted fan & ducting with thermostatic control in Blower Bldg.	1	LS	\$ 3,472.08	\$ 3,472.08	100%	\$ 3,472.08	0%	\$ -	100%	\$ 3,472.08
3-3	PCO 20 rev 1: Furnish & install 8 Revised Light Fixtures at Bio Tank	1	LS	\$ -	\$ -	100%	\$ -	0%	\$ -	100%	\$ -
3-4	PCO 21: Transmission line boring extra work 12/3/2012 - 12/10/2012	1	LS	\$ 36,878.38	\$ 36,878.38	100%	\$ 36,878.38	0%	\$ -	100%	\$ 36,878.38
3-5	PCO 22: Furnish & install PT Framing at Contact Basin	1	LS	\$ 11,471.58	\$ 11,471.58	100%	\$ 11,471.58	0%	\$ -	100%	\$ 11,471.58
3-6	PCO 23: Gas Meter Pad & Bollards, as required by PG&E	1	LS	\$ 3,914.76	\$ 3,914.76	100%	\$ 3,914.76	0%	\$ -	100%	\$ 3,914.76
Change Order No. 3 Total											
					\$ 60,906.74		\$ 60,389.75		\$ 516.99		\$ 60,906.74

Change Order No. 4																					
4-1	PCO 24 rev 1: Delete 3 Blowoff Assemblies from the Recycled Water Transmission Main	1	LS	\$ (15,000.00)	\$ (15,000.00)	100%	\$ (15,000.00)	0%	\$ -	100%	\$ (15,000.00)										
4-2	PCO 25: Fabricate and install structural steel repairs to Contact Basin baffle frames	1	LS	\$ 2,522.93	\$ 2,522.93	100%	\$ 2,522.93	0%	\$ -	100%	\$ 2,522.93										
4-3	PCO 26: New 1" gas line from new meter location to existing unit heaters	1	LS	\$ 1,526.53	\$ 1,526.53	100%	\$ 1,526.53	0%	\$ -	100%	\$ 1,526.53										
4-4	PCO 27: Change 4 Air Release Valves to buried concrete valve boxes	1	LS	\$ 8,311.52	\$ 8,311.52	100%	\$ 8,311.52	0%	\$ -	100%	\$ 8,311.52										
4-5	PCO 28: Hilltop Drive 6" Sewer Main Repair	1	LS	\$ 15,436.78	\$ 15,436.78	100%	\$ 15,436.78	0%	\$ -	100%	\$ 15,436.78										
4-6	PCO 29: Supply and install aluminum 30" wide by 20' long access platform with handrails both sides & stairs at one end to access Sludge Dryer. Supply & install one 18" sq. sign with black lettering. Delete two man doors in Sludge Dryer Building. No Cost	1	LS	\$ -	\$ -	50%	\$ -	50%	\$ -	50%	\$ -										
				<i>Change Order No. 4 Total</i>				\$ 12,797.76		\$ -		\$ 12,797.76		\$ 516.99		\$ -		\$ 12,797.76		\$ -	
				TOTAL				\$ 48,312.65		\$ 516.99		\$ 47,795.66		\$ 516.99		\$ -		\$ 48,312.65		\$ -	



*Rio Dell City hall
675 Wildwood Avenue
Rio Dell, CA 95562
(707) 764-3532
riodellcity.com*

June 4, 2013

TO: Honorable Mayor and City Council
FROM: Jim Stretch, City Manager
SUBJECT: Property Tax Administrative Fee Settlement with Humboldt County

IT IS RECOMMENDED THAT THE CITY COUNCIL:

Approve the attached property tax administrative fee Settlement Agreement and Release with the County of Humboldt in the amount of \$30,554.88, and direct the Mayor to sign the agreement

BACKGROUND AND DISCUSSION

Pursuant to state law, the County charges cities within the County of Humboldt a property tax administration fee for assessing, collecting, and allocating property tax revenues. In so doing, the County treated property tax revenue diverted from the County's Educational Revenue Augmentation Fund pursuant to Revenue & Taxation Code §§97.68 and 97.70 ("Diverted Revenue") as a form of property tax, subject to the fee.

A dispute arose in fiscal year 2006-07 regarding the allocation of property taxes, and whether property tax administration fees should be charged on the diverted revenue, continuing through fiscal year 2011-2012. The legal issues germane to the dispute were the subject of ongoing litigation recently decided by the Supreme Court of California in *City of Alhambra v. County of Los Angeles* in which the Supreme Court held that diverted revenue paid to cities was exempt from the property tax administration fee, and that counties had incorrectly included such revenue in the calculation of property tax administration fees due from cities.

The attached Settlement Agreement and Release between the City of Rio Dell and the County of Humboldt in the amount of \$30,554.88 has been calculated by the County and reflects the corrections ordered by the Court. The agreement has been reviewed and approved by the City Attorney, Russ Gans. It is recommended that the City Council approve the agreement and direct the Mayor to sign it.

**SETTLEMENT AGREEMENT AND RELEASE
BY AND BETWEEN
CITY OF RIO DELL
AND
COUNTY OF HUMBOLDT**

This Settlement Agreement and Release is made and entered into by and between the City of Rio Dell, a municipal corporation, hereinafter referred to as "CITY," and the County of Humboldt, a political subdivision of the State of California, hereinafter referred to as "COUNTY," and is effective as of the date of full execution by the Parties as indicated below.

WHEREAS, pursuant to state law, the COUNTY charges cities within the County of Humboldt a property tax administration fee for assessing, collecting, and allocating property tax revenues; and

WHEREAS, the COUNTY treated property tax revenue diverted from the COUNTY's Educational Revenue Augmentation Fund pursuant to Revenue & Taxation Code §§97.68 and 97.70 ("Diverted Revenue") as a form of property tax, subject to the property tax administration fee.

WHEREAS, a dispute arose regarding the allocation of property taxes, and whether property tax administration fees should be charged to cities within the County of Humboldt on the Diverted Revenue, beginning in fiscal year 2006-2007 and continuing through fiscal year 2011-2012 ("Administrative Fee Dispute"); and

WHEREAS, the legal issues germane to the Administrative Fee Dispute were the subject of ongoing litigation recently decided by the Supreme Court of California in *City of Alhambra v. County of Los Angeles*, Supreme Court of California, Case No. S185457 ("Administrative Fee Litigation"), in which the Supreme Court held that Diverted Revenue paid to cities was exempt from the property tax administration fee, and that counties had incorrectly included such revenue in the calculation of property tax administration fees due from cities; and

WHEREAS, in light of the Supreme Court's ruling in the Administrative Fee Litigation, the Parties desire to enter into this Settlement Agreement in order to completely and finally resolve the Administrative Fee Dispute.

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth below, CITY and COUNTY agree as follows:

1. COMPROMISE AND SETTLEMENT:

The Parties to this Settlement Agreement, in consideration of the promises and concessions made by each Party, agree that the foregoing recitals are true and correct, and agree to mutually compromise and settle the Administrative Fee Dispute upon all of the terms and conditions herein.

2. CURRENT YEAR AND FUTURE COLLECTION:

Commencing with fiscal Year 2012-2013, and each year thereafter, the COUNTY will cease collection of property tax administrative fee on the Diverted Revenue unless and until authorized by statute or subsequent court order to collect same.

3. PAYMENT:

In consideration of the release of claims set forth below, the COUNTY agrees to pay to the CITY the total sum of Thirty Thousand Five Hundred Fifty Four Dollars and Eighty Eight Cents (\$30,554.88), on or before June 30, 2013. No monies, paid through this Agreement, to the CITY shall be returned or reimbursed to the COUNTY should there be a modification or reversal in the Administrative Fee Litigation.

4. RELEASE AND DISCHARGE:

- A. Release of Claims. In consideration of the payment set forth in Section 3, CITY, for itself, its elected and appointed officers, employees, agents, administrators, successors and assigns, does hereby release, acquit and forever discharge the COUNTY, its elected and appointed officials, officers, employees, agents, administrators, successors and assigns, from and against any and all past, present or future claims, demands, obligations, actions, causes of action, subrogation rights, reimbursement rights, damages, costs, losses of services, expenses and compensation of any nature whatsoever, whether based on a tort, contract, or any other theory of recovery, which said parties now have, or which may hereafter accrue or otherwise be acquired or asserted on account of, or may in any way grow out of the Administrative Fee Dispute, including, without limitation, any and all known or unknown claims for damages, tax or fee refunds, interest, breach of contract, or any and all known or unknown claims for subrogation and/or reimbursement which have resulted or may result from the alleged acts or omissions of the COUNTY, its elected or appointed officials, officers, employees, agents, administrators, successors or assigns related to any and all administrative fees collected through fiscal year 2011-2012 and all claims at-issue in the Administrative Fee Dispute. This release of claims shall be a fully binding and complete settlement between the parties.
- B. Denial of Liability. It is understood and agreed to by the Parties hereto that this settlement is not to be construed as an admission of liability on the part of COUNTY, by whom liability is expressly denied, and that this Settlement Agreement is entered into solely to resolve the Administrative Fee Dispute and avoid the time and expense of litigation.
- C. Waiver of Rights. The CITY acknowledges and agrees that the release and discharge set forth above is a general release of claims and expressly waives any and all claims for damages related to the Administrative Fee Dispute which exist as of this date, whether known or unknown. The parties further agree they have agreed to exchange payment of the sum specified herein as a complete compromise of matters involving disputed issues of law and fact and mutually assume the risk that the facts or law may be other than they believe and which facts, if known, would materially affect their decision to enter into this Settlement Agreement. The parties hereby acknowledge and expressly waive any and all rights based upon the provisions of California Civil Code §1542, which reads as follows:

“A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which, if known to him or her, must have materially affected his or her settlement with the debtor.”

5. ATTORNEY FEES:

Each Party hereto shall bear all attorney fees and costs arising from the actions of its own counsel in connection with this Settlement Agreement, the incidents described in the above recitals and referred to herein, and all related matters.

6. REPRESENTATION OF COMPREHENSION OF DOCUMENT:

A. Informed Consent. In entering into this Settlement Agreement, each Party represents that they have relied upon the advice of their attorney, who is the attorney of their own choice, concerning the legal consequences of this Settlement Agreement, that the terms of this Settlement Agreement have been completely read and explained to them by their attorney, and that the terms of this Settlement Agreement are fully understood and voluntarily accepted by each Party.

B. Interpretation. The Parties declare and represent that each Party and counsel for each Party has reviewed and revised, or had the opportunity to revise, this Settlement Agreement and therefore the normal rules of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Settlement Agreement or any amendment of it.

C. Entire Agreement. The Parties further declare and represent that no promise, inducement or agreement not herein expressed has been made to the other Party, that the Parties are not executing this Agreement in reliance on any promises, representations, or inducements other than those contained herein, that the terms of this release are contractual and not a mere recital, and that the parties sign this release voluntarily, free of any duress or coercion.

7. WARRANTY OF CAPACITY TO EXECUTE AGREEMENT:

The CITY represents and warrants that no other person or entity has, or has had, any interest in the claims, demands, obligations, or causes of action referred to in this Settlement Agreement, except as otherwise set forth herein, that it has the sole right and exclusive authority to execute this Settlement Agreement and receive the sums specified in it, and that it has not sold, assigned, transferred, conveyed, or otherwise disposed of any of the claims, demands, obligations or causes of action referred to in this Settlement Agreement.

8. GOVERNING LAW:

This Settlement Agreement shall be construed and interpreted in accordance with the laws of the State of California. Any dispute arising hereunder or relating to this Settlement Agreement shall be litigated in the State of California and venue shall lie in the County of Humboldt unless transferred by court order.

9. ADDITIONAL DOCUMENTS:

The Parties agree to cooperate fully and execute any and all supplementary documents and to take all additional actions which may be necessary or appropriate to give full force and effect to the basic terms and intent of this Settlement Agreement.

10. SUCCESSORS IN INTEREST:

This Settlement Agreement contains the entire agreement between the Parties, with regard to the matters set forth herein, and shall be binding upon and inure to the benefit of the executors, administrators, personal representatives, heirs, successors and assigns of each.

11. AMENDMENT:

This Settlement Agreement may be modified only by an agreement in writing executed in the same manner as this Settlement Agreement.

12. INDEPENDENT CONSTRUCTION:

The titles of the sections, subsections, and paragraphs set forth in this Settlement Agreement are solely for the convenience of the Parties, are not a part of the Agreement, and shall not be used to interpret or determine the validity of this Agreement or any of its provisions.

13. COUNTERPART EXECUTION:

This Agreement may be executed in counterparts, each of which shall be deemed to be an original and said counterparts shall constitute one and the same instrument.

14. SEVERABILITY:

In the event that any provision of this Agreement be declared or found to be illegal, unenforceable, ineffective or void by any court of law, each Party shall be relieved of any obligations arising in such provision; the balance of this Agreement, if capable of performance, shall remain in full force and effect.

15. FORCE MAJEURE:

Neither Party shall be liable or responsible for delays or failures in performance resulting from events beyond the reasonable control of such Party and without fault or negligence of such Party. Such events shall include, but not be limited to, acts of God, strikes, lockouts, riots, acts of war, epidemics, acts of government, fire, power failures, nuclear accidents, earthquakes, unusually severe weather, acts of terrorism or other disasters, whether or not similar to the foregoing.

16. AUTHORITY TO EXECUTE:

Each person executing this Agreement represents and warrants that he or she is duly authorized and has legal authority to execute and deliver this Agreement. Each Party represents and warrants to the other that the execution and delivery of this Agreement and the performance of such Party's obligations hereunder have been duly authorized.

IN WITNESS WHEREOF, the County of Humboldt, a political subdivision of the State of California, has authorized the execution of this Settlement Agreement in duplicate by the Chair of the Board of Supervisors and attestation by the Clerk of the Board, and the City of Rio Dell, a municipal corporation, has authorized the execution of this Settlement Agreement in duplicate by its _____, and attestation by _____, its City Clerk.

CITY OF RIO DELL

By: _____
[Name]
[Title]


Dated: _____

ATTEST:

By: _____
[Name]
[Title]

Dated: _____

APPROVED AS TO FORM:

By:  _____
Russell S. Gans
City Attorney

Dated: 5/29/2013

COUNTY OF HUMBOLDT

By: _____
Ryan Sundberg
Chair, Board of Supervisors

Dated: _____

ATTEST:

By: _____
Kathy Hayes
Clerk of the Board of Supervisors

Dated: _____

APPROVED AS TO FORM:


By: _____
Wendy B. Chaitin
County Counsel

Dated: _____



*Rio Dell City hall
675 Wildwood Avenue
Rio Dell, CA 95562
(707) 764-3532
riodellcity.com*

June 4, 2013

TO: Honorable Mayor and City Council
FROM:  Jim Stretch, City Manager
SUBJECT: Amendment to GHD (Engineering) Agreement

IT IS RECOMMENDED THAT THE CITY COUNCIL:

Approve the May 22, 2013 amendment (attached) to the base October 10, 2003 agreement, designating Merritt Perry of GDH as City Engineer

BACKGROUND AND DISCUSSION

For some time the City Manager has been working with GHD Inc. (engineering) to designate Merritt Perry as the Engineer in the firm assigned to the City. The attached amendment to the base agreement does just that. Along with that preference is the establishment of a preferred hourly rate for his professional services, reduced from \$145/hr. to \$120/hr.

The City Attorney has reviewed and approved the amendment and Exhibit A as to its legal form.

It is recommended that the City Council approve the amendment designating Merritt Perry as the City Engineer.

675 Wildwood Avenue
Rio Dell, CA 95562
(707) 764-3532



For Meeting of: June 4, 2013

To: City Council

From: Kevin Caldwell, Community Development Director 

Through:  Jim Stretch, City Manager

Date: May 28, 2013

Subject: Non Conforming Regulations Text Amendment
Section 17.30.160 Rio Dell Municipal Code

Recommendation:

That the City Council:

1. Receive staff's report regarding the proposed text amendment;
2. Open the public hearing, receive public input and deliberate;
3. Introduce Ordinance No. 301-2013 amending the Non-Conforming Regulations, Section 17.30.160 of the Rio Dell Municipal Code and continue consideration of the proposed Ordinance to your meeting of June 18, 2013 for the second reading and adoption

Background/Summary

Staff is often contacted by lending institutions regarding the ability to rebuild non-conforming uses in the event they are destroyed or damaged by fire, flood or an earthquake. Non-conforming uses are those uses which were legally established but are no longer identified as an allowed use in the zone they are located or pre-existed prior to the effective date of the City's zoning regulations.

The current non-conforming regulations (Attachment 1) only allow the restoration or reconstruction of non-conforming uses so long as the long as the damage does not exceed 60% or more of the current market value of the structure. However, there is an exception for owner-occupied, one story structures in the Town Center zone. The exception provision allows the restoration or reconstruction of owner occupied **single story homes** in the Town Center zone, regardless of the degree of damage. Staff is not sure why this provision was limited to single story owner-occupied units in the Town Center zone.

Staff estimates that there are **at least** 25 – 30 legal non-conforming residential uses throughout the City. The inability to rebuild these non-conforming uses (residences) that are damaged more than 60% of the current market value of the structure could pose a financial hardship not only on the owner's but for the lenders as well. In addition, the City's Housing Element contains policies that encourage the maintenance, enhancement and improvement of the City's housing stock. As such, staff is recommending that the Planning Commission consider recommending a similar exception that's allowed in the Town Center zone for owner-occupied residences in all commercial zones. Below is a copy of the existing language and the recommended changes:

Section 17.30.160 (3) If 60 percent or more of the market value of any such land or building is destroyed, as determined by the building official, then the property shall become subject to the zoning regulations applicable to the principal zone and any subsequent use or buildings shall be in accordance with such regulations, with the following exception:

~~(a) An existing owner-occupied one-story structure in the town center zone may be restored to its original condition or may be expanded within lot setbacks.~~

(a) A nonconforming owner-occupied residence that is destroyed or damaged by any casualty, may be restored within two (2) years after such destruction or damage but shall not be enlarged except as provided in Section 17.30.160(1)(a) of this Code.

Another issue related to non-conforming uses that has been brought to staff's attention relates to a property owner's ability to do ordinary repairs and maintenance. The current non-conforming provisions, Section 17.30.160(5), limit the maintenance and repairs to no more than 25% of the actual value of the structure in any one year. Locally, only the City of Ferndale limits maintenance and repairs to no more than 25% of the actual value of the structure in any one year. Ferndale's zoning regulations were prepared by the same land use consultant that prepared our regulations. All other local jurisdictions allow the maintenance and repair of non-conforming uses and structures without limitation.

It should be pointed out that although the use (for example residential uses in commercial zones), may be non-conforming, the structure itself could be used for future commercial uses.

Many times former residences are converted to office and professional uses. To discourage the maintenance and repairs to existing buildings is not in the best interest of the City.

Below is a copy of the existing provisions and staff's recommended changes to the Planning Commission:

~~Section 17.30.160 (5) Ordinary maintenance and repair may be made to any nonconforming use or building; provided, that such maintenance and repair does not exceed 25 percent of the actual value in any one year.~~

(5) Ordinary maintenance and repair may be made to a nonconforming structure or a structure in which a nonconforming use is conducted, but no such structure that is declared by any authorized City official to be a public nuisance by reason of physical condition shall be restored, repaired or rebuilt.

The Planning Commission recommends that staff's recommendation be amended to allow the maintenance and repair of non-conforming structures that have been declared a public nuisance, provided that any needed maintenance or repairs be initiated and completed within 90 days of the structure being declared a public nuisance. However, upon review of the Draft Nuisance Regulations, nuisances must be remedied in thirty calendar days, unless there is an immediate danger risk. If there is an eminent threat of danger the nuisance/violation must be remedied immediately. As such, staff recommends that the "nuisance" reference be eliminated from the recommended changes. Therefore, the recommended language is as follows:

Section 17.30.160 (5) Ordinary maintenance and repair may be made to a nonconforming structure or a structure in which a nonconforming use is conducted.

Procedures for Zoning Ordinance Amendments

Pursuant to Section 17.30.010 of the City of Rio Dell Municipal Code, the following City procedures are required to amend the Ordinance:

- An amendment may be initiated by one or more owners of property affected by the proposed amendment, as set out in Section 17.30.010(3), or by action of the Planning Commission, or the City Council.
- The application of one or more property owners for the initiation of an amendment shall be filed in the office of the City Clerk on a form provided, accompanied by a filing fee.
- Subject only to the rules regarding the placing of matters on the Planning Commission agenda, the matter shall be set for a public hearing.

- Notice of hearing time and place shall be published once in a newspaper of general circulation at least ten calendar days before the hearing or by posting in at least three public places.
- At the public hearing, the Planning Commission shall hear any person affected by the proposed amendment. The hearing may be continued from time to time.
- Within 40 days of the conclusion of the hearing, the Planning Commission shall submit to the City Council a written report of recommendations and reasons therefore.
- Subject only to the rules regarding the placing of matters on its agenda, the City Council, at its next regular meeting following the receipt of such report, shall cause the matter to be set for a public hearing. Notice of the time and place of the hearing shall be given as provided in Section 17.30.010(5), hereof.
- At the public hearing, the City Council shall hear any person affected by the proposed amendment. The hearing may be continued to a specified future date, but shall be concluded within 60 days of the commencement thereof.
- The City Council shall not make any change in the proposed amendment until the proposed change has been referred to the Planning Commission for a report, and the Planning Commission report has been filed with the City Council.

Zone Reclassification Required Finding:

1. The proposed amendment is consistent and compatible with the General Plan and any implementation programs that may be affected.

The General Plan (Housing Element) contains goals and policies that encourage the maintenance and improvement of the City's *existing* housing stock. In addition, the General Plan contains goals to enhance the character and overall appearance of the City.

The current non-conforming provision limits the maintenance and repairs to not more than 25% of the value of the structure. Limiting the repairs not only discourages needed maintenance and repairs, but may also encourage unpermitted activity. Again, it should be pointed out that although the use (for example residential uses in commercial zones), may be non-conforming, the structure itself could be used for future commercial uses. Many times former residences are converted to office uses. To discourage the maintenance and repairs to existing buildings is not in the best interest of the City. Staff believes the existing provision, does just that, discourages the maintenance and repairs on non-conforming uses and structure. Staff believes the proposed amendments are consistent with an overall comprehensive view of the General Plan.

2. The proposed amendments have been processed in accordance with the California Environmental Quality Act (CEQA).

The primary purpose of the California Environmental Quality Act (CEQA) is to inform the decision makers and the public of potential environmental effects of a proposed project.

Based on the nature of the project, staff has determined that the project is Statutorily Exempt pursuant to Section 15061(b) (3) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations. Pursuant to Section 15061(b) (3) of the CEQA Guidelines this exemption is covered by the general rule that CEQA applies only to projects which have the potential for causing a *significant* effect on the environment. Where it can be seen with certainty that there is no possibility that the project in question may have a significant effect on the environment, the project is not subject to CEQA. In addition, Section 15301(d) of the CEQA Guidelines Categorically Exempts the restoration or rehabilitation of deteriorated or damaged structures. Furthermore, Section 15303(a) Categorically Exempts the construction of new single family residences and second dwelling units. Therefore, based on the nature of the proposed amendment and existing Categorical Exemptions, staff believes there is no evidence to suggest that the amendment will have a significant effect on the environment.

Financial Impact

The City is responsible for the costs associated with the proposed amendment. The cost is insignificant and will not result in additional budget expenditures or revisions.

Attachments:

1. Existing Non-Conforming provisions, including recommended revisions.
2. Planning Commission Resolution No. PC 063-2013 recommending approval of the text amendment to the Rio Dell City Council
3. Draft Ordinance No. 301-2013 amending Section 17.30.160 of the Rio Dell Municipal Code.

Section 17.30.140 RDMC
Existing Nonconforming Use Regulations.

The lawful use of lands or buildings existing on the effective date of the application of these regulations to the subject property, although such use does not conform to the regulation applied to such subject property, may be continued, except as provided herein.

(1) No such use or building shall be enlarged, increased or structurally altered, nor be extended to occupy a greater area than that existing on the effective date of the application of these regulations to the subject property, except as follows:

(a) A nonconforming building may be enlarged, increased or structurally altered where (i) such building modification is required for reason of public health or safety, or (ii) where such modification will not increase the degree of nonconformance of the subject building with respect to the height and area regulations of the zone in which it is located.

(2) Any use for which a use permit is required by these regulations shall be considered a nonconforming use until a use permit is obtained.

(3) If 60 percent or more of the market value of any such land or building is destroyed, as determined by the building official, then the property shall become subject to the zoning regulations applicable to the principal zone, and any subsequent use or buildings shall be in accordance with such regulations, with the following exception:

(a) An existing owner-occupied one-story structure in the town center zone may be restored to its original condition or may be expanded within lot setbacks.

(4) Any interruption of a nonconforming use, or the use of a nonconforming building, which continues for 12 months or more shall be deemed to be an abandonment of such use, and subsequent use of buildings shall be in accordance with the regulations applicable to the subject property.

(5) Ordinary maintenance and repair may be made to any nonconforming use or building; provided, that such maintenance and repair does not exceed 25 percent of the actual value in any one year.

(6) Any use coming within the provisions of RDMC [17.30.050](#), concerning domestic animals appurtenant to residential uses, shall, after the expiration of 18 months from the effective date of the ordinance codified in this section, conform to the provisions of RDMC [17.30.050](#). [Ord. 252 § 7.60, 2004.]

RESOLUTION NO. PC 063 – 2013



RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF RIO DELL
RECOMMENDING APPROVAL OF AMENDING THE NON-CONFORMING
REGULATIONS, SECTION 17.30.160 OF THE RIO DELL MUNICIPAL CODE:

WHEREAS staff is often contacted by lending institutions regarding the ability to rebuild non-conforming uses in the event they are destroyed or damaged by fire, flood or an earthquake; and

WHEREAS non-conforming uses are those uses which were legally permitted but are no longer identified as an allowed use in the zone they are located or pre-existed prior to the effective date of the City's zoning regulations; and

WHEREAS the current non-conforming regulations only allow the restoration or reconstruction of non-conforming uses so long as the damage does not exceed 60% or more of the current market value of the structure; and

WHEREAS there is an exception for owner-occupied, one story structures in the Town Center zone that allows the restoration or reconstruction of owner occupied single story homes in the Town Center zone, regardless of the degree of damage; and

WHEREAS staff estimates that there are *at least* 25 – 30 legal non-conforming residential uses throughout the City; and

WHEREAS the inability to rebuild these non-conforming uses (residences) that are damaged more than 60% of the current market value of the structure could pose a financial hardship not only on the owner's but for the lenders as well; and

WHEREAS the City's Housing Element contains policies that encourage the maintenance, enhancement and improvement of the City's housing stock; and

WHEREAS another issue related to non-conforming uses that has been brought to staff's attention relates to a property owner's ability to do ordinary repairs and maintenance; and

WHEREAS the current non-conforming provisions, Section 17.30.160(5), limit the maintenance and repairs to no more than 25% of the actual value of the structure in any one year; and

WHEREAS with the exception of the City of Ferndale, all other local jurisdictions allow the maintenance and repair of non-conforming uses and structures without limitation; and

WHEREAS the use (for example residential uses in commercial zones), may be non-conforming, the structure itself could be used for future commercial uses; and

WHEREAS many times former residences are converted to office uses and to discourage the maintenance and repairs to existing buildings is not in the best interest of the City

WHEREAS the City has reviewed and processed the proposed amendments in conformance with Sections 65350 – 65362 of the California Government Code; and

WHEREAS the City has reviewed and processed the proposed amendments in conformance with Section 17.30.010 of the City of Rio Dell Municipal Code; and

WHEREAS the City finds that based on evidence on file and presented in the staff report that the proposed amendments are consistent and compatible with the General Plan and any implementation programs that may be affected; and

WHEREAS the proposed amendments have been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA); and

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Rio Dell finds that:

1. The proposed amendments are consistent with the General Plan and any applicable specific plan; and
2. The City has determined that the proposed amendments are Statutorily Exempt pursuant to Section 15061(b) (3) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Rio Dell recommends that the City Council approve the proposed amendments to the Non-Conforming Regulations, Section 17.30.160 of the Rio Dell Municipal Code.

I HEREBY CERTIFY that the forgoing Resolution was PASSED and ADOPTED at a regular meeting of the Planning Commission of the City of Rio Dell on May 14, 2013 by the following vote:

AYES: Chapman, Angeloff, Long, Millington

NOES:

ABSENT:

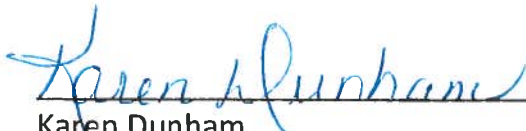
ABSTAIN:



Gary Chapman, Chairperson

ATTEST:

I, Karen Dunham, City Clerk for the City of Rio Dell, State of California, hereby certify the above and foregoing to be a full, true and correct copy of Resolution No. PC 063-2013 adopted by the Planning Commission of the City of Rio Dell on May 14, 2013.



Karen Dunham
City Clerk, City of Rio Dell

ORDINANCE NO. 301 – 2013



AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF RIO DELL
AMENDING THE NON-CONFORMING REGULATIONS, SECTION 17.30.160 OF THE
RIO DELL MUNICIPAL CODE:

THE CITY COUNCIL OF THE CITY OF RIO DELL ORDAINS AS FOLLOWS:

WHEREAS staff is often contacted by lending institutions regarding the ability to rebuild non-conforming uses in the event they are destroyed or damaged by fire, flood or an earthquake; and

WHEREAS non-conforming uses are those uses which were legally permitted but are no longer identified as an allowed use in the zone they are located or pre-existed prior to the effective date of the City's zoning regulations; and

WHEREAS the current non-conforming regulations only allow the restoration or reconstruction of non-conforming uses so long as the long as the damage does not exceed 60% or more of the current market value of the structure; and

WHEREAS there is an exception for owner-occupied, one story structures in the Town Center zone that allows the restoration or reconstruction of owner occupied single story homes in the Town Center zone, regardless of the degree of damage; and

WHEREAS staff estimates that there are *at least* 25 – 30 legal non-conforming residential uses throughout the City; and

WHEREAS the inability to rebuild these non-conforming uses (residences) that are damaged more than 60% of the current market value of the structure could pose a financial hardship not only on the owner's but for the lenders as well; and

WHEREAS the City's Housing Element contains policies that encourage the maintenance, enhancement and improvement of the City's housing stock; and

WHEREAS another issue related to non-conforming uses that has been brought to staff's attention relates to a property owner's ability to do ordinary repairs and maintenance; and

WHEREAS the current non-conforming provisions, Section 17.30.160(5), limit the maintenance and repairs to no more than 25% of the actual value of the structure in any one year; and

WHEREAS with the exception of the City of Ferndale, all other local jurisdictions allow the maintenance and repair of non-conforming uses and structures without limitation; and

WHEREAS the use (for example residential uses in commercial zones), may be non-conforming, the structure itself could be used for future commercial uses; and

WHEREAS many times former residences are converted to office uses and to discourage the maintenance and repairs to existing buildings is not in the best interest of the City

WHEREAS the City has reviewed and processed the proposed amendments in conformance with Sections 65350 – 65362 of the California Government Code; and

WHEREAS the City has reviewed and processed the proposed amendments in conformance with Section 17.30.010 of the City of Rio Dell Municipal Code; and

WHEREAS the City finds that based on evidence on file and presented in the staff report that the proposed amendments are consistent and compatible with the General Plan and any implementation programs that may be affected; and

WHEREAS the proposed amendments have been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA); and

NOW, THEREFORE, BE IT RESOLVED that the City Council finds that:

1. The proposed amendments are consistent with the General Plan and any applicable specific plan; and
2. The proposed amendments are Statutorily Exempt pursuant to Section 15061(b) (3) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Rio Dell does hereby ordain as follows:

Section 1. The Non-Conforming Regulations, Section 17.30.160 of the Rio Dell Municipal Code is hereby amended as follows:

17.30.160 Nonconforming uses.

The lawful use of lands or buildings existing on the effective date of the application of these regulations to the subject property, although such use does not conform to the regulation applied to such subject property, may be continued, except as provided herein.

(1) No such use or building shall be enlarged, increased or structurally altered, nor be extended to occupy a greater area than that existing on the effective date of the application of these regulations to the subject property, except as follows:

(a) A nonconforming building may be enlarged, increased or structurally altered where (i) such building modification is required for reason of public health or safety, or (ii) where such modification will not increase the degree of nonconformance of the subject building with respect to the height and area regulations of the zone in which it is located.

(2) Any use for which a use permit is required by these regulations shall be considered a nonconforming use until a use permit is obtained.

(3) If 60 percent or more of the market value of any such land or building is destroyed, as determined by the building official, then the property shall become subject to the zoning regulations applicable to the principal zone, and any subsequent use or buildings shall be in accordance with such regulations, with the following exception:

~~(a) An existing owner-occupied one-story structure in the town center zone may be restored to its original condition or may be expanded within lot setbacks.~~

(a) A nonconforming owner-occupied residence that is destroyed or damaged by any casualty, may be restored within two (2) years after such destruction or damage but shall not be enlarged except as provided in Section 17.30.160(1)(a) of this Code.

(4) Any interruption of a nonconforming use, or the use of a nonconforming building, which continues for 12 months or more shall be deemed to be an abandonment of such

use, and subsequent use of buildings shall be in accordance with the regulations applicable to the subject property.

~~(5) Ordinary maintenance and repair may be made to any nonconforming use or building; provided, that such maintenance and repair does not exceed 25 percent of the actual value in any one year.~~

(5) Ordinary maintenance and repair may be made to a nonconforming structure or a structure in which a nonconforming use is conducted.

(6) Any use coming within the provisions of RDMC 17.30.050, concerning domestic animals appurtenant to residential uses, shall, after the expiration of 18 months from the effective date of the ordinance codified in this section, conform to the provisions of RDMC 17.30.050. [Ord. 252 § 7.60, 2004.]

Section 2. Severability

If any provision of the ordinance is invalidated by any court of competent jurisdiction, the remaining provisions shall not be affected and shall continue in full force and effect.

Section 3. Limitation of Actions

Any action to challenge the validity or legality of any provision of this ordinance on any grounds shall be brought by court action commenced within ninety (90) days of the date of adoption of this ordinance.

Section 4. CEQA Compliance

The City Council has determined that the adoption of this ordinance is exempt from review under the California Environmental Quality Act (CEQA), subject to Section 15061 of the CEQA Guidelines. Due to the nature of the proposed code revisions, there is no evidence that any impact to the environment would occur as a result of adoption of the Ordinance.

Section 5. Effective Date

This ordinance becomes effective thirty (30) days after the date of its approval and adoption.

I HEREBY CERTIFY that the forgoing Ordinance was duly introduced at a regular meeting of the City Council of the City of Rio Dell on June 4, 2013 and furthermore the forgoing Ordinance was passed, approved and adopted at a regular meeting of the City Council of the City of Rio Dell, held on the 18th of June 2013 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Jack Thompson, Mayor

ATTEST:

I, Karen Dunham, City Clerk for the City of Rio Dell, State of California, hereby certify the above and foregoing to be a full, true and correct copy of Ordinance No. 301-2013 adopted by the City Council of the City of Rio Dell on June 18, 2013.


Karen Dunham
City Clerk, City of Rio Dell


675 Wildwood Avenue
Rio Dell, CA 95562
(707) 764-3532



For Meeting of: June 4, 2013

To: City Council

From: Kevin Caldwell, Community Development Director 

Through:  Jim Stretch, City Manager

Date: May 28, 2013, 2012

Subject: Circulation Element; General Plan Amendment

Recommendation:

That the City Council:

1. Receive staff's report regarding the proposed Circulation Element;
2. Open the public hearing, receive public input, discuss the Draft Circulation Element and continue consideration of the Draft Circulation Element to your meeting of June 18, 2013;

Background and Discussion

Attachment 1 is the Draft Circulation Element for the City. The current Circulation Element (Attachment 2) was adopted in 1977, some 33 years ago. The Circulation Element is one of seven mandated elements of the General Plan. The other mandated elements include Land Use (2008), Housing (2010), Conservation (2001), Open Space (1972), Safety (1975) and Noise (2012).

In 2010 the Governor's Office of Planning and Research (OPR), published the *Update to the General Plan Guidelines: Complete Streets and the Circulation Element*. Assembly Bill 1358 (AB 1358, Chapter 657, Statutes of 2008), the California Complete Streets Act, required OPR to amend the *2003 General Plan Guidelines* to provide guidance to local jurisdictions on

how to plan for multimodal (automobile, public transit, bicycle and pedestrian) transportation networks in general plan circulation elements. Staff considered and addressed the changes in preparing the Draft Circulation Element.

The Circulation Element identifies the guiding principles for moving people and goods within the City and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan build-out.

A majority of trips are made by automobile. The Circulation Element identifies the roadway system necessary for automobile traffic by setting levels of service, hierarchy of roads, and areas where road improvements are necessary.

The Circulation Element also identifies alternative travel modes, such as walking, bicycles, bus transit, and rail transit. The alternative transportation is important to reduce pressure on roads, conserve energy, and improve the public health through exercise.

The road system provides many functions in addition to carrying vehicle traffic. It provides open space separating dwelling units and commercial uses. If properly landscaped, streetside landscaping provides location for trees to support the urban forest. If developed with safe pedestrian and bike ways, it serves as a non-motorized transportation corridor, a linear park, and an attractive network for healthy exercise. If properly designed, it provides the background for the community urban design and appearance. Finally, it provides the right of way for most of the City's public utilities infrastructure.

As the Council is aware the City Traffic Committee met in March and discussed the one-way concept for First and Second Avenues. The one-way concept was initially brought up due to concerns regarding emergency access. Based on discussions, the Traffic Committee believes the one-way concept may not in fact improve access for emergency vehicles. However, the Traffic Committee did recommend that a number of intersections be striped and signed to restrict parking in certain areas. The Traffic Committee believes restricting parking in these key areas will improve access for emergency vehicles.

The Traffic committee also discussed potential changes to the southbound Highway off-ramp at Wildwood Avenue at the north end of town and changes to the intersection of Scenic Drive and

Eeloa Avenue. Please see Attachment 3. Accordingly, staff has included Implementation Measures CE 1-2.c and CE 1-2.d.

Below are the recommended Goals, Policies and Implementation Measures included in the Draft Circulation Element:

5.0 GOALS, POLICIES, AND PROGRAMS

The Circulation Element proposes several goals and policies to support important roadway functions, including pedestrian and bicycle modes of transportation, rather than serving the single purpose of automobile traffic.

Goal CE 1

Develop and maintain a safe, balanced vehicular and non-vehicular transportation system to meet the mobility needs consistent with General Plan land use goals and policies.

Policy CE 1-1

Develop and maintain the Circulation Plan network of arterials, collectors, and local streets as identified in Figure 4-1 of the Circulation Element. The existing and proposed streets should be maintained and designed to serve the functions they are intended to serve, with adequate capacity and safety.

Implementation CE 1-1.a. Design, construct, upgrade, and maintain the automobile, bicycle and pedestrian circulation system according to the functions they are intended to serve.

Responsibility:	Project proponents, Community Development, Public Works and the City Engineer.
Timeframe:	Ongoing.
Resources:	Capital Improvement Program, project proponents, street funds, general obligation bonds, potential improvement districts and impact fees.

Implementation CE 1-1.b. Coordinate with the County, CALTRANS and the Humboldt County Association of Governments (HCAOG) in addressing regional transportation issues.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Local, State and Federal programs.

Implementation CE 1-1.c. Explore the potential of designating one-way streets on narrow, crowded (parked vehicles) streets to enhance traffic flow and emergency access.

Responsibility: Community Development, Public Works, City Engineer and the Traffic Committee.
Timeframe: Ongoing.
Resources: Capital Improvement Program, General Fund and street funds.

Policy CE 1-2

Design street systems in residential areas to minimize through traffic, to encourage internal movement by bicycling and walking, to provide safer and quieter neighborhoods, to minimize vehicular conflicts at intersections and to ensure that the impact of recreational traffic on local residents is minimized.

Implementation CE 1-2.a. Discourage driveway encroachments on arterial and collector streets.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Project proponents.

Implementation CE 1-2.b. Identify and provide directional signs to recreational uses that maximize use of arterial and collector streets and minimize or eliminate traffic through residential areas.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.

Resources: General Fund, Capital Improvement Program and street funds.

Implementation CE 1-2.c. In order to improve visibility and reduce the number of vehicles that run the stop sign, encourage Caltrans to redesign the Highway 101 southbound off-ramp at Wildwood Avenue to provide for a perpendicular intersection with Wildwood Avenue.

Responsibility: Caltrans, Public Works and the City Engineer.

Timeframe: Ongoing.

Resources: State funding, including grant funding.

Implementation CE 1-2.d. Improve the intersection of Scenic Way and Eeloa Avenue to enhance vehicular, pedestrian and bicycle safety.

Responsibility: Public Works and the City Engineer.

Timeframe: Ongoing.

Resources: Capital Improvement Program, General Fund and street funds State funding, including grant funding.

Goal CE 2

Maintain a satisfactory Level of Service (LOS) for automobile traffic.

Policy CE 2-1

Maintain minimum traffic Level of Service (LOS) C.

Implementation CE 2-1. Evaluate traffic impacts of major developments for consistency with LOS standards.

Responsibility: Community Development, Public Works and the City Engineer.

Timeframe: Ongoing. Require traffic reports with major development proposals.

Resources: Project Proponents.

Goal CE 3

Maintain and enhance river access and encourage bicycle use and walking as an alternative to automobile traffic and for community health and enjoyment throughout the community.

Policy CE 3-1

Provide an extensive network of pedestrian, including the physically disabled and bicycle pathways to support community health and provide safe alternatives to automobile use.

Implementation CE 3-1.a. Require project proponents to design and construct facilities for bicycle and pedestrian routes as identified in the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing. Require traffic reports with major development proposals.
Resources: Project Proponents.

Implementation CE 3-1.b. Acquire fee title or easements to provide for the construction of bicycle and pedestrian routes as identified in the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: General Fund, Capital Improvement Program, project proponents, street funds and grants.

Implementation CE 3-1.c. Integrate bicycle and pedestrian routes with transit stops.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: Include integration with public works projects and planning permit approvals.

Implementation CE 3-1.d. Explore establishing a rail with trail corridor along the existing railroad along the Scotia Bluffs.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: Grant funds.

Policy CE 3-2

Provide continuous sidewalks along all streets. Maintain sidewalks in good repair.

Implementation CE 3-2.a. Explore a program to fund sidewalk improvement or installation where no sidewalks exist, including sharing of costs with property owners, loans payable at time of sale, etc.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: General Fund, Capital Improvement Program, project proponents, street funds, property owners and grants.

Implementation CE 3-2.b. Identify major pedestrian routes and, where they adjoin streets, prepare roadway sections that encourage pedestrian use.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Prior to major street improvements
Resources: General Fund. Repair and install with public works projects and planning permit approvals.

Implementation CE 3-2.c. Repair or install sidewalks on all streets in conjunction with public works and private development projects.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing, public works projects and planning permit approvals
Resources: General Fund, Capital Improvement Program, project proponents, street funds, property owners and grants.

Implementation CE 3-2.d. Where possible, use traditional sidewalk design with a planter strip between the curb and sidewalk,

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing, with public works projects and planning permit approvals
Resources: Development approvals.

Policy CE 3-3

Provide trees and/or landscaping along streets and pedestrian routes. Where street widening would remove trees and/or landscaping, investigate alternative roadway configurations that would preserve the trees and/or landscaping.

Implementation CE 3-3.a. Review proposed projects, including public works projects that may impact existing trees and/or landscaping

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: Development approvals, grant funds.

Policy CE 3-4

Maintain, enhance and reestablish historic river access points and develop trails and staging areas to encourage access to the river.

Implementation CE 3-4.a. Review proposed projects, including public works projects that may impact existing or potential trails and/or staging areas as identified in Figure 4-2 of the Circulation Element and require dedications and improvements as part of project approvals.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: Project proponents.

Implementation CE 3-4.b. Utilize City funds where appropriate and pursue grant funding for the establishment, reestablishment, maintenance and enhancement of existing or potential trails and/or staging areas as identified in Figure 4-2 of the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing
Resources: General Fund, Capital Improvement Program, street funds, property owners and grants

Goal CE 4

Promote public transit service to, from and within the City.

Policy CE 4-1

Participate in efforts to maintain and enhance public transit opportunities within the City.

Implementation CE 4-1.a. Maintain and encourage use of public transit by encouraging providers to maintain and expand schedules that serve the community.

Responsibility: Humboldt Transit Authority (HTA), the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Local, State and Federal transit funding.

Implementation CE 4-1.b. Provide convenient bus stop locations and shelters.

Responsibility: Humboldt Transit Authority (HTA) and the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Local, State and Federal transit funding.

Goal CE 5

Promote and support re-establishing regional rail service in and out of the County.

Policy CE 5-1

The City supports re-establishing regional rail service, including cargo/freight and tourists excursions in and out of the County.

Implementation CE 5-1.a. Encourage re-establishing regional rail service in and out of the County.

Responsibility: North West Pacific Railroad (NWPR), Northern Counties Logging Interpretative Association, (NCLIA) the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.

Timeframe: Ongoing.

Resources: Public/Private Partnerships, Local, State and Federal transit funding.

Goal CE 6

Promote and support the establishment of an Off Highway Vehicle (OHV) Park for City and County residents and visitors.

Policy CE 6-1

The City supports the establishment of an Off Highway Vehicle (OHV) Park.

Implementation CE 6-1.a. Support the establishment of an Off Highway Vehicle (OHV) Park.

Responsibility: California State Parks, Division of Off Highway Motor Vehicle Recreation, County of Humboldt, City of Rio Dell.

Timeframe: Ongoing.

Resources: Grant funding, including Green Sticker Funds, Public/Private Partnerships

Procedures for Plan Amendments

California Government Code § 65350-65362 contains the following procedural requirements to amend a general plan:

- Prior to action to amend a general plan, the proposed action should be referred to and circulated for 45 days to: the City, County, school districts, LAFCo, regional planning agencies, any federal or state agencies, water providers, and Native American tribes with traditional lands located within the City;
- The Planning Commission shall hold at least one public hearing before approving a recommendation on the amendment;
- The Planning Commission shall make a written recommendation on the amendment;
- Prior to amending the general plan, the City Council shall hold at least one public hearing;
- The City Council shall amend the general plan by resolution, which shall be adopted by not less than a majority of the legislative body;
- City Council may approve, modify, or disapprove the Planning Commission recommendations, however any substantial modifications not previously considered by the Planning Commission shall first be referred to the Planning Commission for its recommendation;
- Copies of the adopted general plan amendment shall be made available for inspection by the public one working day following adoption;
- Within two working days after a request, copies shall be furnished to those so requesting;
- Any specific plan or other plan of the City that is applicable to the same areas or matters affected by a general plan amendment shall be reviewed and amended as necessary to make the specific or other plan consistent with the General Plan;

Plan Amendment Required Findings:

1. The proposed amendment(s) are deemed to be in the public interest.

The State has determined that the preparation and adoption of a Circulation Element is in the public interest in that it identifies the guiding principles for moving people and goods within the City and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan build-out.

2. The proposed amendments are consistent and compatible with the rest of the General Plan and any implementation programs that may be affected.

Section 1.4 of the Land Use Element of the General Plan includes a policy, P1.4-2 that requires the preparation of "...additional General Plan Elements to refine and improve the Plan." In addition, Section 1.5 of the Land Use Element of the General Plan calls for the preparation and adoption of a Circulation Element. Therefore, the proposed General Plan Amendment (Circulation Element) is consistent with the General Plan.

3. The proposed amendments have been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA).

State law requires that any amendment of a general plan comply with the California Environmental Quality Act (CEQA). The primary purpose of CEQA is to inform the decision makers and the public of potential environmental effects of a proposed project. The Circulation Element itself will not result in any potential environmental effects. The Circulation Element does not include any new roads or road networks within the City. The City currently imposes conditions of approval, including road improvements, sidewalks, trails etc. on development projects. Any potential environmental impacts associated with the development of new roads, sidewalks and trails are evaluated at the time of application. As such, staff believes Based on the nature of the project, staff has determined that the project is Statutorily Exempt pursuant to Section 15061(b) (3) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations. Pursuant to Section 15061(b) (3) of the CEQA Guidelines this exemption is covered by the general rule that CEQA applies only to projects which have the potential for

causing a *significant* effect on the environment. Where it can be seen with certainty that there is no possibility that the project in question may have a significant effect on the environment, the project is not subject to CEQA. Based on the nature of the proposed amendment and the discussion above, staff believes there is no evidence to suggest that the amendment will have a significant effect on the environment.

Attachments

Attachment 1: Draft Circulation Element;

Attachment 2: Existing 1977 Circulation Element;

Attachment 3: Possible improvements to the Highway 101 southbound off-ramp at Wildwood Avenue and the intersection of Scenic Way and Eeloa Avenue.

Chapter 4 Circulation Element

4.1 INTRODUCTION



The Circulation Element identifies the guiding principles for moving people and goods within the City and identifies the infrastructure necessary to assure that the transportation network will serve the City at General Plan buildout.

A majority of trips are made by automobile. The Circulation Element identifies the roadway system necessary for automobile traffic by setting levels of service, hierarchy of roads, and areas where road improvements are necessary.

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

The Circulation Element also identifies alternative travel modes, such as walking, bicycles, bus transit, and rail transit. The alternative transportation is important to reduce pressure on roads, conserve energy, and improve the public health through exercise.

The road system provides many functions in addition to carrying vehicle traffic. It provides open space separating dwelling units and commercial uses. If properly landscaped, streetside landscaping provides location for trees to support the urban forest. If developed with safe pedestrian and bike ways, it serves as a non-motorized transportation corridor, a linear park, and an attractive network for healthy exercise. If properly designed, it provides the background for the community urban design and appearance. Finally, it provides the right of way for most of

the City's public utilities infrastructure.

4.2 RELATIONSHIP TO OTHER ELEMENTS

The goals and policies in this Element are directly correlated with that of the Land Use Element and Housing Element so that new and existing development will be adequately served by the transportation system, and will not interfere with existing or planned improvements.

**Mandatory
General Plan
Elements**

Coordinating land use and circulation decisions is necessary to achieve many of the goals of this Plan. For example, adequate roads and safe bicycle and pedestrian routes within the City are essential to accommodate growth. If circulation problems are fixed and improvements are made as development occurs, growth can be accommodated without creating traffic and traffic safety problems for existing residents. Land use planning must also complement transportation planning by locating uses in areas that can be cost effectively served and conditioning projects to mitigate impacts.

**Land Use
Circulation
Housing
Conservation
Open Space
Safety
Noise**

4.3 AGENCY COORDINATION

Coordinating the City's efforts with the California Department of Transportation (Caltrans), and the regional Humboldt County Association of Governments (HCAOG) is a high priority of this Plan.



The Humboldt County Association of Governments (HCAOG) is a Joint Powers Agency comprised of the seven incorporated cities (Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad), and the County of Humboldt. It is the designated Regional Transportation Planning Agency (RTPA). HCAOG is largely responsible for programming State highway, local street and road improvements, public transportation resources, and the roadside call box program. HCAOG also bears responsibility for preparing and implementing the Regional Transportation Plan (RTP) and the Regional Trails Master Plan.

The Regional Transportation Plan (RTP) is a long-range transportation planning document for Humboldt County. HCAOG prepares updates every five years, coordinating with the California Department of Transportation (Caltrans) District 1, local governments, local tribes, local transit authorities and transportation agencies, residents, and other stakeholders. HCAOG is currently in the process of updating the 2008 RTP, as well as the plan's Environmental Impact Report (required by the California Environmental Quality Act).

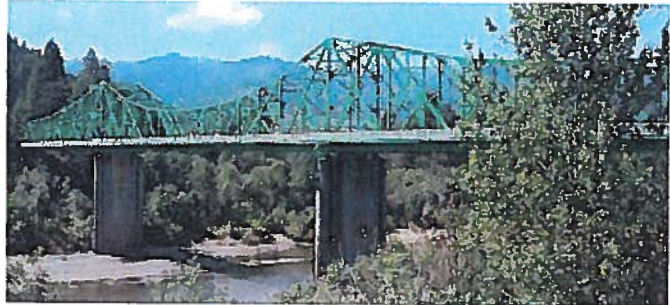
The main purpose of the County Regional Trails Master Plan is to promote the development of a regional active transportation system. The plan promotes active transportation connections *within* and *between* communities.

The Humboldt County Regional Trails Master Plan is a long-range coordinating and resource document that will help plan and implement a regional, active transportation system that ensures safe and equitable access for non-motorized users. The plan compiles information on

existing trails and active transportation planning in the region, focusing primarily on off-street trails.

4.4 ROADWAY INFRASTRUCTURE

Access to the City is primarily from US Highway 101. There are three access points into the City: (1) the Wildwood Avenue interchange on the north end of the City; (2) the Davis Street interchange; and (3) the Scotia – Rio Dell interchange to the south. The Scotia – Rio Dell bridge, also known as the Eagle Prairie Bridge (State Route 283), is the shortest state highway in the Country at .36 of a mile.



The City currently maintains approximately 14.2 miles of streets. The vast majority of streets are made up primarily of two-lane roads. There are a number of streets within the City that do not have curbs, gutters and sidewalks. The lack of curbs, gutters and sidewalks contributes to drainage problems in many of the City's neighborhoods.

A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through traffic; and collectors seek a balance between the two functions.

Figure 4-1, the Circulation Diagram, presents the official functional classifications of existing and proposed streets, roadways, and highways in Rio Dell. The hierarchy of the functional classifications in the city consists of principal arterials, minor arterials, collectors, and local roads and streets as described below. The Circulation Diagram identifies the arterial and collector roadway system in Rio Dell. All roadways not identified on the Circulation Diagram are classified as local streets.

Freeways: Freeways route traffic through the community and are characterized by large traffic volumes and high speed travel.

Arterial Routes: Arterials link residential and commercial districts, and serve shorter through traffic needs.

Collector Roads: Collector streets link neighborhoods to arterials and are not intended for through traffic, but are nonetheless intended to move traffic in an efficient manner.

Local Streets: Local streets are designed to serve only adjacent land uses and are intended to protect residents from through traffic impacts.

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FIGURE 4-1
CIRCULATION DIAGRAM**

Roadway functional classifications and standards for Arterial Routes, Collector Roads and Local Streets are shown below in Table 4-1. The standards identify recommended right-of-way, sidewalk, planting strip, parking, bicycle and travel lane widths. These are only recommended widths. The primary objective of the recommended widths is to ensure the safe and efficient movement of motor vehicles, bicycles and pedestrians. If a development project does not incorporate the recommended widths, appropriate Caltrans or American Association of State Highway and Transportation Officials (AASHTO) standards shall be applied. Design features not addressed by Caltrans and AASHTO standards shall be designed consistent with standard engineering practices.

**Table 4-1
Recommended Right of Way/Street Widths**

Type	ROW	Sidewalk	Landscape Strip	Parking Lane	Bike Lane	Travel Lane	Median
Principal Arterial	96	6	10	0	5	12	15
Minor Arterial	82	6	10	8	5	12	0
Principal Collector	82	6	6	0	5	12	12
Minor Collector	74	6	6	8	5	12	0
Local up to 300 parcels	72	5	6	8	5	12	0
Local up to 75 parcels	56	5	3	8	5	10	0
Local up to 25 parcels	44	5	0	8	0	9	0
Local up to 6 parcels	40	5	0	7	0	8	0

4.5 ROADWAY CAPACITY

As the City's population grows, corresponding increases in vehicle volumes will have impacts on the safety and functionality of City roadways. Roadway capacity is generally assessed using a Level of Service (LOS) rating. The LOS rating is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. The quality of traffic operations is expressed in terms of LOS A (no congestion) through LOS F (extreme congestions). LOS definitions generally describe traffic conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Typically, level of service D is used as the design standard in urban areas and level of service C is used as the design standard in rural areas. Table 4-2 identifies the descriptions of the various LOS levels.

**Table 4-2
Level of Service (LOS) Standards**

LOS	Description
A	Free-flowing conditions with no delay
B	Free-flowing conditions; however, speed and maneuverability are slightly restricted due to the presence of other vehicles
C	Stable traffic flow, with less freedom to select speed, change lanes, or pass. Some delay may be experienced
D	A traffic stream approaching unstable flow, with reduced speed and maneuverability.
E	Unstable traffic flow with rapidly fluctuating speeds and flow rates
F	Forced traffic flow, where speed and flow may drop to zero with high densities.

Overall roadway capacity and functionality in the City is currently operating at a LOS C or better level.

Due to their right-of-way widths and the amount of on-street parking on First and Second Avenues, the City Council has discussed the possibility of designating these streets as one-way streets. The purpose of designating the streets one-way is to improve traffic congestion and emergency access.

In order to minimize impacts to City streets due heavy commercial truck traffic associated with timber harvest and mining/quarry operations west of the City, the City has designated a truck route from Monument Road to Pacific Avenue to Davis Street.

Impacts of new development on the safety and capacity of the road network are currently assessed on a project-by-project basis. Developments are required to make on-site improvements to the road frontage and to provide safe access to the new development. The City has been unable to fund road construction to support new development and generally has not accepted privately constructed roads into its maintained road system. Instead, new roads constructed to City standards must be maintained by a Home Owner or Road Maintenance Association.

4.6 ROADWAY MAINTENANCE.

Roadway maintenance programs must be properly funded and managed to have a lasting beneficial effect on roadway condition and public safety. Maintenance benefits can only be achieved if substantial improvements are made to assure the long-term performance of the City’s roadways. Perhaps the most significant factor is the availability and allocation of funds for roadway maintenance and construction. And the amount of funding needed is determined by roadway design, construction, maintenance and rehabilitation, which all affect the rate of roadway deterioration.



The State of California imposes excise taxes on various transportation fuels. California motor vehicle fuel taxes include the gasoline tax, diesel fuel tax, and the use fuel tax. Taxes on fuel used for other motor vehicles are transferred to the state Highway Users Tax Account. These include:

- The “gasoline tax” and “diesel fuel tax” imposed on the use of vehicle fuels at the rate of \$0.18 per gallon including the \$0.09 rate imposed by Proposition 111 (1994).
- The “use fuel tax” is imposed on vendors and users of motor vehicle fuels that are not taxed under either the gasoline or diesel fuel tax, such as liquefied petroleum gas, ethanol, methanol and natural gas (both liquid and gaseous) for use on state highways. Use Fuel Tax rates vary depending on the type of fuel.
- Beginning with the 2010-11 fiscal year, Section 2103 of the Streets and Highways Code was added to allocate funds from a new motor vehicle fuel excise tax that replace previous city and county allocations from the Proposition 42 sales tax on gasoline. This is the change known as the “fuel tax swap of 2010.” Section 2103 funds are allocated to cities on a per capita basis and to counties 75% based on the proportion of registered vehicles and 25% based on the proportion of maintained county road miles.

The allocation of highway user tax revenues is complex, with differing allocations of the \$0.09 Proposition 111 rate versus the \$0.09 original gasoline tax rate, as well as differences in the allocation of gasoline tax revenues from diesel and fuel use tax revenues.

Of the \$0.18 per gallon of user tax revenue, the City receives about \$0.03. In fiscal year 2011-2012 the City received \$102,470 in user tax revenue. The State has projected that the City will receive \$90,227 in user tax revenue in fiscal year 2012-2013.

In 2009 HCAOG retained the services of Nichols Consulting Engineers to prepare a regional Pavement Management Program (PMP). The intent was to identify and prioritize needed maintenance, rehabilitation and reconstruction of roads within the County and Cities. Roads were categorized based on a Pavement Condition Index (PCI). The PCI provides a numerical rating for the condition of road segments within the road network, where 0 is the worst possible condition and 100 is the best. The PCI is used to guide rehabilitation and maintenance decisions for the road network based on a decision matrix. See Table 4-3.

**Table 4-3
Pavement Condition Index (PCI) Decision matrix**

PCI Decision Matrix				
TIME OF IMPROVEMENT	FREEWAY	ARTERIAL	COLLECTOR	LOCAL
Adequate	>85	>85	>80	>80
6 to 10 years	76 to 85	76 to 85	71 to 80	66 to 80
1 to 5 years	66 to 75	56 to 75	51 to 70	46 to 65
NOW Rehabilitate	60 to 65	50 to 55	45 to 50	40 to 45
NOW Reconstruct	<60	<50	<45	<40

Based on the results of condition surveys conducted in the Fall of 2009, Nichols Consulting Engineers determined that the City’s average PCI is 61. This is considered to be in the “FAIR” condition category. The City retained Nichols Consulting Engineers to follow-up on the 2009 Pavement Management Program to identify potential costs associated to the City’s maintenance backlog. Based on Nichols survey and rating dated August 2011, there are approximately 30 streets or portions of streets with a PCI rating of 40 or less. Nichols determined that it would

cost the City approximately \$3.7 million (2011 dollars) to fix all the roads in a one year period. Table 4-3 summarizes the costs for the next 20 years. Basically, the City needs about \$5.3 million (in real 2011 dollars) over the next 20 years to improve and maintain the City's street network at a PCI rating in the high 70's to low 80's.

**Table 4-4
Estimated Road Repair Costs**

Year	Estimated Construction Costs (2011 \$)	Cumulative Construction Costs (2011 \$)	Year	Estimated Construction Costs (2011 \$)	Cumulative Construction Costs (2011 \$)
2012	\$ 2,571,500	\$ 2,571,500	2022	\$ 7,062	\$ 4,049,651
2013	\$ 295,403	\$ 2,866,903	2023	\$ 9,652	\$ 4,059,303
2014	\$ 151,990	\$ 3,018,893	2024	\$ 11,056	\$ 4,070,359
2015	\$ 202,767	\$ 3,221,660	2025	\$12,375	\$ 4,082,734
2016	\$ 172,414	\$ 3,394,074	2026	\$ 77,348	\$ 4,160,082
2017	\$ 210,519	\$ 3,604,593	2027	\$ 48,339	\$ 4,208,421
2018	\$ 81,071	\$ 3,685,664	2028	\$ 114,435	\$ 4,322,856
2019	\$ 22,733	\$ 3,708,397	2029	\$ 55,830	\$ 4,378,686
2020	\$ 317,667	\$ 4,026,064	2030	\$ 137,876	\$ 4,516,562
2021	\$ 16,525	\$ 4,042,589	2031	\$ 802,663	\$ 5,319,225

In an attempt to generate much needed funds for road repairs, the City placed Measure X on the June 2012 ballot. Measure X would allow the City to issue \$2 million dollars in general obligation funds, maturing 15 years from their issue date and bearing an interest rate not to exceed 4.25%. It was estimated that the annual parcel tax assessment would be about \$115.00 per \$100,000 of assessed value. In addition, the City was going to contribute an additional \$825,000. It was estimated that the \$2,825,000 would allow the City to repair about 11.5 miles or 90% of the City's roads.

Because Measure X was a tax, it required a supermajority 2/3 voter approval. Measure X received 62.59 percent of the votes. The measure needed 66.66 percent to pass. Because the vote was so close, the City decided to put the matter to the voters again. Measure J was placed on the November 2012 ballot. Measure J also failed to garner the required votes. Measure J received 55.61% of the vote.

2012 Election Results				
Measure	Yes	%	No	%
"X"	437	62.7%	260	37.3%
"J"	595	55.61%	475	44.39%

4.7 PUBLIC TRANSPORTATION



Providing adequate public transportation to serve the needs of Rio Dell residents who prefer or require public transportation for mobility is a priority of the Circulation Element. Increased use of public transportation will reduce air pollution, greenhouse gas emissions, traffic congestion, parking demand, energy consumption and the cost of personal transportation.

The 2008 Regional Transportation Plan contains a comprehensive description of public transit services of fixed and flexible route providers. The following fixed-route systems serve the county's public transit needs: Redwood Transit System, Eureka Transit System, Southern Humboldt Rural Transit System, Arcata & Mad River Transit System, Klamath/Trinity Non Emergency Transportation (K/T Net), and Blue Lake Rancheria.

The Humboldt Transit Authority (HTA), established in 1975, provides transit services along the US 101 corridor in Humboldt County. A joint powers agreement was signed by Humboldt County and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad to finance, acquire, construct, manage, operate and maintain public transit systems and related property and facilities.



Funding for support of the operations and maintenance of HTA is obtained primarily through fares, and Transportation Development Act (TDA) funds that accrue to each entity of HTA. The proportion of TDA funds that are paid by the cities and the county for the support of HTA are based on the census population of each city, compared to the population of all the cities. Humboldt County provides 50 percent of the TDA funds, and the participating cities provide the other 50 percent (City of Eureka 25.6 percent, City of Arcata 13.1 percent, City of Fortuna 8.1 percent, City of Rio Dell 2.8 percent and City of Trinidad .4 percent) of TDA funds for the support of HTA. The member entity assessments have not been adjusted since 1976.



The Humboldt Transit Authority operates the Redwood Transit System (RTS) which provides bus service from Trinidad to Scotia. The "Mainline" route includes 3 stops in the City. One of the stops is located on Center Street. This stop does not have bus shelters. The bus stop on Rigby Avenue and Davis Street does include a bus shelter on the northbound route on the east side of Rigby. The third location is on Wildwood Avenue in front of City Hall. The northbound stop does have a bus shelter, but the southbound route does not.

The "Mainline" north route makes 8 stops a day during the week in the City and the south route makes 7 stops a day during the week. On Saturdays and Sundays there are 4 northbound and southbound stops in the City.

RTS also provides an "Intercity" route from Eureka to Garberville. The "Intercity" route includes a stop at the Davis Street and Highway 101 interchange. Both the northbound and southbound stops are poorly signed and do not include bus shelters. This route provides 4 weekday stops.

Other City public transit services, include Redwood Coast Transit (linking Crescent City and Humboldt County), Greyhound Bus Lines, AMTRAK, and City Cab.

4.8 Bicycle and Pedestrian Travel

The City of Rio Dell has limited non-motorized transportation facilities. There are a number of informal trails throughout the community that provide connections to the town center and neighborhood destinations, as well as access to the Eel River. City staff has participated in non-motorized transportation project identification for inclusion in several regionally significant transportation plans, such as the Humboldt Peoples Powered Pathways (HP3), the 2012 Regional Bicycle Plan and the 2010 Regional Trails Master Plan

This Plan supports improvements that accommodate bicycles, pedestrians, and the mobility-challenged population. These improvements mostly include sidewalks, crosswalks, trails, and bicycle lanes. While walking or cycling between destinations is a choice for some, it is a necessity for others who do not have access to motorized transport. Development of bicycle and pedestrian facilities can reduce vehicle miles traveled, enhance communities, increase the opportunities for an active and therefore healthy lifestyle, and reduce greenhouse gas emissions.

The Circulation Element provides the framework for developing a trail network or active transportation system in the City. The various types of natural surface, paved off-street trails and on-street facilities comprise the system.

The trail network will be comprised of a variety of trail types to accommodate different user groups and topography. The trail classification system is organized by natural and paved surface trail types, which are described below. The classification system is used to identify existing and proposed trails in Humboldt County.

Natural Surface Trails are primarily unpaved trails that serve a variety of recreational user groups and may occasionally serve transportation (e.g., commuter use) and local connectivity (e.g., school and local errand access) needs. Natural surface trails are classified into multipurpose, equestrian, and developed/improved trails.

Multipurpose Trails accommodate a wide variety of user groups. These paths, while constructed with native surface materials or compacted, crushed or granulated stone, provide wide treads and clearances (i.e., width varies from four feet to eight feet) potentially accommodating significant volumes of hikers, equestrians and bicyclists. Where hikers, bicyclists and equestrians are allowed on the same trail "Yield to" signage should be installed to notify users of rights-of-way.

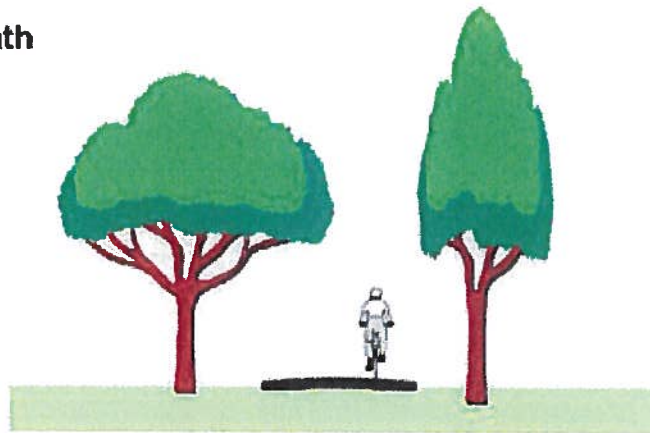
Equestrian Trails should provide for local- and long-distance trail rides, and may also serve multiple user types. Basic dimensional requirements include an 18 to 36 inch wide trail tread and appropriate horizontal clearances. In high use and developed areas, a minimum tread width of seven to eight feet should be provided to allow for riding side by side as well as opportunities for passing when bidirectional movements are expected. Compacted natural soil is typically the preferred trail tread, but surfacing trails with crushed fines may be preferred in Humboldt County due to climate conditions.

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FIGURE 4-2
TRAILS DIAGRAM**

Developed/Improved Trails accommodate walking and hiking in a variety of contexts and are the minimum trail standard typically incorporated into a regional trails network. They generally have a compacted natural soil surface (or surfaced with crushed fines to improve trail conditions due to climate) and widths ranging from 18 inches to 48 inches. These types of facilities are typically located in open space areas, at local and county parks, in undeveloped public rights-of-way such as utility corridors, and in parklands and resource lands.

Paved trails and on-street routes are intended to meet Caltrans and AASHTO dimensional, geometric and functional standards for Class I bike paths, Class II bike lanes, and Class III bike routes that serve a variety of commuter trips, utilitarian trips, and recreational trips. Paved surface trails are further described below.

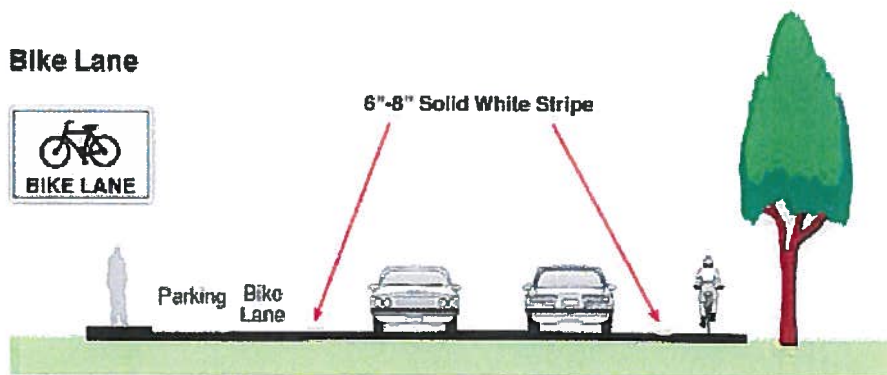
Shared Use Path



Class I Bike Path

CLASS I BIKE PATH – Class I bikeways are typically referred to as **multi-use** or **shared use paths**. They are paved and separated from streets and highways. For a two-way path, the minimum width is 8 feet (2.4 meters) (per Caltrans design criteria). Class I bikeways are shared by bicyclists and pedestrian, and in some cases equestrians. They are popular with novice cyclists; experienced bicyclists may avoid these paths to avoid conflicts with multiple users.

Bike Lane

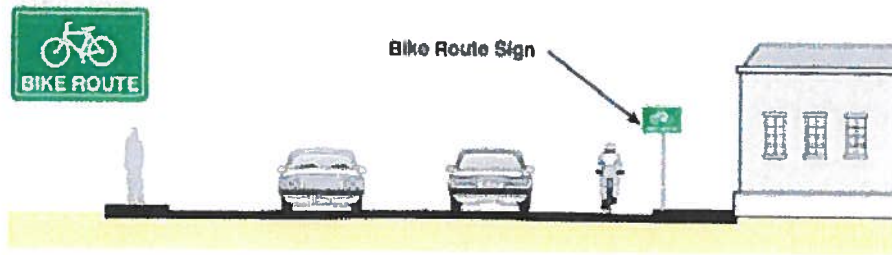


Class II Bike Lane

CLASS II BIKE LANE – Class II is often referred to as a **bike lane**. It is striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes make

motorists more aware of bicyclists. The minimum width of a lane is 4 feet (1.2 meters), or 5 feet (1.5 meters) if the lane is next to a curb or parked cars.

**Bike Route
Signed Shared Roadway**



Class III Bike Route

CLASS III BIKE ROUTE – Generally referred to as a **bike route**, Class III bikeways are signed to indicate that bicyclists share the roadway with motor vehicles, and sometimes pedestrians (not recommended). These are recommended to connect where there are gaps in Class I or Class II bikeways.

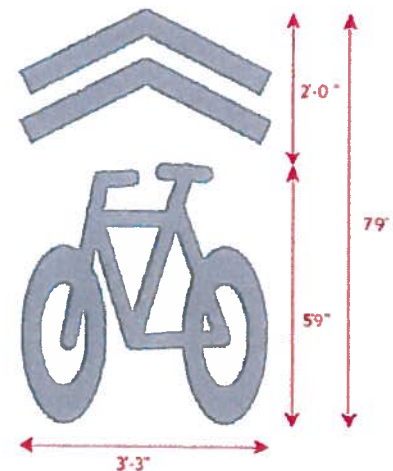
In addition to Caltrans’ standard Class III bikeway design, the Regional Bicycle Plan proposes two modified classifications for Class III bike routes, one “enhanced” and one “rural route.”

ENHANCED CLASS III BIKEWAY – This designation is for bike routes that add one or more design elements other than standard Class III signs. Enhanced Class III bikeways augment the bike facility with pavement markings and/or signage. Roadway space requirements are the same as for other Class III facilities.

One way to enhance the Class III design is to paint a fog line on the roadway, which visually delineates between the edge of the travel lane and the parking zone or shoulder. Fog lines also visually constrict the travel lane, which makes some drivers slow down.

A Class III design can also be enhanced with “Share the Road” signs placed in tandem with “Bike Route” signs, and/or on other signposts. Another way to enhance the bike route is to paint *shared-use arrows* (commonly called “sharrows”) in the roadway.

RURAL ROUTE CLASS III BIKEWAY – This augmented Class III Bikeway is intended for rural, two-lane roads that cyclists frequently use, but whose width and/or sight distances make them poor candidates for a standard bike route. Identifying these roads with signs as “Bike Routes” can potentially attract more cyclists where engineering cannot improve roadway conditions to accommodate more bicycle traffic.



A “Sharrows” Symbol



In these cases, “Share the Road” signs can be installed to increase motorists’ awareness that cyclists are riding on the roadway. Appropriate signs include a yellow bicycle warning sign and “Share the Road” or “Share the Road with Bicyclists” placard.

The Regional Trails Master Plan includes detailed information on trail design and standards, including trail cross sections, accessible trail design, trailhead layout and trail support facilities.

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. Some of Safe Routes to School’s benefits:

- Makes safer school routes by improving intersections and sidewalks.
- Reduces traffic congestion and greenhouse gas emissions from automobiles.
- Improves students’ health and their sense of their surroundings.
- Builds working relationships and friendships in the community.
- Promotes and builds active lifestyles and livable communities for everyone.

In 1969, 50% of school children in the United States walked to school (US Centers for Disease Control and Prevention). Today in Humboldt County, 20% of school children walk or bike to school.

There are two schools in Rio Dell, the Eagle Prairie Elementary School and the Monument Middle School. The schools are located on Center Street and adjacent to one another. The City being fairly compact is ideal for walking; therefore the school district does not provide busing for any of its students.

Eagle Prairie Elementary serves grades K-5 and Monument Middle School serves grades 6-8 in the Rio Dell. About half of the total students walk or bike to school. The rest of the approximately 500 students are driven to school. Safety concerns around walking and biking include streets without sidewalks, crossing streets, and narrow unpaved streets. A crossing guard helps students cross Wildwood and Center Streets.

The City of Rio Dell received funding in the 2010 cycle, which redesigned the drop-off/pick-up area of the school and improved access near at the intersection of Second Avenue and Davis Street. This has increased safety for students walking and biking. The City applied for another grant during the 2012 cycle. The City was awarded a grant in the amount of \$152,300. The City is providing an additional \$17,400 towards the improvements. The project includes a lighted crosswalk at the intersection of Wildwood Avenue and Central Street, crosswalks, sidewalks and bulbouts.

4.9 Rail Transportation

Northern California's vast stands of redwood trees presented a problem - how to get them to market? Their immense size and weight did not allow for normal lumbering practices. The answer lay in the railroad. The first railroads on the western coast were built in 1854 and for the next century, railroads played a vital role in a thriving lumber industry.

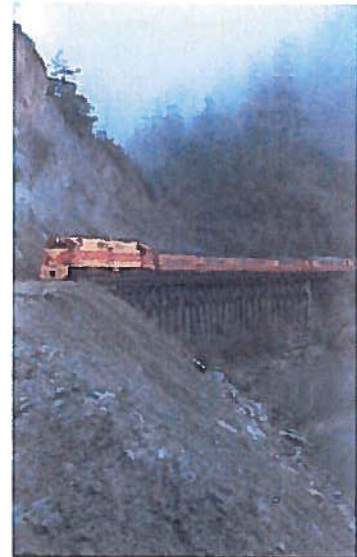


The Northwestern Pacific Railroad, at its height, was an amalgamation of some sixty different companies. Its territory extended along the Pacific coast from San Francisco to California's Humboldt County, 100 miles shy of the Oregon State line. Some of the forerunners had built extensive and substantial operating lines. Others were short lines, such as the many logging lines in the Humboldt Bay region. Nearly a third consisted of companies which incorporated but never laid a foot of track. All of them contributed, in some fashion, to the rich heritage of the NWP.

The line was opened by Northwestern Pacific in 1907 and was owned jointly by Southern Pacific and AT&T. After merging with the Eureka & Klamath Railroad in 1914, Southern Pacific bought the Santa Fe's equal interest in the line in 1929. The Northwestern Pacific Railroad, one of Northern California's historic entities, survived as a Southern Pacific wholly-owned subsidiary. Petaluma was the NWP's base of operations. "Sprint Trains" and their crews originated there, running both north and south on the line.

In 1984 the track from Outlet, near Willits, north to Arcata was sold to a new company, the Eureka Southern Railroad. By the early 1990's most of the traffic originated in Eureka and the surrounding area.

The Eureka Southern went bankrupt in April of 1992 and sold its assets to the North Coast Rail Authority, which designated the North Coast Railroad to run the line. In its first few months, the North Coast Railroad leased NWP diesels, recreating the days when the Northwestern Pacific still owned the line from Willits to Eureka. The NWP interchanged with the North Coast Railroad in Willits, forwarding the train to the Southern Pacific at Suisun City. For the last few years, trains that negotiated the scenic north end of the line were run only at night. The line shut down in 1997 when it was impacted by major floods and landslides.



5.0 Air Transportation

The Arcata-Eureka Airport located in McKinleyville is the county's sole commercial airport. Maintaining a wide selection of carrier, flight, and destination options is a high priority to the County as a whole. Given the County's remote location, providing convenient travel connections to urban centers is an important quality of life amenity and essential to maintain Humboldt's connections to the world economy.

Rohnerville airport is located 0.8 miles south of Fortuna. It serves the City of Fortuna, Rohnerville and surrounding communities of west-central Humboldt County. This airport is situated atop a plateau, overlooking the Eel River, amid rural residential and undeveloped

land. Its runways end at rapidly falling terrain, south of the airfield. Vehicular access to Rohnerville Airport is from Airport Road via Drake Hill Road and US 101.

The airport has one runway, Runway 11-29 which is 4,007 feet long and oriented roughly northwest/southeast. Runway 11-29 offers non-precision instrument approach capabilities. There are two banks of hangars, located at the west end of the airport, consisting of box hangars, T-hangars and portable T-hangars. Fifteen tie-downs are positioned between these hangars. The transient apron is located mid-field and consists of five tie-downs, and one portable T-hangar. A pilots' lounge is immediately west of the transient apron. Fuel is dispensed from a self-fuel card operated system.

A California Department of Forestry and Fire Protection (CAL FIRE) station has been operating on the east side of Rohnerville Airport since 1964. The CAL FIRE station is an air attack base, as well as a fire-fighter training facility. CAL FIRE equipment includes water and retardant tanks, one hangar used to store helicopters, an apron that provides parking for up to four aircraft and a fuel dispensary.

5.0 GOALS, POLICIES, AND PROGRAMS

The Circulation Element proposes several goals and policies to support important roadway functions, including pedestrian and bicycle modes of transportation, rather than serving the single purpose of automobile traffic.

Goal CE 1

Develop and maintain a safe, balanced vehicular and non-vehicular transportation system to meet the mobility needs consistent with General Plan land use goals and policies.

Policy CE 1-1

Develop and maintain the Circulation Plan network of arterials, collectors, and local streets as identified in Figure 4-1 of the Circulation Element. The existing and proposed streets should be maintained and designed to serve the functions they are intended to serve, with adequate capacity and safety.

Implementation CE 1-1.a. Design, construct, upgrade, and maintain the automobile, bicycle and pedestrian circulation system according to the functions they are intended to serve.

Responsibility: Project proponents, Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing.
 Resources: Capital Improvement Program, project proponents, street funds, general obligation bonds, potential improvement districts and impact fees.

Implementation CE 1-1.b. Coordinate with the County, CALTRANS and the Humboldt County Association of Governments (HCAOG) in addressing regional transportation issues.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing.
 Resources: Local, State and Federal programs.

Implementation CE 1-1.c. Explore the potential of designating one-way streets on narrow, crowded (parked vehicles) streets to enhance traffic flow and emergency access.

Responsibility: Community Development, Public Works, City Engineer and the Traffic Committee.
Timeframe: Ongoing.
Resources: Capital Improvement Program, General Fund and street funds.

Policy CE 1-2

Design street systems in residential areas to minimize through traffic, to encourage internal movement by bicycling and walking, to provide safer and quieter neighborhoods, to minimize vehicular conflicts at intersections and to ensure that the impact of recreational traffic on local residents is minimized.

Implementation CE 1-2.a. Discourage driveway encroachments on arterial and collector streets.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Project proponents.

Implementation CE 1-2.b. Identify and provide directional signs to recreational uses that maximize use of arterial and collector streets and minimize or eliminate traffic through residential areas.

Responsibility: Community Development, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: General Fund, Capital Improvement Program and street funds.

Implementation CE 1-2.c. In order to improve visibility and reduce the number of vehicles that run the stop sign, encourage Caltrans to redesign the Highway 101 southbound off-ramp at Wildwood Avenue to provide for a perpendicular intersection with Wildwood Avenue.

Responsibility: Caltrans, Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: State funding, including grant funding.

Implementation CE 1-2.d. Improve the intersection of Scenic Way and Eeloa Avenue to enhance vehicular, pedestrian and bicycle safety.

Responsibility: Public Works and the City Engineer.
Timeframe: Ongoing.
Resources: Capital Improvement Program, General Fund and street funds State funding, including grant funding.

Goal CE 2

Maintain a satisfactory Level of Service (LOS) for automobile traffic.

Policy CE 2-1

Maintain minimum traffic Level of Service (LOS) C.

Implementation CE 2-1. Evaluate traffic impacts of major developments for consistency with LOS standards.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing. Require traffic reports with major development proposals.
 Resources: Project Proponents.

Goal CE 3

Maintain and enhance river access and encourage bicycle use and walking as an alternative to automobile traffic and for community health and enjoyment throughout the community.

Policy CE 3-1

Provide an extensive network of pedestrian, including the physically disabled and bicycle pathways to support community health and provide safe alternatives to automobile use.

Implementation CE 3-1.a. Require project proponents to design and construct facilities for bicycle and pedestrian routes as identified in the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing. Require traffic reports with major development proposals.
 Resources: Project Proponents.

Implementation CE 3-1.b. Acquire fee title or easements to provide for the construction of bicycle and pedestrian routes as identified in the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: General Fund, Capital Improvement Program, project proponents, street funds and grants.

Implementation CE 3-1.c. Integrate bicycle and pedestrian routes with transit stops.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: Include integration with public works projects and planning permit approvals.

Implementation CE 3-1.d. Explore establishing a rail with trail corridor along the existing railroad along the Scotia Bluffs.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing

Resources: Grant funds.

Policy CE 3-2

Provide continuous sidewalks along all streets. Maintain sidewalks in good repair.

Implementation CE 3-2.a. Explore a program to fund sidewalk improvement or installation where no sidewalks exist, including sharing of costs with property owners, loans payable at time of sale, etc.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: General Fund, Capital Improvement Program, project proponents, street funds, property owners and grants.

Implementation CE 3-2.b. Identify major pedestrian routes and, where they adjoin streets, prepare roadway sections that encourage pedestrian use.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Prior to major street improvements
 Resources: General Fund. Repair and install with public works projects and planning permit approvals.

Implementation CE 3-2.c. Repair or install sidewalks on all streets in conjunction with public works and private development projects.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing, public works projects and planning permit approvals
 Resources: General Fund, Capital Improvement Program, project proponents, street funds, property owners and grants.

Implementation CE 3-2.d. Where possible, use traditional sidewalk design with a planter strip between the curb and sidewalk,

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing, with public works projects and planning permit approvals
 Resources: Development approvals.

Policy CE 3-3

Provide trees and/or landscaping along streets and pedestrian routes. Where street widening would remove trees and/or landscaping, investigate alternative roadway configurations that would preserve the trees and/or landscaping.

Implementation CE 3-3.a. Review proposed projects, including public works projects that may impact existing trees and/or landscaping

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: Development approvals, grant funds.

Policy CE 3-4

Maintain, enhance and reestablish historic river access points and develop trails and staging areas to encourage access to the river.

Implementation CE 3-4.a. Review proposed projects, including public works projects that may impact existing or potential trails and/or staging areas as identified in Figure 4-2 of the Circulation Element and require dedications and improvements as part of project approvals.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: Project proponents.

Implementation CE 3-4.b. Utilize City funds where appropriate and pursue grant funding for the establishment, reestablishment, maintenance and enhancement of existing or potential trails and/or staging areas as identified in Figure 4-2 of the Circulation Element.

Responsibility: Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing
 Resources: General Fund, Capital Improvement Program, street funds, property owners and grants

Goal CE 4

Promote public transit service to, from and within the City.

Policy CE 4-1

Participate in efforts to maintain and enhance public transit opportunities within the City.

Implementation CE 4-1.a. Maintain and encourage use of public transit by encouraging providers to maintain and expand schedules that serve the community.

Responsibility: Humboldt Transit Authority (HTA), the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing.
 Resources: Local, State and Federal transit funding.

Implementation CE 4-1.b. Provide convenient bus stop locations and shelters.

Responsibility: Humboldt Transit Authority (HTA) and the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.
 Timeframe: Ongoing.
 Resources: Local, State and Federal transit funding.

Goal CE 5

Promote and support re-establishing regional rail service in and out of the County.

Policy CE 5-1

The City supports re-establishing regional rail service, including cargo/freight and tourists excursions in and out of the County.

Implementation CE 5-1.a. Encourage re-establishing regional rail service in and out of the County.

Responsibility: North West Pacific Railroad (NWPR), Northern Counties Logging Interpretative Association, (NCLIA) the Humboldt County Association of Governments (HCAOG), CALTRANS, Community Development, Public Works and the City Engineer.

Timeframe: Ongoing.

Resources: Public/Private Partnerships, Local, State and Federal transit funding.

Goal CE 6

Promote and support the establishment of an Off Highway Vehicle (OHV) Park for City and County residents and visitors.

Policy CE 6-1

The City supports the establishment of an Off Highway Vehicle (OHV) Park.

Implementation CE 6-1.a. Support the establishment of an Off Highway Vehicle (OHV) Park.

Responsibility: California State Parks, Division of Off Highway Motor Vehicle Recreation, County of Humboldt, City of Rio Dell.

Timeframe: Ongoing.

Resources: Grant funding, including Green Sticker Funds, Public/Private Partnerships

Jim Stretch

From: Jerome Carman <jcarman@redwoodenergy.org>
Sent: Thursday, May 23, 2013 11:55 AM
To: Jim Stretch
Cc: cralston@riodellicity.com; 'Patricia Terry'
Subject: Initial Solar Assessment For Rio Dell
Attachments: Rio_Dell_Solar_Final_Report_4-16-2013.docx

Hi Mr. Stretch,

This is Jerome Carman with Redwood Coast Energy Authority. I hope this email finds you well.

Attached is the initial solar analysis that we conducted for you. It was my hope to meet with you and discuss this analysis but it does no good sitting here in our office. The primary point regarding this is that it is a rough estimate and should not be used as a resource for actual costs. Projected costs are only an estimate to get an idea of solar as a possible investment.

Patricia and I are eager to meet with you regarding this analysis and regarding additional efficiency upgrade options you have. Feel free to call either one of us at any time to schedule a meeting:

269-1700

Patricia Terry: pterry@redwoodcoastenergy.org

Jerome Carman: jcarman@redwoodcoastenergy.org

Best Regards,
Jerome

--

Jerome K. Carman, EIT 145943
Program Assistant
Redwood Coast Energy Authority
jcarman@redwoodenergy.org
707-269-1700

We Have Moved! RCEA is now located at 633 3rd St. on the corner of 3rd and H in Eureka.

CIRCULATION ELEMENT
of the
RIC DELI GENERAL PLAN
1977

CITY COUNCIL ADOPTION - October 18, 1977
PLANNING COMMISSION APPROVAL - August 25, 1977

Preparation of this element was funded in part by Grant 1008.302 furnished by the California Governor's Office of Planning and Research in cooperation with the U.S. Department of Housing and Urban Development, under the provisions of Section 701 of the Housing and Community Development Act of 1974.

RIO DELL CIRCULATION ELEMENT

CITY COUNCIL

Ralph Roberts, Mayor

Millard Barisdale, Vice-Mayor

Walter Close

Gary Thrap

Frank Cardoza

PLANNING COMMISSION

Norman Ambrosini, Chairman

Carroll Horner, Vice-Chairman

Paul Primifiore *

Lasca Withrow

Richard Parsellis

CITY ADMINISTRATOR

Dale Livingston

CITY PLANNER

Matt Morris, Five Cities Circuit Team

* Resigned

CIRCULATION ELEMENT

Involved Staff

Glen Summerfield, Public Works Director, Rio Dell

Matt Morris, City Planner, Five Cities Circuit Team

Bill Black, Administrative Assistant, Five Cities Circuit Team

Pamela Goodwin, Circuit Secretary, Five Cities Circuit Team

John Schwabe, Planning Intern

Tim Hanan, Planning Intern

Dave Anderson, Planning Intern

Joel Ganzoneri, Planning Intern

RIO DELL GENERAL PLAN CIRCULATION ELEMENT

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CIRCULATION ELEMENT

INTRODUCTION

The safe movement of people and goods is essential to every community. The demands placed on the City's circulation system of streets, roads and highways result from individual choices. Among these choices are where people live, where they work, where they shop, and how they travel from one place to another.

NEED

Because these trips are the lifeblood of our communities, the legislature decided in 1955 that each city and county should prepare as part of its General Plan:

"A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and facilities, all correlated with the land use element of the Plan."

Such an element was part of the 1968 General Plan. In 1976 the City Council directed that the Circulation Element be revised.

Present

An inventory of the Ric Dell street and sidewalk system was undertaken during 1975-76 by student interns from Humboldt State University.

The street width map (C-1) indicates that within Ric Dell's public and private street system, there were:

	<u>Approximately</u>
Streets 13 feet or less in width:	6,000 feet [±]
Streets 20 feet or less in width, but more than 13 feet wide:	15,000 feet [±]
Streets more than 20 feet in width:	<u>45,000 feet[±]</u>
Total length	66,000 feet [±]
Improvements of right of way edges included those with:	
Full improvements (curbs, gutters, and sidewalks):	17,700 feet [±]
Partial improvements (curbs, and gutters only):	20,600 feet [±]
Partial improvements (sidewalks only):	<u>1,300 feet[±]</u>
Total	39,600 feet [±]

Future

In an "era of fiscal limitations" identified by Governor Brown, California cities are placed in the unenvied position of having less resources to use in meeting the demands and needs of tourists, residents, and out-of-town shoppers. In addition, the quality of residential environments must be maintained while facilitating accessibility to all parts of the city.

CIRCULATION GOALS of the CITY OF RIO DELL

- . Provide a street system that considers the neighborhood as the basic planning unit.
- . Develop a balanced transportation system of streets, public transit, and a freeway.
- . Develop adequate off-street parking facilities in appropriate locations, and continue transportation planning on a local and regional basis.
- . In light of new technology and changing desires of Rio Dell's citizens, continue long-range land-use and transportation studies by the City Council, Planning Commission and HCAOG, to evaluate the future role of transportation in Rio Dell and the region.
- . Maximize return on capital investments in city infrastructure.
- . Plan for an adequate system of bicycle lanes and trails.

OBJECTIVESRegional Cooperation

To maximize regional cooperation by adopting the HCAOG Regional Transportation Plan (by reference) as a portion of Rio Dell's Circulation Element. Where there are conflicts between the documents, the Circulation Element's text, maps, or amendments will be binding.

Public Transit

Intercity service would be provided, where feasible, by joint powers agreement to serve college and university students, workers, and shoppers, etc. The Humboldt Transit Authority (HTA) currently fills this role.

Program Capital Improvements

- . Plan and Program investments in new city infrastructure and maintenance to result in coherent development assisting and fulfilling city plans.

Roads

- . Capacity, safety and structural improvements made to upgrade the roads based on existing travel needs.
- . New and/or improved roads constructed to provide adequate access, including ingress and egress, to newly developing areas in accordance with the City's General Plan.

Parking

- . Keep congestion problems from strangling downtown.
 - . Additional off-street parking facilities developed in the Downtown Area.
 - . Adequate parking provisions for residents of Rio Dell and Scotia seeking to patronize downtown business.
 - . Adequate parking provisions appealing to the travelling public, and allowing them to purchase needed items in Ric Dell.
- . Maintain existing level of business:
 - . Establishments
 - . Sales Volume
 - . Sales tax revenues for the City.
- . Allow a steady increase in volume and variety of downtown business establishments through provisions of appealing well-sited, & adequate off-street parking.
- . Utilize appropriate and feasible methods of acquiring and developing off-parking facilities.
- . Development of a bikeway master plan for the City of Ric Dell. This bikeway plan will be a segment of the Circulation Element upon adoption by the City Council.

POLICIES

Parking

- . Development of additional off-street parking facilities in the Downtown Area.
- . Maximum utilization of private voluntary cooperation (Chamber of Commerce, downtown merchant groups, etc.).
- . Maximum utilization of developer donation.
- . Utilization of funding options for redevelopment of downtown (HUD Community Development Block Grants, and tax-increment bonding when feasible, as part of a possible "Core Area Redevelopment Program.").
- . Possibility of forming a special downtown improvement district to raise funds for rehabilitating the core area.
- . A Parking Zone (P-1) should be developed, and deemed consistent with high-density land-use within one block of Wildwood Avenue south of Davis Street.

Curbs, Gutters, Sidewalks (NOTE: This Section should be amended where the final Council-City Engineer policy on the Goddi Sidewalk differs. The Council policy should be inserted here.)

Curbs, Gutters, Sidewalks (Cont.)

- . It is the policy of the City of Rio Dell that where a building permit is required for construction on a private drive, a 40 foot setback (from the centerline of the future street) is required. The first 20 feet from the centerline will be used for street, curb, gutter, utility and sidewalk uses, with the usual 20 foot setback for construction.
- . It is the policy of the City of Rio Dell that sidewalks, curbs and gutters be constructed as per specifications of the California Department of Transportation as modified by streets standards issued by the California League of Cities.
- . It is the policy of the City of Rio Dell that curbs, gutters and sidewalks will be required for all new construction located on any city street, or any private drive, road, or way, etc. where an irrevocable offer of dedication has been made to the City.
- . Building permits for structures will be issued only when submitted plans include installation of sidewalks, curbs, and gutters (where none exist presently). The final inspection and certificate of occupancy shall not be signed by the Public Works Director until the above mentioned and required concrete work is completed to his satisfaction.

Residential

- . Subdivision designs for land abutting arterial streets is of particular importance to the City. This is because the City wishes to prevent "commercial strip zoning" in residential neighborhoods.
- . Marginal access streets may be required between residential lots and the arterial street, or
- . Lots adjacent to an arterial should be made extra deep, and face away from that street, with "screen" planting, parkstrips, block walls, or other measures along the rear to protect residents from the detrimental effects of high-way traffic.
- . In general, streets should intersect as nearly as possible at right angles, both for reasons of traffic safety and to avoid difficult lotting problems.
- . Intersections of minor streets to major streets should be kept to a minimum.
- . Corners at intersections should be rounded, with a radius of 20-25 feet, so as to facilitate turning movements.
- . Tangents of 100-200 feet (depending on the type of street and speed of travel) should be provided between reverse curves (where a street first curves in one direction and then curves in the other direction).

Residential (Cont.)

- . Desired street right-of-way widths for various types of streets are shown in Chart 1.
- . Any new cul-de-sac in the City of Rio Dell will extend no more than 400 or 500 feet from a connecting street to the center point of the turnaround.
- . Each cul-de-sac in the City should have a turnaround at its dead end. The turnaround shall have a minimum radius of 45 feet, to include 40 feet (80 feet on a diameter basis) of paving, a curb and gutter section, and a 3 foot wide sidewalk.

Commercial

- . Commercial and industrial alleys shall be at least 20 feet in width and designed so as to facilitate ingress and egress of delivery trucks and vans.
- . Frontage roads will be encouraged within Freeway Commercial and Industrial Park land-uses, to maximize efficient land utilization of rear areas not fronting onto collector street or a freeway interchange. These frontage roads may be public right-of-ways, or private circulation systems utilized by the general public.

Bikeways

- . The first step in developing a bikeway system is usually placing signs along a designated bike route. This type of bikeway is called a Class III Bikeway.
 - . Class III routes
 - . Generally Class III routes should indicate:
 - . Routes with low traffic volume connecting activity centers.
 - . Routes with low traffic volume also having acceptable slope angles, or
 - . Recreational routes with the possibility of scenic views, continuity to points of recreational interest, and recreational facilities.
 - . To drivers that cyclists must be anticipated.
 - . Typically do little to insure bicycle safety.
 - . Shared Bikeway Criteria (Class III Bikeway)
 - . Average daily traffic (ADT) of less than 1000 motor vehicles.
 - . Bicycle volume is moderate, or will be once the routing and signing channels and encourages bicycle riders.
 - . Truck volume is low (less than 5% of ADT).

- . Adequate space available in the width of the outside lane.
- . 85% of average daily traffic travels at 32 mph or less.
- . Bike Lanes (Class II Bikeways)
 - . Bike lanes will be designated by the Rio Dell City Council to separate bicycle traffic and motor vehicle flows, upon the advice and recommendation of the Planning and/or Park and Recreation Commission, and the Director of Public Works.
- . Restricted Bikeway Criteria (Wildwood Avenue and Davis Street)
 - . More than 1000 average daily traffic (ADT).
 - . Bicycle volume high (only Center Street currently has this characteristic).
 - . Truck volume is moderate to heavy (more than 5% of average daily traffic consists of trucks).
 - . Adequate space available in the width of the outside lane.
 - . 85% of the average daily traffic travels at 40 mph or more.
- . Lane Width
 - . No bicycle lane should be less than 4' in width.
- . Future Width Lines
 - . Future width lines are hereby established and shall apply to those streets designated and shown on the minimum right-of-way standards map, which is on file in the office of the Rio Dell City Clerk. The future width lines shall be established so that one-half of the distance shown on the minimum Right-Of-Way Standards Map shall be on each side of the centerline of the original right-of-way.
 - . From and after the date of establishing any future width line, all yards required by the zoning ordinance will be measured from the future right-of-way lines instead of the existing front or side property lines of each lot.
 - . Where no yard is required under the terms of the ordinance, no building shall be erected or moved nearer to the front or sideline of any lot than the future width line of that street.

. Hillside Streets and Roads

- . Upon recommendation of the City Engineer, the City Council may designate smaller right-of-ways, travelled ways, and/or sidewalks where the Public Safety Element of the Rio Dell General Plan identifies areas of low or moderate slope stability.
- . The above could reduce the volume of cutting-and-filling connected with hillside streets and roads.

. General Plan Correlation

1. Land Use Element

Based on allowances permitted by the Land Use Element Map, the City street classification system would be as shown on Map C-3 and Chart 1.

Based on the Street Classification System, the Minimum right-of-way standards map (C-4) should be implemented when rezoning and subdivision applications are approved. This may be accomplished by requiring dedication of deficient rights-of-way, and appropriate improvements as a condition of approval.

Land Use Elements amendments occurring in the future should be examined in light of what impact the proposal might have on the circulation system.

2. Housing Element

Convenient access to housing, and a minimum volume of "through-traffic" on local residential streets are the basic housing-circulation concerns of municipal government.

The generation of traffic by housing and other land-uses should be considered when evaluating the function, capacity and needs of various city streets.

3. Noise Element

The Noise Element identifies noise from various transportation modes in the Rio Dell area.

The Noise Element noted that with the opening of the U.S. 101 Freeway, the City now has "the opportunity to redefine traffic and land-use relationships along Wildwood Avenue with the possibility of increased parking and creation of a more comfortable shopping environment."

4. Public Safety Element

The State-mandated Safety and Seismic Safety Elements were combined into a Public Safety Element in Rio Dell. The Public Safety Element includes specific recommendations that are hereby included by reference: 7, 14, 15, 16, 17, 18, 20, 21, 22, 23, 33, 34, 35, 38, 39, and 43.

5. Circulation and the Scenic Highway Element

The various proposals of the Scenic Highway Element are consistent with the Circulation Element:

Vista Point

Designations of a vista point and access road, as per recommendation Number 3 of the Scenic Highways Element has not yet occurred. When the specific designation is made, it could become an amendment to the Circulation and Scenic Highway Elements of the General Plan.

Community Enhancement

As per recommendation Number 5 of the Scenic Highways Element, the City should encourage the enhancement and beautification of City streets.

New Development

This enhancement and beautification effort should include developer provision of street trees and landscaping in new developments and all minor and major subdivisions. Another portion of the program involves landscaping, natural feature utilization, and planting of "street trees" in the public right-of-ways.

Downtown Beautification

Consistent with the revised function of Wildwood Avenue (old U.S. 101), "installation of attractive street lights, landscaping, street trees, benches, and even public restrooms should be considered as part of an effort to give the downtown area a distinctive identity and to encourage owners to improve the condition and appearance of their business properties."

6. Open Space and Conservation Element

Various portions of the Conservation and Open Space Element are consistent with the Circulation Element, and are included in this Element:

Goals and Objectives

"All public and private facilities should be developed to high standards of design."

"Provide increased public access to, and recreational use of, the Bel River."

Open Space Principles

"A coordinated system of trails for pedestrians, bikes and horses should be developed."

"Open space should be extended along, under, or over major transportation facilities serving Rio Dell."

Capital Improvements Programming and Budgeting

1. Need

The need to maximize the quantity and quality of City streets (the essential core of a circulation system) can best be met by an efficient utilization of resources. The procedure mandated by the State is best known as a "Capital Improvements Program," or CIP Budget. The mandate for CIP's is detailed by Sections 65401 and 65402 of the Government Code (contained in Appendix D).

2. Policy

a. Starting a Capital Improvements Program

1. The City Council will receive nominations for (public works) projects to be included in the Rio Dell Capital Improvements Program Budget (CIP). Nominations will come from the City Administrator, Public Works Director, and City Engineer, and any other person or group requested to do so by the City Council.

2. The nominated projects, their associated costs, justifications, and potential sources of funding will be evaluated by the City Council with the assistance of staff.

This Council-staff evaluation will assist the City Council to rank projects by priority, and availability of funding.

3. The staff will utilize the priority ranking of projects to compile a program for funding and implementing (the highest priority) projects during the next six years. The Capital Improvement Program Budget includes the current or up-coming fiscal year, and reflects the funding source for each proposed project (gas tax, general fund, general revenue sharing, grants, loans, etc.).

After completion, the tentative CIP is forwarded to the Planning Commission. The Commission reviews the tentative CIP for consistency with the General Plan.

The Commission's non-binding recommendations must be submitted to the City Council within 40 days of referral.

b. Continuing a Capital Improvement Program

1. Every spring the City staff should prepare a list of needed capital projects that were not included in the current CIP. The supplemental list should be accompanied by the information necessary for thorough Council review.

2. The Council should review this material, and direct that a new capital improvements program reflect changing priorities, needs, and funding opportunities that occurred during the current fiscal year. As before, the (new) capital improvements program budget will involve specific line-items for inclusion in the upcoming fiscal year, with stipulated sources of funding, and will give perspective to priority projects that are scheduled for the five years following the upcoming fiscal year.

3. The "rolling" nature of the CIP development (annually adding an additional year to the program) will assure perspective and assist in utilizing grant opportunities that arise unexpectedly.

STANDARDS BY MODE

1. Rail. The Rail routing, service level, and land use interface policies of the City of Rio Dell are found in the Regional Transportation Plan of the Humboldt County Association of Governments (HCAOG), as amended, unless otherwise noted.

2. Air. The Air routing and service level policies of the City of Rio Dell are found in the HCAOG Regional Transportation Plan as amended, unless otherwise noted at a later date by City Council Resolution.

3. Transit. The City of Rio Dell is a participating partner in the Humboldt Transit Authority. The Authority, formed by a joint powers agreement, will be the vehicle for providing regional transit service to the Residents of the Rio Dell area. Greyhound Buslines also provides long-haul transportation in and out of the region.

4. Non Motorized.

a. Bicycle

Specific bicycle standards addressed in Rio Dell's needs and situation should be developed in

the future. This could be as part of a bicycle plan prepared by the Association of Governments or the City.

b. Sidewalks

Sidewalks shall be constructed throughout the City, with the manner, timing, and financing as provided by a future Council Resolution, or City Sidewalk Ordinance. The basic width and thickness standards shall be as found in point 2 of the Subdivision Street Standards section below.

5. Subdivision Street Standards*

a. CURBS AND GUTTERS. Integral Portland Cement Concrete (PCC) curbs and gutters shall be required throughout. Vertical curbs, 6" in height shall be used. The curb height may be increased to 8" where approved by the engineer for drainage conditions. Gutters shall be at least 18" in width. Tops of opposite curbs shall preferably be level at any station outside the intersection proper.

b. SIDEWALKS. PCC sidewalks shall be required throughout with the following minimum dimensions.

Thickness	3-5/8"	Width	
		Arterial	6'
		Collector	5'
		Minor & Cul-de-sac	4'6"
(Width dimension does not include top of curb section)			

* Source: "Street Standards Guide for California Cities," League of California Cities, 1967, pp. 15-16.

STREET CLASSIFICATIONS (Sheet 1)

CHARACTERISTIC Type	BASIC FUNCTIONS		Planned Service				
	Traffic Movement	Land Access	Area Served (linkage)	Trip Length	Speed	Parking	
Local Street	Incidental	Basic	Individual Properties	Under 1/2 mile	Under 25	Permitte	
Collector Street	Partial	Partial	Neighborhood	Under 1 mile	25-30	Permitte	
Arterial Street	Primary	Secondary	Community	Over 1 mile	30-45	Limited	
Freeway	Sole	Controlled	Region & State	Over 3 miles	45-55+	None	

* Assuming conditions permit.

STREET CLASSIFICATION (Sheet 2)

CHARACTERISTIC Type	Planning Criteria							Funding
	Average Daily Traffic	Hourly Design Volume	No. of Lanes	Travelled Way	Parking Lanes	Sidewalks	Right-of-Way	
Local Street	Under 1,000	Under 100	2	20'	2 - * 8' lanes	4'6"***	50 ***	Property
Collector Street	1,000-5,000	100-500	2-4	24'+	2 - * 8' lanes	5' **	60	Property and City Governmer
Arterial Street	5,000-10,000	500-1,000	2-6	36-48	2 - * 8' lanes	6' **	80	City Governmen
Freeway	10,000+	1,000+	4 or more	48+	None	None	84-110+	State & Federal Governmen

* Parking lanes on industrial streets: 12' desired width, 10' minimum width.

** To be installed within the right-of-way, unless a R/W is substandard (then sidewalks on private prop

*** Unless curb-section and sidewalk on private property, then 40' R/W.

5. SUBDIVISION STREET STANDARDS (cont.)

c. DRIVEWAYS. PCC driveways shall be required throughout with the following minimum and maximum dimensions.

<u>Minimum</u>	<u>Maximum</u>
Thickness 5 1/2"	Width 35'
Width 10'	

(Width dimension does not include curb taper)

d. STREET LIGHTS. Street lights shall be required in all subdivisions.

e. STREET NAME SIGNS. Street name and traffic control signs shall be installed to the standard of the City of Rio Dell at the subdivider's expense.

f. STREET TREES. Street trees may be required at the subdivider's expense, at the discretion of the Planning Commission and City Council.

g. UTILITIES.

1) Installation. All underground utility installations under roadways shall be completed prior to the paving of the roadway.

2) Easements. Utility easements shall be provided by the subdivider as required by the local public agency.

h. STREET ALIGNMENT.

1) Intersection Angle. All streets shall intersect at right angles and shall have at least 50 feet of centerline tangent adjacent to the intersection. The intersection angle may be reduced provided approval is granted by the City Engineer, but in no case shall the angle be less than 60°.

2) Opposing Streets. All streets entering upon any street shall have their centerline directly opposite each other or separated by at least 125 feet on minor and cul-de-sac streets and 300 feet on all other streets.

i. SURVEY MONUMENTS. Permanent survey monuments shall be installed by the subdivider to the standards of the City of Rio Dell. An affidavit shall be filed by the subdivision engineer/surveyor certifying that all required monuments have been installed prior to final acceptance of the subdivision improvements.

1) Street Monuments. Street monuments shall be set to reference street centerlines at intersection curves and tract boundaries. Monuments shall not be more than 500 feet along monument lines and shall be shown on the final subdivision map or parcel map.

5. SUBDIVISION STREET STANDARDS (cont.)

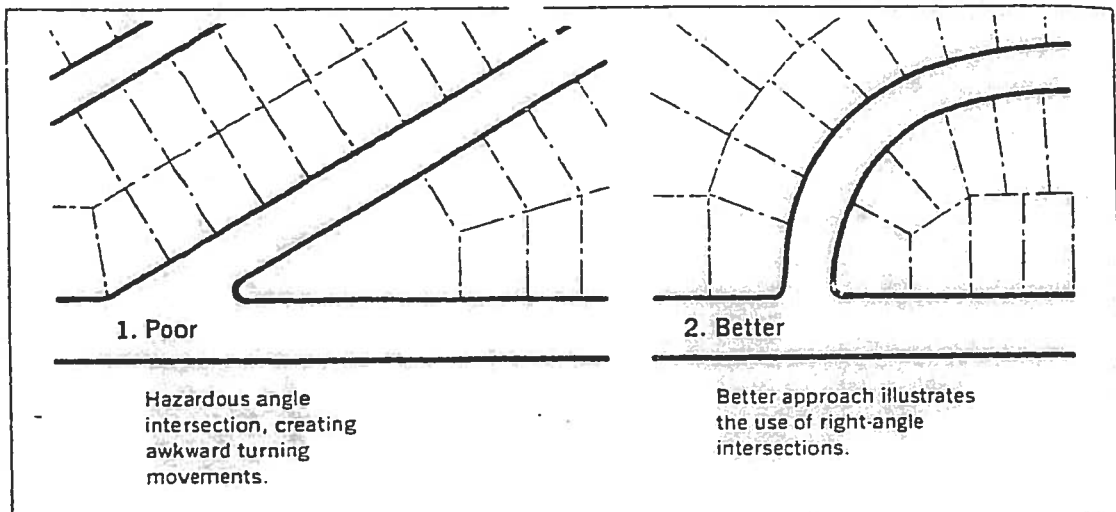
2) Lot Monuments. Lot monuments shall be set at all lot corners and angle points marking the extremities of each lot in the subdivision. In case a physical barrier prevents setting the monument on the true corner, a witness monument shall be set at a definite distance from the true corner and the location of the witness corners shall be noted on the final subdivision map.

j. DRAINAGE REQUIREMENTS

1) Design. Drainage facilities, designed in accordance with accepted engineering principles and located in public streets or easements, shall be provided to care for drainage. Drainage facilities and design criteria shall be approved by the City Engineer. Upstream area shall be considered as if fully developed. Downstream facilities shall be adequate to accommodate the design flow.

2) Watercourses. Artificial and natural watercourses shall be placed in closed conduits where the flow requires a 48-inch concrete pipe or less. All permitted open ditches and channels shall be fenced with chain link fence and lined with concrete. Design of access, bottom width, and shoulder width shall be such that the drainage facility may be adequately and efficiently maintained.

k. HILLSIDE SUBDIVISIONS. Where terrain precludes use of these standards, the City of Rio Dell will adopt practical modifications upon advice and recommendation of the City Engineer.

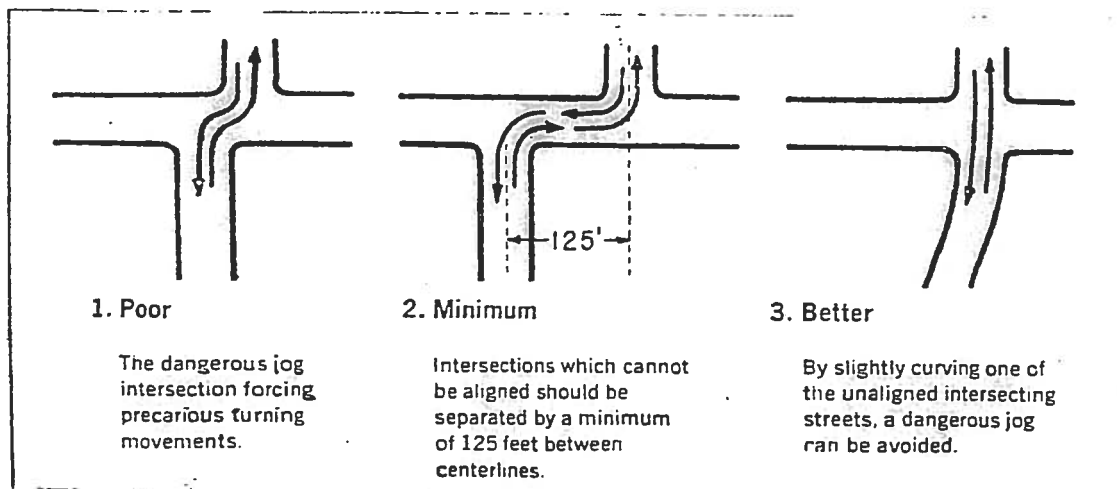


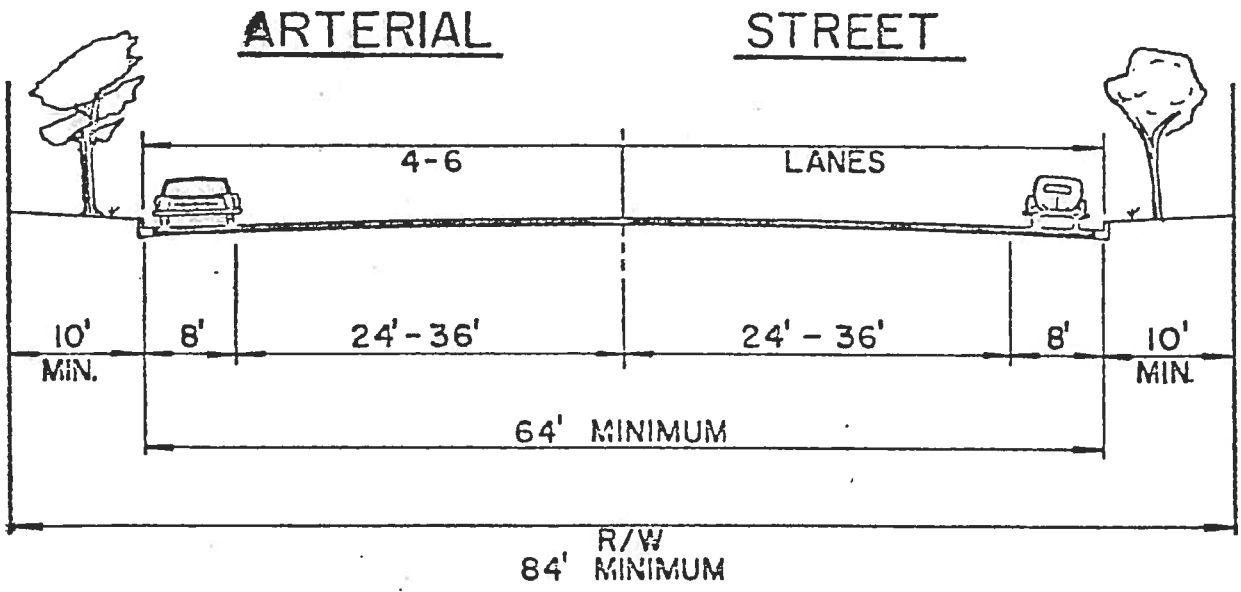
6. Right of Way Standards

The following widths are considered to be the desirable minimum in each instance.

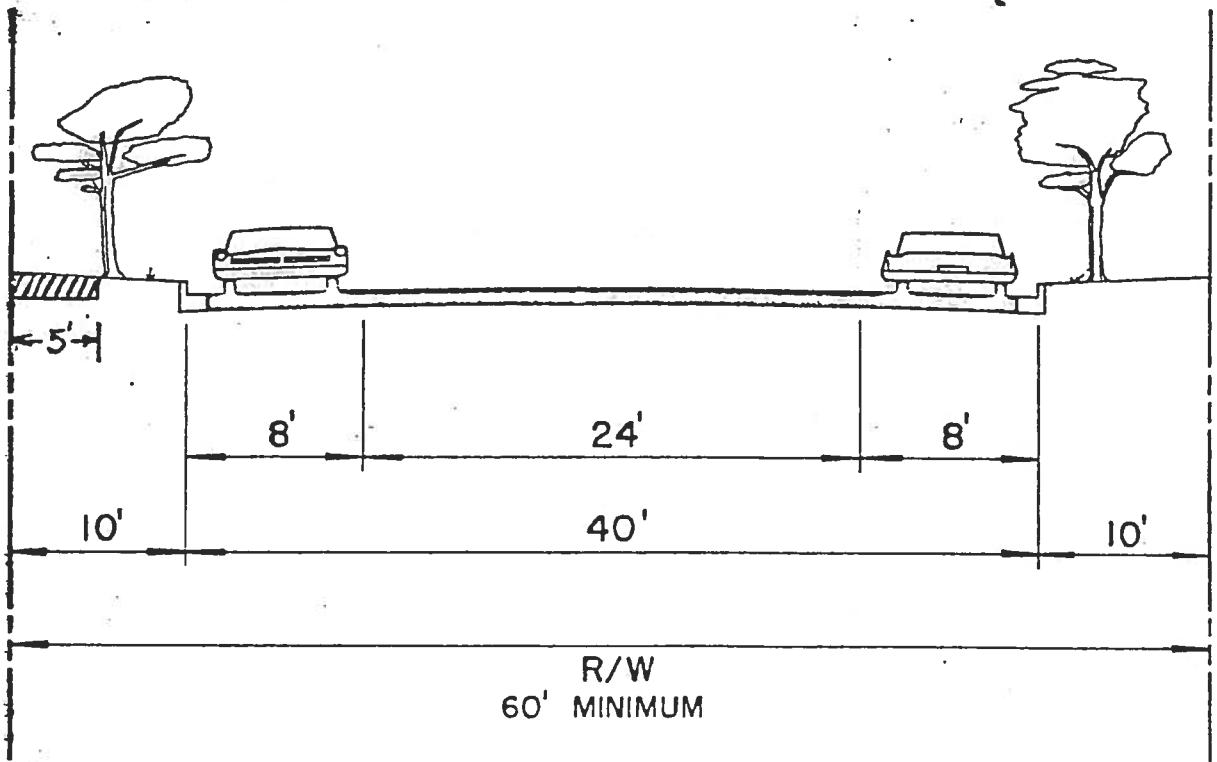
ITEM	MINIMUM WIDTH	STREET CLASSIFICATION
Moving Lane	12 feet	Freeway, arterial, collector & industrial
	10 feet	Minor, cul-de-sac, alley
Shoulder or parking lane	10 feet	Industrial
	8 feet	All others
Curb Lane	2 feet increase to curbface	All streets (except alley) in lieu of shoulder or parking lane
Right-of-way line to curb face or shoulder	10 feet	All streets (except alleys and industrial)
Curve <u>radius</u> for turn around	40 feet	Cul-de-sac
Maximum length from intersecting street to center of turn-around	500 feet	Cul-de-sac

Source: "Street Standards Guide for California Cities,"
League of California Cities, 1967, pg. 4

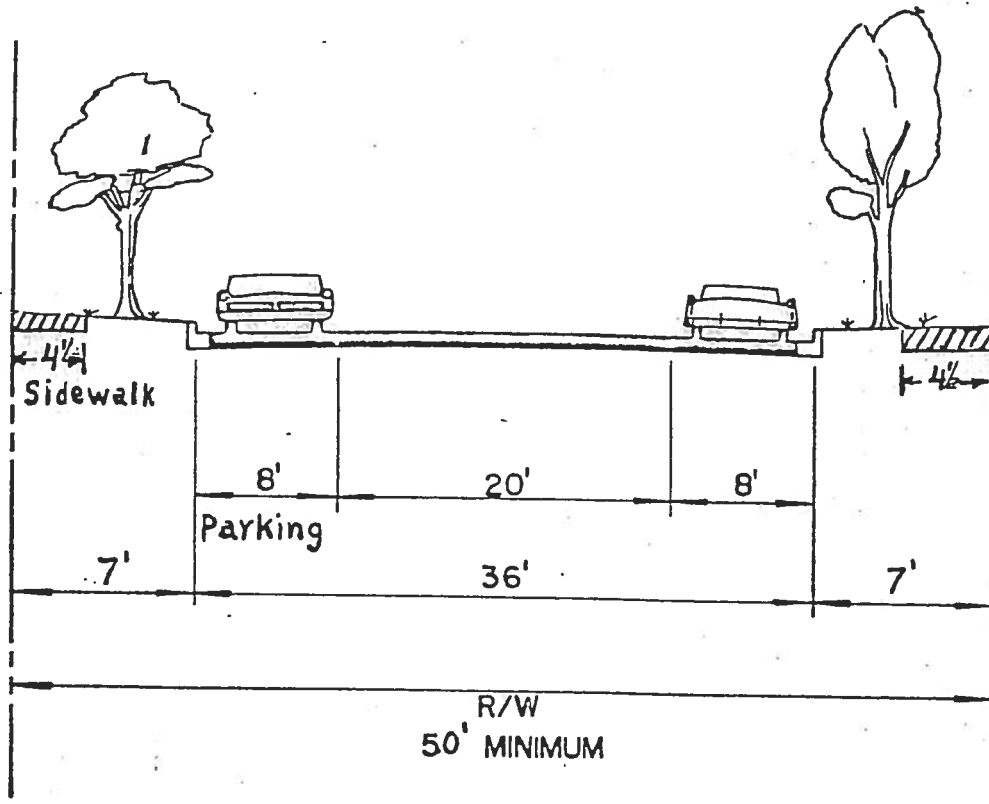




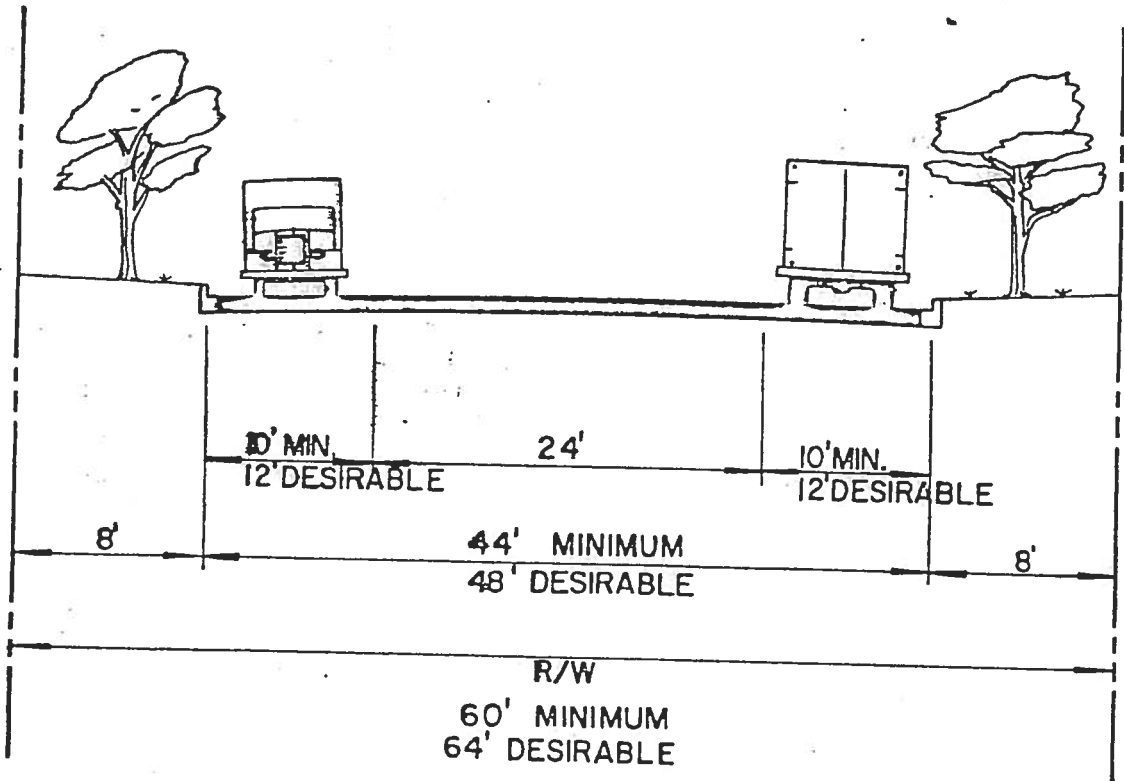
COLLECTOR STREET



MINOR STREET



INDUSTRIAL STREET



**GENERAL GUIDE ON
TRIP END GENERATION RATES BY LAND USE**

TYPE OF LAND USE	TYPE OF DEVELOPMENT	NO. OF STUDIES	WEEKDAY TRIP END GENERATION RATES	
			AVERAGE*	RANGE
RESIDENTIAL	Subdivision	20	9.5 TE per Occupied Dwelling Unit	6.4 - 12.7
	Apartment	16	5.8 TE per Occupied Dwelling Unit	3.1 - 7.9
	Mobile Home Park	17	5.4 TE per Occupied Dwelling Unit	2.8 - 6.8
	Retirement Community	5	3.3 TE per Occupied Dwelling Unit	2.9 - 4.9
MAJOR INSTITUTION	College (4 yrs.)	5	2.2 TE per Student	1.9 - 2.7
	College (2 yrs.)	4	1.3 TE per Student	1.1 - 1.6
	High School	5	1.3 TE per Student	1.1 - 2.1
	Grammar School	1	0.7 TE per Student	—
	Hospital	8	9.4 TE per Bed	4.5 - 14.9
	Library	3	49.8 TE per Employee	37 - 82
	Government Office Bldg.	4	440 TE per 10,000 sq. ft. floor area	250 - 1391
COMMERCIAL	Shopping Center (regional)	4	315 TE per Net Acre	149 - 671
	Shopping Center (neighborhood)	1	1000 TE per Net Acre	—
	Commercial Office Bldg.	5	125 TE per 10,000 sq. ft. floor area	94 - 166
	Medical Office	4	41 TE per Doctor	31 - 53
	Motel	10	10.1 TE per Occupied Unit	4.7 - 14.6
	Restaurant	4	499 TE per 10,000 sq. ft. floor area	311 - 734
INDUSTRIAL	Various types of Industry	27	79 TE per Net Acre	9 - 350
	Industrial Park	3	77 TE per Net Acre	66 - 140
	Warehouse	9	81 TE per Net Acre	28 - 256
	Mass Production	8	93 TE per Net Acre	38 - 191
	Administration	8	60 TE per Net Acre	28 - 229
	Research and Development	8	58 TE per Net Acre	31 - 127
	Specialty Production	7	39 TE per Net Acre	9 - 159
	Truck Terminals	4	56 TE per Net Acre	43 - 128
RECREATIONAL	Picnicking	25	0.8 TE per Total Acre	0.1 - 35
	Winery with Tasting Room	1	11.0 TE per Employee	—
	Golf Course (18-hole)	6	6.4 TE per Acre 816 TE per Golf Course	2.5 - 10.9 237 - 1524
	Golf Course (9-hole)	1	176 TE per Golf Course	—
	Bowling Lane	1	33 TE per Lane	—
	Marina	3	4.8 TE per Berth	3.2 - 10.0
	Ocean Beaches	12	44 TE per 1000 ft. of Beach	8.0 - 345
	Swimming	6	7.4 TE per Total Acre	1.7 - 20
	Hiking Trails	17	0.5 TE per Total Acre	0.1 - 10.3
	Overnight Camping	9	0.3 TE per Total Acre	0.1 - 12.2
AIRPORT	General Aviation	7	9.5 TE per Based Aircraft	2.4 - 20.1

SOURCE: California Dept. of Transportation, District 4 Trip Ends Generation Research Counts.
Except for Fresno State College, all studies were taken within the San Francisco Bay Area.

*NOTES: Average rates are weighted from the total number of studies for each type of development with ranges shown.
They will be updated periodically as more studies are made. Average rate for developments with limited number of studies may be disproportionately plotted.

M/J 1974

INFORMATION ONLY

Land Use/Housing/Circulation Data Core

Total Acreage*

Moderate Low Density

(Single Family Residential Land Use)
(2.0-6.0 dwelling units (d.u.) per gross acre)

<u>Net Acres</u>	<u>Dwelling Units (at 2.75/net acre)</u>	<u>Average Trip Ends (ATE)</u>		
		<u>Low</u>	<u>Average</u>	<u>High</u>
3.5	9.6	61.6	91.4	122.2
46.0	127.0	816.0	1211.3	1619.3
5.5	15.1	96.8	143.7	192.0
22.5	61.9	396.0	587.8	785.8
4.7	12.9	82.7	122.8	164.1
21.0	57.8	369.6	548.6	733.4
9.6	26.4	169.0	250.8	335.3
5.8	16.0	102.0	151.5	202.6
15.6	42.9	274.6	407.6	544.8
6.1	16.8	107.4	159.4	213.0
3.2	8.8	56.3	83.6	111.8
1.6	7.0	45.1	46.9	89.4
4.2	11.6	73.9	110.2	147.3
14.3	39.3	251.7	373.6	499.4
7.4	20.4	103.2	193.3	258.4
13.6	37.4	239.4	355.3	475.0
7.8	21.45	137.3	203.8	272.4
.7	1.9	12.3	18.3	24.4
16.0	44.0	281.6	418.0	558.8
15.5	42.6	272.8	404.9	541.3
2.3	6.3	40.5	60.1	80.3
2.2	6.1	38.7	57.5	76.8
1.9	5.2	33.4	49.6	66.4
<u>231.0</u>	<u>638.45</u>	<u>4061.9</u>	<u>6050.0</u>	<u>8114.2</u>

* Data on these pages generated by Student Intern David Anderson

Land Use/Housing/Circulation Data Core (cont.)

Medium Density

(Multi-Family Residential Land Use)
(5-15 d.u. per gross acre)

Group	Net Area	Low		Medium		High	
	Grouping Acres	D.U. 5 @ net acre	ATE 9.5/d.u.	D.U. 10/A	ATE 5.8/d.u.	D.U. 15/A	ATE 5.8/d
	11.4	57	542	114	66	171	992
	5.9	29	275	59	360	88	510
	1.2	6	57	12	70	18	104
(AA)	6.9	34	323	69	400	103	597
	.46	2	19	4	27	6	35
	2.75	13	124	27	160	41	238
	.62	3	29	6	36	9	52
	1.56	7	67	15	90	23	133
	1.53	7	67	15	89	23	133
	1.69	8	76	16	98	25	145
	1.68	8	76	16	97	25	145
	6.19	31	295	62	360	92	537
(AB)	4.2	21	200	42	243	63	365
	.6	3	29	6	35	9	52
(AC)	4.5	22	209	45	361	69	400
(AD)	4.78	24	228	48	278	71	412
	1.38	7	67	14	81	20	116
(AE)	4.85	24	228	48	281	72	410
	1.5	7	67	15	87	22	128
	2.8	14	134	28	138	42	244
	2.0	10	95	20	116	30	174
	.58	3	29	5	34	8	46
	0.67	3	29	6	39	10	58
	3.73	18	174	37	216	56	325
TOTAL	73.5	361	3,439	729	4,357	1,096	6,269

Land Use/Housing/Circulation Data Core (cont.)

High Density

(Multiple-family Residential Land Use)
(15-29 D.U. per gross acre)

Net Area	Low		Medium		High		
	D.U. 15 @ net acre	ATE 5.8/D.U.	D.U. 22/A	ATE 5.8/D.U.	D.U. 29/A	ATE 5.8/D	
.6	9.0	52.2	13.2	76.6	17.4	100	
1.9	28.5	165.3	41.8	242.4	55.1	319	
.23	3.45	20.0	5.1	29.3	6.7	38	
10.6	159.0	922.2	233.2	1352.6	307.4	1782	
2.65*	39.8	214.9*	58.3**	338.1	76.8**	445	
1.56*	23.4	126.4*	34.3**	198.9	45.2**	262	
2.8	42.0	243.6	61.6	357.3	81.2	480	
5.9	88.5	513.3	129.8	752.8	171.1	992	
3.4	51.0	295.8	74.8	433.8	98.6	571	
(TOTAL	29.63	444.65	2,553.7	652.1	3781.8	859.5	4993

* Mobile Homes - 5.4 ATE/D.U.

** Apartments at these higher densities.

Appendix D
Mandated Capital Improvement Programming

Section 65401. Recommendation of Proposed Public Works;
Coordination of Program

If a general plan or part thereof has been adopted, within such time as may be fixed by the legislative body, each county or city officer, department, board, or commission, and each governmental body, commission, or board, including the governing body of any special district or school district, whose jurisdiction lies wholly or partially within the county or city, whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the official agency, as designated by the respective county board of supervisors or city council, a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year. The official agency receiving the list of proposed public works shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the county or city planning agency for review and report to said official agency as to conformity with the adopted general plan or part thereof.

Section 65402. Acquisition or Disposition of Property;
Construction of Buildings; Requirements
Before Action

(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof.

Land Use/Housing/Circulation Data Core (cont.)

Commercial Land Use

Net Area

.74
 1.2
 5.49
 9.2
 TOTAL 16.63

Available Formulas do not readily apply to Rio Dell.

Freeway Commercial

Net Area

19.30
 .91
 8.3
 .57
 1.15
 .82
 TOTAL 30.85

Since Freeway Commercial land uses are adjacent to the Davis Street interchange, this traffic will generally remain adjacent to the on- and off-ramps.

Industrial Land Use

	<u>Acres</u>	<u>ATE</u>		
		<u>Low</u> (56/A)	<u>Medium</u> (66.5/A)	<u>High</u> (56/A)
	6.7*	375.2	445.6	513
	6.7	375.2	445.6	513
TOTAL	12.14	<u>750.4</u>	<u>890.12</u>	<u>1026</u>

NOTE:
 Industrial
 ATE = 77/A
 Truck Term.
 ATE = 56/A
 The 66.5 A/
 figure is :
 average.

* Too big includes some R/W

Public/Semi-Public

<u>Net Area</u>	<u>Use</u>	<u>ATE</u>
1.15	Church	
.48	Church	
.3	Church	
4.55	Fire Dept./Old City Hall	
19.9	Elementary School	
2.6	Sewage Plant	
1.6	Police Dept./City Hall	
.14	American Legion	
.28	Church	
TOTAL	31.00 Ac.	

