

The County of Yuba

Community Development and Services Agency



DEVELOPMENT REVIEW COMMITTEE STAFF REPORT

MEETING DATE: September 3, 2026

TO: Development Review Committee

FROM: Alex Becerra, Planner II

RE: Minor Conditional Use Permit "CUP-25-0001" Yuba-Sutter Transit NextGen Transit Facility

REQUEST: The applicant is requesting approval of a Conditional Use Permit to construct a new administrative, operations, and maintenance facility to support the agency's transit fleet, including zero-emission bus charging, fueling, and maintenance infrastructure. The property is located at 6035 Avondale Avenue (APN: 020-030-048)

RECOMMENDATION: Staff recommends that the Development Review Committee (DRC) find the project statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.25(b)(7)(A) and approve Conditional Use Permit CUP-25-0001, subject to the necessary findings and conditions of approval contained herein (Attachment 1).

BACKGROUND/DISCUSSION: The applicant, Yuba-Sutter Transit Authority, is requesting approval of a Conditional Use Permit to construct a 41,500-square-foot administration, operations, and maintenance facility at 6035 Avondale Avenue, Marysville, CA (APN: 020-030-048). The 20-acre property has a General Plan designation of Valley Neighborhood (VN) and a zoning designation of Public Facilities (PF). YSTA purchased the site in July 2021 as the selected location for its Resilient Next Generation Transit Facility Plan, which evaluated potential relocation sites for the agency's current facility, a converted former bottling plant.

The proposed project will replace YSTA's existing operations with a new administration and operations building, bus maintenance building, fuel and wash buildings, bus canopies with rooftop and canopy-mounted solar panels, and battery-electric bus (BEB) charging infrastructure. The site plan includes five rows of bus parking, an isolation area, and an electrical yard, along with employee parking (96 spaces), visitor parking (20 spaces), NRV parking (10 spaces), and mobility hub parking (12 spaces). A temporary, above-ground diesel/gasoline fueling area is included to serve the fleet during its transition to zero-emission vehicles, and space is reserved for a future hydrogen fueling trailer and public refueling island. The project directly supports the agency's transition to a zero-emission bus fleet.

Because the project constructs facilities necessary to refuel, power, and maintain zero-emission transit buses, it qualifies for a statutory exemption from CEQA review under Public Resources Code Section 21080.25(b)(7)(A). This exemption requires three noticed public meetings prior to

the lead agency making an exemption determination. All three were completed: the Yuba-Sutter Transit Board meeting, the August 6, 2026 Development Review Committee meeting, and the August 19, 2026 Planning Commission meeting.

SURROUNDING USES:

	GENERAL PLAN LAND USE DESIGNATION	ZONING	EXISTING LAND USE
Project Site	Valley Neighborhood	PF	Undeveloped
North	Natural Resources	RPR	Undeveloped
East	Valley Neighborhood	RS	Residential
South	Valley Neighborhood	CMX	Commercial
West	Valley Neighborhood	IL	Industrial

Surrounding properties include a mix of residential, commercial, and industrial uses. The proposed transit facility aligns with the site's Public Facilities zoning and General Plan designation, and is designed to be compatible with the existing land use pattern in the area.

GENERAL PLAN/ZONING: The project site is located in the unincorporated area of Yuba County and is designated as Valley Neighborhood (VN) on the 2030 General Plan Land Use Diagram. The VN land use classification is a mixed-use designation intended to provide the full range of housing types, commercial and public services, retail, offices, civic uses, recreational amenities, and other components of a complete neighborhood in valley portions of the County.

Appropriate uses within this designation include, but are not limited to: residential uses of various types and densities; commercial, retail, and compatible office/employment uses; and public and quasi-public uses such as schools, child care, agency offices and service centers, health clinics, fire stations, law enforcement stations, infrastructure, and other civic and community facilities. The proposed transit maintenance, operations, and administration facility is consistent with the intent of the VN designation as a public and quasi-public use, and with the site's zoning designation of Public Facilities (PF).

The project complies with the following General Plan Policies:

- 1. Policy CD15.1: Infrastructure and facilities constructed to meet demand within unincorporated County areas should be located and designed to minimize adverse impacts related to habitats for special-status species, floodplains, farmlands, cultural resources, and watershed areas.*

The project consolidates YSTA's administration, maintenance, and fueling operations into a single, purpose-built public facility on County-designated Public Facilities land, consistent with this goal.

2. *Policy CD17.2: The County will coordinate approval of projects and plans with local transit providers to ensure that transit service is provided for work, shopping, school, and other types of trips within the Valley Growth Boundary.*

The project is being developed directly with Yuba-Sutter Transit, the region's public transit provider, and includes a mobility hub and adjacent bus stop to support that coordination.

3. *Policy HS5.3: Since transportation is the largest sector contributing to GHG emissions both locally and at the statewide level, the County will prioritize land use/transportation projects that manage travel demand by increasing housing/employment density, placing homes in closer proximity with destinations, increasing accessibility to transit, or otherwise decreasing vehicle miles traveled (per household, per capita, and/ or per employee).*

The project supports YSTA's continued and expanded transit service by providing the operational base needed to run and grow the local fixed-route and commuter bus system.

4. *Policy HS5.8: The County will actively pursue funding for GHG-efficient transportation systems and other needed infrastructure, building and public realm energy efficiency upgrades, renewable energy production, land use-transportation modeling, and other projects to reduce local greenhouse gas emissions.*

The project is funded in part through state and federal grant programs specifically targeting zero-emission transit infrastructure and includes on-site solar generation as part of its design.

5. *Policy NR7.2: New buildings shall meet state standards for energy efficiency and should provide for renewable energy development and use, to the greatest extent feasible.*

The project includes solar panels on the bus canopies and building rooftops as part of its core design, directly implementing this policy.

As mentioned, the current zoning of the site is Public Facilities (PF) and falls within the County's designated Valley Growth Boundary (VGB). The intent of the PF zoning designation is to provide areas for buildings and facilities that are owned and operated by public agencies and utilities, including infrastructure necessary to deliver governmental and public services to the surrounding community.

The applicant has submitted a Conditional Use Permit application for a proposed transit maintenance, operations, and administration facility that is consistent with the purpose and the identified uses allowed in the Public Facilities zoning district.

ENVIRONMENTAL REVIEW: Staff has determined that the project is statutorily exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.25(b)(7)(A). This exemption applies to projects undertaken by a public transit agency to construct facilities necessary to refuel, power, or maintain zero-emission transit buses, trains, or ferries. Because the project constructs the

administration, maintenance, and charging infrastructure necessary to support Yuba-Sutter Transit's zero-emission bus fleet, it qualifies for this exemption.

Unlike a categorical exemption, this statutory exemption does not require findings related to site disturbance, biological resources, water quality, or noise and traffic impacts. Instead, the exemption requires that the lead agency hold three noticed public meetings prior to making its exemption determination. The County has satisfied this requirement, having held the Yuba-Sutter Transit Board meeting, the August 6, 2026 DRC meeting, and the August 19, 2026 Planning Commission meeting, with adequate public notice being provided online and in person for each.

COMMENTS: The project was circulated to various agencies and County departments for review and comment during the early consultation phase and the environmental review stages of the project. The following is a summary of comments:

- County Staff – The Public Works Department, Environmental Health Department, Broadband Department and Building Department have reviewed the project and provided comments and/or conditions of approval that are incorporated into the attached Conditions of Approval.
- Caltrans – Requested trip generation and queuing analysis for the SR 70 on/off ramps and nearby intersections to evaluate impacts from the change in bus traffic patterns.
- Reclamation District – Provided drainage conditions for the project.
- Linda County Water District – Identified that the parcel is not currently within the District's service area and must be annexed before the District can provide water and sewer service.

Advertisement of the public hearing was posted in the local newspaper and sent via mail to adjacent parcels within a 300-foot radius of the project.

FINDINGS: Projects are evaluated for consistency with the County's General Plan, conformance with the County's Zoning Ordinance, and potential for impacts to the health, safety and welfare of persons who reside or work in the area surrounding the project. In the case of addressing project impacts to health, safety, and welfare, specific findings need to be met for each entitlement. Below are the findings for each project entitlement needed for project approval.

Conditional Use Permit:

1. *The proposed use is allowed within the applicable zoning district or overlay district and complies with all applicable provisions of the Development Code and all other titles of the Yuba County Code.*

The proposed project is permitted with a Conditional Use Permit per Section 11.10.020 of the Yuba County Development Code, which allows public and quasi-public transit facility uses in the Public Facilities (PF) zoning district. The project will be reviewed at the building permit stage to ensure compliance with all applicable provisions of the Development Code, California Building Code, and other relevant regulations.

2. *The proposed use is consistent with the General Plan, and any applicable adopted community or specific plan.*

The project site is designated as Valley Neighborhood (VN) in the 2030 General Plan and is zoned Public Facilities (PF). The proposed transit administration, operations, and maintenance facility is consistent with the General Plan's intent for the VN designation, which provides for public and quasi-public uses including infrastructure, and aligns with policies supporting transit accessibility, reduced greenhouse gas emissions, and cost-effective public infrastructure.

3. *The proposed use at the particular location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the surrounding area.*

The proposed facility will provide an essential public service by supporting Yuba-Sutter Transit's continued and expanded operations, including its transition to a zero-emission bus fleet. The facility's location adjacent to N. Beale Road and the agency's existing service area ensures efficient transit operations that benefit local residents, employees, and the broader region served by YSTA's fixed and commuter routes.

4. *The proposed use will not be adverse to the public health, safety, or general welfare of the community, nor detrimental to surrounding properties or improvements.*

The facility has been designed with separated employee, visitor, and bus circulation areas, secured bus parking and isolation areas, and dedicated charging and fueling infrastructure, reducing the potential for on-site conflicts of the kind experienced at the agency's current, converted facility. The project will be reviewed at the building permit stage to ensure adherence to traffic safety, environmental, and operational requirements.

5. *The proposed use complies with any design or development standards applicable to the zoning district or the use in question unless waived or modified pursuant to the provisions of this Code.*

The proposed use complies with Yuba County Development Code standards for public facility uses within the Public Facilities (PF) zoning district. The project incorporates required landscaping, circulation, and parking improvements. At the time of building permit submittal, the project will be reviewed to confirm adherence to all applicable zoning and development regulations.

6. *The design, location, size, and operating characteristics of the proposed activity would be compatible with the existing and reasonably foreseeable future land uses in the vicinity.*

The proposed facility has been designed to be compatible with the surrounding mix of residential, commercial, and industrial uses in the vicinity. The project's site layout, landscaping, and building design ensure that its operating characteristics align with nearby land uses while maintaining compliance with County development standards.

7. *The site is physically suitable for the type, density, and intensity of use being proposed, including access, utilities, and the absence of physical constraints.*

The project site has direct access to North Beale Road and Avondale Avenue, and is served by public water and sewer. The site is sufficiently sized to accommodate the proposed 41,500-square-foot facility, bus parking, employee and visitor parking, and associated infrastructure, with sufficient reserve land to accommodate future buildout. There are no physical constraints preventing development.

An environmental determination has been prepared in accordance with the California Environmental Quality Act.

Staff has determined that the project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25(b)(7)(A).

Report Prepared By:



Alex Becerra
Planner II

Report Reviewed By:



Kevin Perkins
Assistant Director, CDSA

ATTACHMENTS:

1. Draft Conditions of Approval
2. Site Plan
3. Project Description
4. Comment Letters

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048

Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026

ACTIONS FOR CONSIDERATION: Staff recommends the Development Review Committee take the following actions:

- I. After review and consideration, staff has determined that the project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25(b)(7)(A), which applies to public transit agency projects to construct facilities necessary to power, refuel, or maintain zero-emission transit buses.
- II. Approve Minor Use Permit CUP-25-0001 subject to the conditions below, or as may be modified at the public hearing, making the findings made in the Staff Report, pursuant to County of Yuba Title XI Section 11.57.060.

GENERAL CONDITIONS

- 1) As a condition for project approval, Owner or an agent of Owner acceptable to County shall defend, indemnify, and hold harmless the County and its agents, officers, and employees from any claim, action, or proceeding, against the County or its agents, officers, and employees; including all costs, attorneys' fees, expenses, and liabilities incurred in the defense of such claim, action, or proceeding to attack, set aside, void or annul an approval by the County, Planning Commission, Development Review Committee, or other County advisory agency, appeal board, or legislative body concerning the conditional use permit. County shall promptly notify owner of any such claim, action, or proceeding and shall cooperate fully in the defense of said claim, action, or proceeding.
- 2) Owner(s), Owner's agent(s) or Applicant shall comply with all applicable federal, state, and local laws, ordinances, and regulations, including the requirements provided by Chapter 11 of the Yuba County Development Code.
- 3) Unless specifically provided otherwise herein or by law, each condition of these Conditions of Approval shall be completed to the satisfaction of the County. Failure to comply with this provision may be used as grounds for revocation of this permit.
- 4) The Conditional Use Permit may be effectuated at the end of the ten (10) day appeal period which is September 13, 2026. Minor Use Permit CUP-25-0001 shall be designed and operated in substantial conformance with the approved conditional use permit as outlined in the approved site plan filed with the Community Development & Services Agency and as conditioned or modified below. No other expansion of uses are authorized or permitted by this use permit.
- 5) This conditional use permit approval shall be effectuated within a period of twenty-four (24) months from this approval date and if not effectuated shall expire on September 3, 2028. Prior to said expiration date, the applicant may apply for an extension of time, provided, however, this approval shall be extended for no more than ninety (90) days from September 3, 2028.
- 6) Minor modifications to final configuration of the conditional use permit may be approved by the Community Development and Services Agency Director.

PUBLIC WORKS DEPARTMENT:

- 7) The Public Works Director may reasonably modify any of the Public Works conditions contained herein.
- 8) Owner shall dedicate to the County of Yuba in fee simple, a 23.0-foot strip of land adjoining the centerline of Avondale Ave lying within the bounds of this property.

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit

Case Number: CUP-25-0001

APN: 020-030-048

Public Hearing Date: September 3, 2026

- 9) Road construction along Avondale Ave fronting this property shall meet the half-width requirements for an Urban Industrial/Commercial Road in conformance with the Yuba County Standard (Drawing 104) or as modified by the Public Works Director. Such standards include curbs, gutter, 6-foot detached sidewalk, and landscape, the median requirement is omitted.
- 10) Owner shall construct bus turnouts along North Beale Road and Avondale Avenue fronting this development in accordance with Yuba Sutter Transit Facility design parameters.
- 11) Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to allow for the construction of a bus turnout along the frontage of North Beale Rd and Avondale Ave within County right of way.
- 12) Owner shall provide and offer to dedicate to the County of Yuba a 10-foot easement along the street frontages of this property, measured from the County's right of way, for the purpose of public services, pedestrians, traffic signs and other facilities along street frontages of the property. Such public service easement shall be widened as necessary to accommodate utility facilities such as underground transformer boxes or for traffic signal control boxes to provide the required setbacks from sidewalks, or retaining walls as may be required by the utility companies and the Public Works Department.
- 13) Owner shall have a traffic study performed to determine the necessity of installing a traffic signal at the intersection of Avondale Avenue and North Beale Road. The traffic study shall be consistent with the requirements of the Yuba County General Plan. The traffic study shall analyze existing, existing plus project and cumulative (buildout conditions) with project. If warranted under existing plus project, two options exist. 1) Owner may construct the signal improvements with a reimbursement agreement for costs exceeding the project fair-share, to be reimbursed by the County over a 15-year period, or 2) Owner shall pay their fair share of the signal improvements prior to Certificate of Occupancy. Such fair share amount shall be determined by the traffic study.
- 14) Owner shall provide a streetlight plan to be approved by the Public Works Department should road construction require the relocation of existing streetlights or if additional streetlights are to be installed. Streetlights shall match the existing traffic corridor aesthetic.
- 15) All existing or proposed driveway encroachments onto Avondale Ave and North Beale Road shall conform to the current Yuba County Standards for a Commercial Driveway (Drawing No. 200) under permit issued by the Department of Public Works.
- 16) Improvement plans, prepared in compliance with Sections 3 and 7 of the Yuba County Standards shall be submitted to and approved by the Public Works Department prior to any construction. The initial submittal shall also include the necessary calculations for all improvements and associated drainage facilities along with the appropriate plan checking fees based upon a preliminary engineer's estimate. The engineer's estimate shall include estimated costs for the construction of the road and drainage improvements, landscaping requirements (if any), and construction staking. Such approvals shall include the alignment and grades of roads and drainage facilities.
- 17) All road and drainage construction required by these conditions of approval shall be inspected in compliance with Section 4 of the Yuba County Standards and approved by the Yuba County

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

**Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048**

**Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026**

Department of Public Works. Owner's contractor shall meet on-site with the Public Works Department representative prior to the commencement of work to discuss the various aspects of the project.

- 18) Any improvement work within the County right-of-ways for roadway connections and/or road widening or other improvements shall be accomplished under an encroachment permit issued by the Public Works Department. Improvement plans and associated checking and inspection fees shall be submitted to the Public Works Department for review and approval before any construction will be permitted within the County right-of-way.
- 19) Owner shall provide a one-year maintenance bond for all street and drainage improvements required by these conditions of approval.
- 20) Owner shall submit a drainage plan to provide for on-site and off-site storm water drainage for the project, designed by a registered civil engineer, to the Public Works Department for review and approval, prior to any construction. The drainage design for the project shall result in a zero percent increase in the storm water discharge from the project compared to the pre-development state using a 100-year storm event peak discharge. Owner shall construct such approved drainage facilities in order to provide drainage from access roads and lots to acceptable natural drainage courses.
- 21) Proponents of all applicable development and redevelopment projects will be required to submit a stormwater quality plan, including all temporary erosion and sediment control measures, site design measures, source control measures, treatment measures, and baseline hydromodification management measures for the project, designed by a registered civil engineer, in accordance with Sections 7.50 and 11.23 of the Yuba County Ordinance Code and Section 11 of the Yuba County Improvement Standards to the Department of Public Works for review and approval prior to construction and/or grading permit. Owner shall construct such management measures as per the approved plan prior to construction.
- 22) Prior to the approval of any grading permit or improvement plans, owner must submit documentation demonstrating that all necessary permits and approvals have been obtained, which may include: a 404 permit from Army Corps of Engineers; including Section 7 consultation with the U.S. Fish and Wildlife Service, 401 certification from the Regional Water Quality Control Board, 2081/1602 permit, as necessary, from the California Department of Fish and Wildlife, and pre-construction surveys for special status species.
- 23) Whenever construction or grading activities will disrupt an area of 1 acre or more of soil or is less than 1 acre but is associated with a larger common plan of development, it is required to obtain a National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000004, Order No. 2013-0001-DWQ. Coverage under the General Permit must be obtained prior to any construction. More information may be found at <http://www.swrcb.ca.gov/stormwtr/construction.html>. Owner must obtain an approved and signed Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB), a Waste Discharge Identification (WDID) number and a Storm Water Pollution Prevention Plan (SWPPP), as described by either the RWQCB or the State Water Regional Control Board (SWRCB). The SWPPP shall describe and identify the use of Storm Water Best Management Practices (BMP's) and must be reviewed by the Yuba County Public Works

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

**Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048**

**Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026**

Department prior to the Department's approval of Improvement Plans or issuance of a Grading Permit for the project. See Yuba County's Stormwater Regulations for Construction Activities Procedures for details. According to state law it is the responsibility of the property owner that the SWPPP is kept up to date to reflect changes in site conditions and is available on the project site at all times for review by local and state inspectors. Erosion and sediment control measures, non-stormwater and material management measures, and post-construction stormwater management measures for this project shall be in substantial compliance with the SWPPP.

- 24) Owner shall submit an erosion and sediment control plan for the project, designed by a registered civil engineer, to the Department of Public Works for review and approval prior to each phase of construction and/or grading permit. Erosion and sediment control measures shall conform to Section 11 of the Yuba County Improvement Standards and all Yuba County Ordinance Codes. Owner shall implement such erosion and sediment control measures as per the approved plan prior to construction or grading.
- 25) Strict control over dust problems created during construction shall be adhered to with regard to surrounding properties and public facilities. The construction specifications and/or improvement plans shall have items reflecting dust control measures in detail.
- 26) Owner shall maintain all improvements required by these Conditions of Approval for a period of 12 months from the time the improvements are accepted by the Public Works Department.
- 27) Owner shall be responsible for giving 60 days notice to the appropriate public utilities, PG&E, AT&T, Comcast, etc., prior to any new construction or development of this project.
- 28) Owner shall provide all necessary street signs and pavement markings, including, but not limited to, street name signs, stop signs, speed limit signs, stop legends, limit lines, and crosswalks, as required by the Public Works Department.
- 29) Owner, heirs or assigns of this property, or portions thereof, shall remove and/or relocate any fence(s) located within dedication(s) or offer(s) of dedication required by this division or within existing County easement(s) or right(s)-of-way which lies within or are adjoining this property. Any new fences installed shall be constructed outside the limits of dedications or offer(s) of dedication required by this division, existing County easements or right-of-ways.
- 30) Prior to commencing performance of any public improvement or facility to be dedicated to County, and subject to approval by the Public Works Department, Owner shall acquire and present proof of general and automobile liability and Workers Compensation and Employers Liability insurance. Such general and automobile liability insurance shall name the County and its agents as additional insured.

ENVIRONMENTAL HEALTH DEPARTMENT:

No conditions.

CODE ENFORCEMENT DEPARTMENT:

- 31) No person or entity while making use of their special agricultural entitlement shall cultivate marijuana or hemp in violation of the Yuba County Ordinance Code. Violations related to

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048

Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026

marijuana or hemp shall have a daily Administrative Penalty imposed immediately upon the issuance of an Order to abate the public nuisance.

- 32) No person or entity shall cause, permit, maintain, conduct or otherwise allow a public nuisance to exist upon any property within the unincorporated area of the County as defined by the Yuba County Ordinance Code.

BUILDING DEPARTMENT:

- 33) All existing unpermitted buildings and structures must obtain as-built building permits prior to final approval of conditions. See Building Department for as-built application requirements.
- 34) All new/proposed buildings and structures shall obtain a building permit prior to construction. All new/proposed development must meet applicable requirements of most current adopted version of the California Code of Regulations, Title 24, and Yuba County Ordinance Code Title X, which includes, but is not limited to: Building, Plumbing, Electrical, Mechanical, Accessibility and Fire Code requirements.

CALTRANS:

- 35) Moving the transit facility from its current location in Marysville to the proposed location in Linda will change the bus traffic patterns. Please provide trip generation and trip distribution information to determine how many more buses will be using the State Route (SR) 70 on/off ramps. Queuing analysis at the North Beale Road onramp should also be included. A queuing analysis for the intersection of North Beale Road and Feather River Blvd should also be done to determine any impacts to the SR 70 on/off ramps.

RECLAMATION DISTRICT 784:

- 36) The project shall meet or exceed the requirements of the RD 784 Master Drainage Plan for Drainage Basin C, the Drainage Basin C-2 Zone of Benefit Report, all future revisions to the Drainage Basin C Master Drainage Plan for portions within Drainage Basin C, and all future revisions to the Drainage C-2 Zone of Benefit Report.
- 37) Reclamation District No.784 (RD 784) provides a range of drainage and flood control facilities. The stormwater collection and conveyance systems are owned and operated by County of Yuba and RD 784; however, RD 784 provides the terminal discharge of all stormwater through one of its ten pump stations. Pump Station No. 5 (PS #5), located on Avondale Avenue, is one of these pump stations and is in need of improvements or replacement, along with the addition of a detention pond, in order to accommodate future development within the basin that drains to Pump Station #5.

The improvements or replacement of the pump station, and the addition of a detention pond are required for two primary reasons. First, the existing pump station does not have sufficient pumping capacity to accommodate projected post-development flows. Second, to ensure that future flows do not exceed the capacity of downstream facilities, a buffer in the form of a detention pond is necessary. The Basin C-2 impact fee program was established to eventually fund these improvements. However, to date, very little development has occurred within Basin C2, resulting in limited fee collection—far short of the amount needed to fund the proposed improvements.

As is typical of development impact fee programs, many public infrastructure improvements must be implemented upfront, before fee revenues are sufficient to fund them. Consequently, reimbursable developer funding may be necessary to cover the costs of design and construction for upgrades to Pump Station #5 (PS #5), including the addition of a detention pond.

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048

Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026

If a developer advances funding for the PS #5 improvements, the developer would be eligible for reimbursement through the Basin C-2 Drainage Fee Program. Such reimbursement would occur through fee credits and/or cash reimbursements over time, pursuant to an executed reimbursement agreement.

Alternatively, an interim solution may be feasible if the developer incorporates an on-site retention facility, provided that no runoff attributable to the new development is discharged to the District's facilities. The developer shall bear the responsibility of demonstrating to the District's satisfaction that the proposed measures will be designed and constructed to prevent such discharge. A copy of the District's Policy for Retention Basins is available upon request.

- 38) Developer shall pay all Drainage Basin C impact fees, plus C-2 Surcharge fee prior to recording of a final parcel map or prior to any plan approvals which create additional impacts to the system for land within Drainage Basin C-2, whichever occurs first. Grading (which includes compaction of the parking areas, roadways, and pads) of the property shall be considered an impact to the system. The Basin C-2 Drainage Fee Program methodology was established to fully fund the necessary drainage system improvements and related costs required to serve new development in Drainage Basin C-2.
- 39) The project shall incorporate storm water quality control measures to the onsite improvements. The control measures are intended to serve as best management practices (BMPs) implemented to meet the standard of "reducing pollutants in urban runoff to the maximum extent practicable" established by the Regional Board and the U.S. Environmental Protection Agency. RD 784 has accepted use of Sacramento and South Placer Region standards in the Storm water Quality Design Manual.
- 40) No building permits shall be issued or finalized until all required Reclamation District No. 784 (RD 784) drainage improvements have been completed and are operational to the satisfaction of the District. Connection to the District's drainage system shall not be permitted until these improvements have been completed and accepted by the District.
- 41) All building pads shall be at least one foot above the 100-year base flood elevation in accordance with the best available information in the Reclamation District No. 784 Master Drainage Plan, Yuba County, and FEMA.
- 42) The 100-year base flood elevation shall be shown on the approved tentative map and all improvements plans.
- 43) All industrial, commercial, and residential properties, or open spaces adjacent to Reclamation District No. 784 facilities/right-of-way shall have a chain link fence at a minimum of six (6) feet in height with no climb mesh, metal picket fence, wrought iron, or solid wall (i.e. concrete, masonry block). There shall be a one (1) foot no access easement recorded in the deed along all common property lines with Reclamation District No. 784 lands. No structures shall be constructed within 50 feet of the south Yuba River Levee.
- 44) Stormwater quality is a major concern within Drainage Basin C and Basin C-2, as well as within the District's other drainage basins, and applicable stormwater quality requirements will be enforced. Runoff from the project area will enter the County storm drain system and be conveyed to Pump Station No. 5 (PS-5), where it will be pumped into the Bingham Canal. From there, flows will be conveyed to the Island Road Detention Basin, then to Pump Station No. 9 (PS-9), and finally discharged into the Algodon Canal (AKA Lateral 15). From this point, water may be pumped to the Feather River or, in some cases, may flow south by gravity to the Bear River.

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit

Case Number: CUP-25-0001

APN: 020-030-048

Public Hearing Date: September 3, 2026

- 45) Owner shall submit a copy of the parcel map and improvement plans to the District to determine conformance. The required plan check deposit for RD784 to review the plans will be \$1,800.00.

LINDA COUNTY WATER DISTRICT:

- 46) The subject parcel is not currently within the Linda County Water District's service area. Owner shall complete annexation of the property into the District prior to issuance of any building permits. Water and sewer service shall not be provided until annexation is completed.

PLANNING DEPARTMENT:

- 47) Major modifications shall require an amendment to the Conditional Use Permit.
- 48) The project shall be constructed and operated in substantial compliance with the approved plans, including the site plan, elevations, and project description, except as modified by these Conditions of Approval.
- 49) All operations shall comply with the noise standards set forth in the Yuba County Development Code. Any complaints regarding excessive noise may result in review and potential modification or revocation of this Conditional Use Permit.
- 50) All exterior lighting shall be shielded and directed downward and away from adjacent properties and public rights-of-way. Lighting shall not create glare or light trespass onto adjacent properties.
- 51) Construction activities shall be limited to the hours specified in the Yuba County Development Code unless otherwise approved by the Community Development & Services Agency.
- 52) All landscaping installed as part of this project shall be permanently maintained in accordance with Chapter 11.24 of the Yuba County Development Code. Any dead or dying landscape shall be replaced in kind.
- 53) Prior to issuance of a building permit, Owner shall submit a landscape buffer/screening plan for the eastern property boundary adjacent to the RS-zoned residential subdivision, consistent with Section 11.19.080 of the Yuba County Development Code. The buffer shall be located along the shared lot line and reach a minimum height of five feet at maturity, or, if a screening wall is used in lieu of or in combination with landscaping, the wall shall be a minimum of six feet and maximum of eight feet in height. The buffer/wall shall be permanently maintained per Chapter 11.24 of the Development Code.
- 54) Prior to issuance of a building permit, Owner shall submit a parking lot landscaping plan demonstrating compliance with Section 11.25.100 of the Yuba County Development Code, including required interior parking lot landscaping coverage and screening of parking areas from public streets. The plan shall identify tree species, canopy coverage calculations, and planter dimensions consistent with these standards.
- 55) All outdoor storage areas shall be maintained in an orderly manner and shall be screened in accordance with Section 11.19 of the Yuba County Development Code.
- 56) The subject property shall consistently remain void of excessive junk, trash & debris. Accumulation of excessive junk, trash & debris, or any other waste matters visible on site or from public roadways may result in revocation of use permit approval.
- 57) Any relocation or rearrangement of any existing PG&E facilities to accommodate this project will be at the developer's/applicant's expense or as agreed by PG&E. There shall be no building of

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY DEVELOPMENT REVIEW COMMITTEE**

Applicant/Owner: Yuba-Sutter Transit
APN: 020-030-048

Case Number: CUP-25-0001
Public Hearing Date: September 3, 2026

structures over any PG&E facilities or within any PG&E easements that exist within the subject area.

- 58) Any and all physical improvements associated with this Conditional Use Permit shall be maintained to the standards specified in these Conditions of Approval set forth for this use permit. Failure to maintain said physical improvement(s) in said manner may be used as grounds for revocation of this use permit.
- 59) Should any prehistoric or historic artifacts, including human remains be exposed during construction and excavation operations, work shall cease, and the Community Development & Services Agency shall be immediately notified and will ensure adherence to CEQA Guidelines Section 15064.5(e). If apparent human remains are exposed, the County Coroner shall be consulted to determine whether any such materials require special treatment prior to resuming construction.



Alex Becerra
Planner II
Yuba County CDSA

maximize operational clarity for both drivers and maintenance personnel. This layout supports high-throughput operations while accommodating sustainability and future expansion goals.

Figure 3-2: Parking Layout and Site Circulation Plan

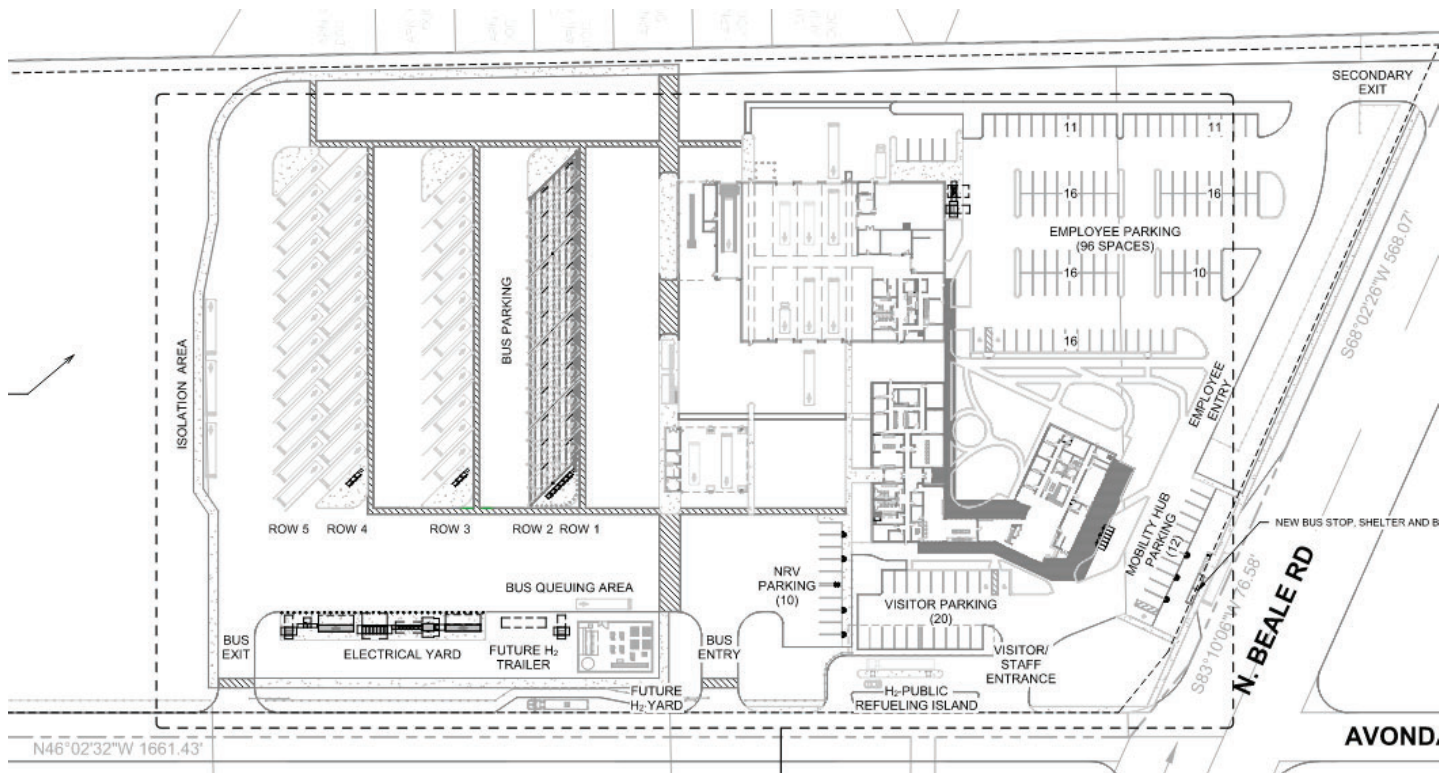


Table C1. Work Scope (Initial Project and Future Buildout)

Phase	Category	Scope
COMPLETED	Land Acquisition	6035 Avondale Avenue, Linda, California (purchased July 2021)
Initial Project	Environmental Assessment	NEPA Categorical Exclusion is anticipated
	Final Design	Plans, Specifications, and Estimates (PS&E)
	Construction: Sitework (excluding paving)	Grading, drainage, utilities (water, electric, sewer, gas), landscaping/irrigation, fencing, stormwater management and offsite improvements (curbs/gutters, sidewalks)
	Construction: Paving	Paving for bus parking and circulation (concrete) and employee/visitor parking (asphalt)
	Construction: Buildings	Administration and operations building, bus maintenance building, fuel and wash buildings, bus canopies, and solar panels on building roof areas
	Construction: Equipment	Shop equipment, office furnishings, Information Technology (IT) communications
	Battery-Electric Bus (BEB) Charging Infrastructure	Alternating current (AC) conduit, charging cabinets/dispensers, switchgear for charging, and battery back-up
	Diesel/Gasoline Fueling Infrastructure	Temporary, above-ground diesel/gasoline fueling infrastructure
	Solar Panels (BEB fueling)	Solar panels on bus canopies
Future Build-Out	Additional BEB Charging Infrastructure	Additional Alternating Current (AC) and Direct Current (DC) conduits plus inputs/outputs, charging cabinets/dispensers and switchgears for charging, and emergency generator, as needed
	Additional Solar Panels	Additional ground mount solar panels installed on excess land, as needed

1.1 Project Elements

The existing transit facility was a former bottling plant that was converted for transit use. Thus, YSTA's current operations are prone to minor on-site accidents. The mixing of moving vehicles and employees on the new facility site has been considered carefully and incorporated into the overall traffic pattern design. Pedestrian walkways would be safely and efficiently located and readily identifiable, to promote effective management and enforcement of safety standards.

The Project site plan would contain the following main features:

- Administration and Operations Building
- Maintenance Building
- Agency Vehicle/Bus Fleet Parking
- Solar Power Generation
- Enhanced employee break areas
- Employee and Visitor Parking
- Temporary Fuel and Wash Facilities
- BEB Charging Infrastructure
- Landscaping and Resiliency Features
- Multimodal Transportation Hub

1.2 PROJECT BENEFITS

Solar Energy

The new transit facility will include development of a renewable energy direct current (DC) microgrid to meet a significant portion YSTA's current and future energy needs, including the maintenance and operations buildings, battery-electric buses (BEBs) and service vehicles, as well as employee and public charging stations. Electric vanpool, car share, and bike/scooter programs are also planned to utilize the site's space and energy generation potential to enhance transportation options for the surrounding historically disadvantaged community. The initial solar array will be installed on the bus canopies shading the fleet and on building rooftops. The bus canopies and solar array will provide multiple benefits by reducing future operations and maintenance costs and ensuring increased resiliency. The shade canopies will improve vehicle maintenance and employee protection (during pre- and post-trip inspections and for vehicle cooling), particularly during extreme weather conditions. If YSTA's energy needs exceed the initial solar array's capacity, the site's surplus land on the north end of the property (see Figure C1) is reserved for a solar farm with a ground-mounted solar array that could generate an additional 1.5 MW. Harnessing clean energy would lower operating costs and increase resiliency during extreme weather events, while also hardening the local electrical grid.

Innovative Technologies

The new state-of-the-art transit facility would use on-site power generation and storage managed through a software-controlled DC microgrid to efficiently offset energy usage. The Project's microgrid would avoid the inefficiencies and energy losses associated with converting from alternating current power and would reduce the peak energy needs to reduce demand charges for high energy use periods or higher than necessary energy costs.

Smart Building Practices

The facility would be located on a previously developed brownfield site adjacent to three existing transit routes. When selected, the architect will be directed to design with functionality and resiliency in mind. It is anticipated that buildings will include energy efficient, and the site will have climate-appropriate and drought-resistant landscaping (indigenous and compatible with the surrounding area), that would also provide shade in employee and visitor parking areas, and hardscape landscaping with minimal water needs. The buildings will be designed to take advantage of the onsite solar power generation, on-site storage, and efficient lighting and cooling systems. Lastly the building design will create a healthy work environment with areas for natural light, proper air ventilation for cleanliness and thermally pleasant workplaces that will enhance the work environment for full time office workers, as well as bus drivers and mechanics.

Public Safety

Although YSTA has yet to complete final design of the new facility, some of the specific Project features already have been determined for resiliency purposes and would infrastructure that is

resistant to flood events. In addition, YSTA would complete a drainage analysis for a range of storm events, to ensure adequate site drainage. Furthermore, YSTA would ensure a defensible space as a buffer around the site facilities, to help slow or stop the spread of wildfire, either from direct flame contact or radiant heat.

Extreme weather events put strain on the power grid, resulting in outages or rolling blackouts. Emergency backup energy storage, solar power generation on buildings and bus canopies, centralized microgrid controller with a potential generator backup will ensure fleet operations during natural disasters, extreme weather events or grid interruptions. This DC microgrid would enable YSTA to provide transportation to cooling centers and use the transit facility itself as a cooling center during extreme heat events.

The multipurpose (e.g., emergency shelter, cooling center, mobility hub) transit facility site has a low wildfire risk and is well-situated for emergency response support because of its proximity to nearby police and fire stations, and the Adventist Health and Rideout Medical Center. The site could be a good option for use as an emergency evacuation shelter for the surrounding population centers.

Creating Good-Paying Jobs

California Air Resources Board (CARB) has developed a Job Co-benefit Modeling Tool and accompanying Job Co-benefit Assessment Methodology to provide guidance for estimating the job co-benefits of California Climate Investments. The Job Co-benefit Modeling Tool and supporting Job Co-benefit Assessment Methodology are available for download at: <https://ww2.arb.ca.gov/resources/documents/cci-methodologies>. The CARB Co-benefit Modeling Tool was used to estimate the jobs created by the Project's construction. The Project will result in major job co-benefits from the Project's construction and bus-fleet expansion. Overall, the Project construction and BEB bus replacement is expected to support 486.9 full-time equivalent jobs which are needed in the historically disadvantage community in which the facility will be built.

1.2 Project Budget and Funding

YSTA purchased the Project site for approximately \$1 million in July 2021. The cost estimate/budget for final Project facility design, environmental assessment, construction, and BEB infrastructure is approximately \$71.45 million. This estimate includes all items needed to move into the facility and operate the next generation transit fleet. YSTA is requesting \$15 million in FTA Section 5339(b) bus program grant funding for bus facility final design and construction.

The \$15 million grant amount would fully fund the project as all other funds listed in table C2 below have been awarded, or the funds are in our possession. The one exception is the \$3.75 we anticipate from the sale of the existing facility. The facility was appraised in 2024 for that amount and once construction starts and there is a more accurate timeline for a move in date,

the current facility will be listed for sale. It is anticipated that the adjacent Marysville School District will purchase the site for use to maintain their fleet. If awarded the 5539 Grant, the mix of finding is approximately 51% state and local and 49% federal.

YSTA has been successful at securing funding from various state and federal funding programs. In 2021, YSTA was awarded \$8.5 million from the California Affordable Housing and Sustainable Communities (AHSC) grant program and in 2022, \$15 million from the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. YSTA also applied for \$13.725 million in Transit and Intercity Rail Capital Program (TIRCP) grant funds in March 2023 for costs associated with facility construction (\$10 million) and 15 electric cutaways for YSTA's new local on-demand transit service zones (replacing four of YSTA's fixed routes) and one commuter bus for new service to the Roseville Galleria Transit Center in Placer County (\$3.725 million) (see Table C2). The Roseville Galleria Transit Center is approximately 40 miles to the southeast in and near the growing cities of Roseville and Rocklin, respectively (see Attachment B for information about this and a new local on-demand transit system).

Table C2. Project Funding

Source of Funding		Amount
State and Local	State Transit Assistance (STA); STA State of Good Repair Funds	\$1,930,198
	Low Carbon Transit Operations Program	\$1,240,101
	Strategic Growth Council Affordable Housing and Sustainable Communities Grant Program – awarded	\$8,500,000
	State-SB 125	\$10,200,000
	Transit and Intercity Rail Capital Program (TIRCP)	\$10,725,000
	Sale of Existing Facility	\$3,750,000
State and Local (Non-Federal) Total (51%)		\$36,345,299
Federal	FTA - Section 5311 Rural Transit and Intercity Bus	\$641,255
	FTA Coronavirus Response and Relief Supplemental Appropriations Act – Section 5311 Rural	\$963,628
	Surface Transportation Block Grant (STBG)	\$3,500,000
	Rebuilding American Infrastructure with Sustainability and Equity Grant Program - awarded	\$15,000,000
	FTA Section 5339(b) 2023 Buses and Bus Facilities Grant Program	\$15,000,000
Federal Total (49%)		\$35,104,883
Project Total (100%)		\$71,450,182

March 16, 2026

Alex Becerra
Planner I
915 8th Street, Suite 123
Marysville, CA 95901

Re: Conditional Use Permit (CUP) 25-0001; NextGen Transit Facility; 6035 Avondale Ave,
APN 020-030-048, Yuba County

Dear Alex:

Thank you for providing PG&E with the opportunity to review your proposed plans for CUP-25-0001 dated and received on February 11, 2026. Our review indicates the proposed work and/or improvements do not appear to directly interfere with any of PG&E's existing facilities or land rights.

Please note, this is our preliminary review and PG&E may provide additional comments in the future as the project progresses or if additional information is provided. If there are subsequent modifications made to the design, we ask that the plans be resubmitted for review to the email address listed below.

If PG&E gas and/or electric service are needed, please submit an application through PG&E's Your Project Portal: [Sign In \(yourprojects-pge.com\)](https://yourprojects-pge.com).

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of two (2) working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding this response, please contact me at kaitlyn.casner@pge.com

Sincerely,

Katy Casner
Land Management



March 13, 2026

County of Yuba
Community Development & Services Agency
Planning Department
915 8th St.
Marysville, CA 95901

RE: CUP-25-0001
APPLICANT: Yuba Sutter Transit Authority (Matthew Mauk)
APN: 020-030-048-000

RD784 Conditions for CUP Application 25-0001

Project: NextGen Transit Facility

In response to the Project Application Form dated October 26, 2025, and received by the District on February 11, 2026, Reclamation District No. 784 (RD 784) provides the following conditions:

This project lies within Reclamation District No.784 Drainage Basin C-2, a sub-basin of Drainage Basin C, which contains approximately 272 gross acres and is bound by the Yuba River Levee to the north, Hammonton-Smartsville Road to the east and south, and the Union Pacific Railroad to the west.

1. The project shall meet or exceed the requirements of the RD 784 Master Drainage Plan for Drainage Basin C, the Drainage Basin C-2 Zone of Benefit Report, all future revisions to the Drainage Basin C Master Drainage Plan for portions within Drainage Basin C, and all future revisions to the Drainage C-2 Zone of Benefit Report.
2. Reclamation District No.784 (RD 784) provides a range of drainage and flood control facilities. The stormwater collection and conveyance systems are owned and operated by County of Yuba and RD 784; however, RD 784 provides the terminal discharge of all stormwater through one of its ten pump stations. Pump Station No. 5 (PS #5), located on Avondale Avenue, is one of these pump stations and is in need of improvements or replacement, along with the addition of a detention pond, in order to accommodate future development within the basin that drains to Pump Station #5.

The improvements or replacement of the pump station, and the addition of a detention pond are required for two primary reasons. First, the existing pump station does not have sufficient pumping capacity to accommodate projected post-development flows. Second, to ensure that future flows do not exceed the capacity of downstream facilities, a buffer in the form of a detention pond is necessary. The Basin C-2 impact fee program was established to eventually fund these improvements. However, to date, very little development has occurred within Basin C-2, resulting in limited fee collection—far short of the amount needed to fund the proposed improvements.

As is typical of development impact fee programs, many public infrastructure improvements must be implemented upfront, before fee revenues are sufficient to fund them. Consequently, reimbursable developer funding may be necessary to cover the costs of design and construction for upgrades to Pump Station #5 (PS #5), including the addition of a detention pond.

If a developer advances funding for the PS #5 improvements, the developer would be eligible for reimbursement through the Basin C-2 Drainage Fee Program. Such reimbursement would occur through fee credits and/or cash reimbursements over time, pursuant to an executed reimbursement agreement.

Alternatively, an interim solution may be feasible if the developer incorporates an on-site retention facility, provided that no runoff attributable to the new development is discharged to the District's facilities. The developer shall bear the responsibility of demonstrating to the District's satisfaction that the proposed measures will be designed and constructed to prevent such discharge. A copy of the District's Policy for Retention Basins is available upon request.

3. Developer shall pay all Drainage Basin C impact fees, plus C-2 Surcharge fee prior to recording of a final parcel map or prior to any plan approvals which create additional impacts to the system for land within Drainage Basin C-2, whichever occurs first. Grading (which includes compaction of the parking areas, roadways, and pads) of the property shall be considered an impact to the system. The Basin C-2 Drainage Fee Program methodology was established to fully fund the necessary drainage system improvements and related costs required to serve new development in Drainage Basin C-2.
4. The project shall incorporate storm water quality control measures to the onsite improvements. The control measures are intended to serve as best management practices (BMPs) implemented to meet the standard of "reducing pollutants in urban runoff to the maximum extent practicable" established by the Regional Board and the U.S. Environmental Protection Agency. RD 784 has accepted use of Sacramento and South Placer Region standards in the Storm water Quality Design Manual.
5. No building permits shall be issued or finalized until all required Reclamation District No. 784 (RD 784) drainage improvements have been completed and are operational to the satisfaction of the District. Connection to the District's drainage system shall not be permitted until these improvements have been completed and accepted by the District.
6. All building pads shall be at least one foot above the 100-year base flood elevation in accordance with the best available information in the Reclamation District No. 784 Master Drainage Plan, Yuba County, and FEMA.

7. The 100-year base flood elevation shall be shown on the approved tentative map and all improvements plans.
8. All industrial, commercial, and residential properties, or open spaces adjacent to Reclamation District No. 784 facilities/right-of-way shall have a chain link fence at a minimum of six (6) feet in height with no climb mesh, metal picket fence, wrought iron, or solid wall (i.e. concrete, masonry block). There shall be a one (1) foot no access easement recorded in the deed along all common property lines with Reclamation District No. 784 lands. No structures shall be constructed within 50 feet of the south Yuba River Levee.

Stormwater quality is a major concern within Drainage Basin C and Basin C-2, as well as within the District's other drainage basins, and applicable stormwater quality requirements will be enforced. Runoff from the project area will enter the County storm drain system and be conveyed to Pump Station No. 5 (PS-5), where it will be pumped into the Bingham Canal. From there, flows will be conveyed to the Island Road Detention Basin, then to Pump Station No. 9 (PS-9), and finally discharged into the Algodon Canal (AKA Lateral 15). From this point, water may be pumped to the Feather River or, in some cases, may flow south by gravity to the Bear River.

Owner shall submit a copy of the parcel map and improvement plans to the District to determine conformance. The required plan check deposit for RD784 to review the plans will be \$1,800.00.

If you have any questions or require additional information, please contact RD 784.

Sincerely,



Patrick Meagher
General Manager
Reclamation District 784
O: (530) 742-0520
Patrick@rd784.org

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov



March 11, 2026

GTS# 03-YUB-2026-00383

Alex Becerra, Planner II
Planning Department
Community Development and Services Agency
Yuba County
915 8th Street, Suite 123
Marysville, CA 95901

CUP-25-0001 NextGen Transit Facility

Dear Alex Becerra,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The CUP-25-0001 NextGen Transit Facility (Project) requests approval of a Minor Conditional Use Permit to allow the development and operation of a new transit operations and maintenance facility. The proposed facility would include an administrative office, vehicle maintenance, fueling and electric charging infrastructure, fleet parking, mobility hub, and associated site improvements. The Project is located on approximately 19.7 acres at 6035 Avondale Avenue in Linda. Based on the Conditional Use Permit application documents provided, we provide the following comments.

Highway Operations

Moving the transit facility from its current location in Marysville to the proposed location in Linda will change the bus traffic patterns. Please provide trip generation and trip distribution information to determine how many more buses will be using the State Route (SR) 70 on/off ramps. Queuing analysis at the North Beale Road onramp should also be included. A queuing analysis for the intersection of North Beale Road and Feather River Blvd should also be done to determine any impacts to the SR 70 on/off ramps.

Alex Becerra, Planner II
March 11, 2026
Page 2

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

David J. Smith

David Smith, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
California Department of Transportation, District 3