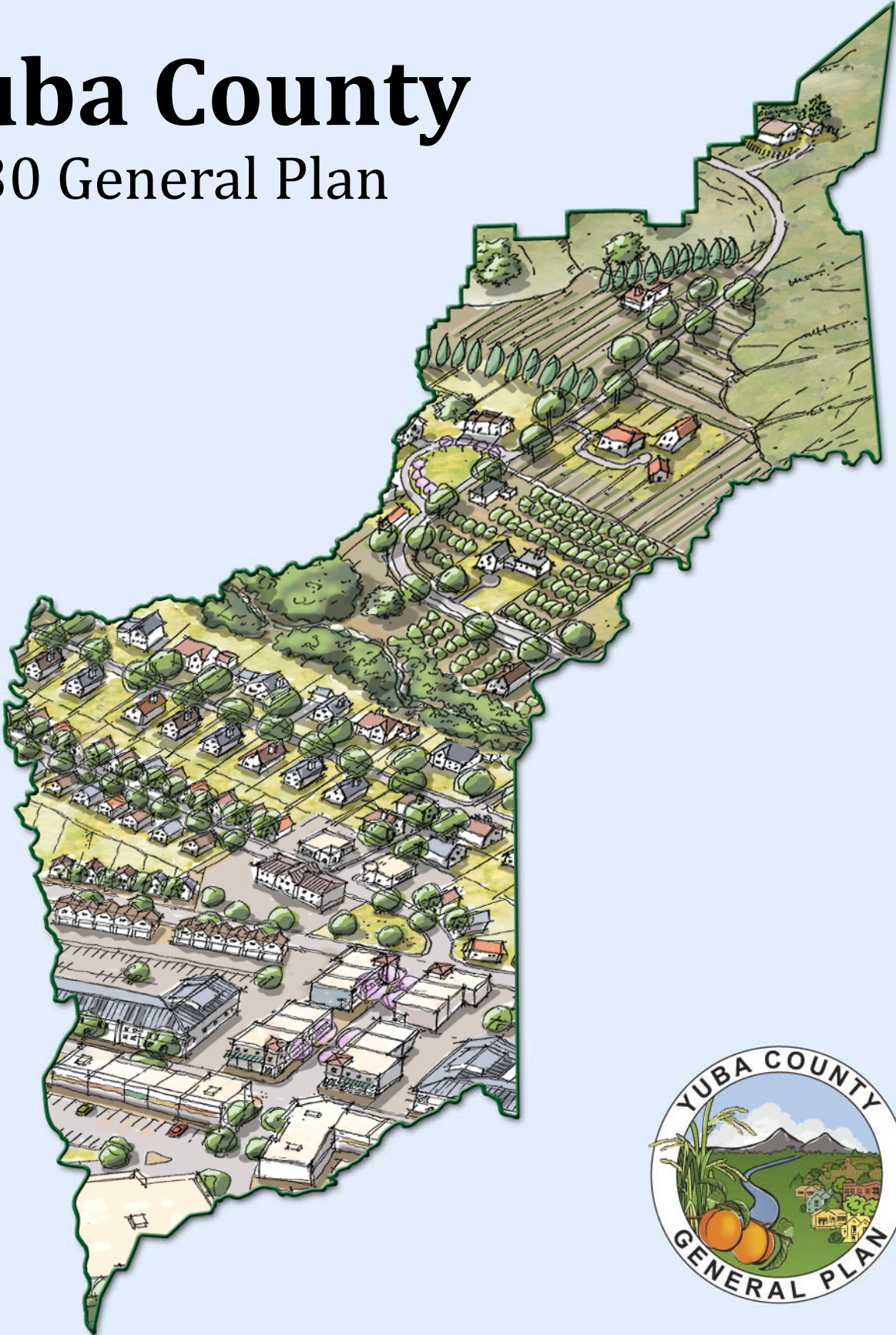


Yuba County

2030 General Plan



Yuba County 2030 General Plan

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Vision for the 2030 General Plan

Yuba County – “Our History, Our Future”

Shortly after the discovery of a gold fleck in a California mill in 1848, thousands of wealth-seekers began to sift through northern California streams to pinpoint the rich deposits of gold in the mountains. By the time Governor Peter Burnett signed the 1850 document establishing Yuba County as one of the state’s original 27 counties, the population of the County’s largest community, Marysville, had exploded to nearly 10,000. Marysville’s location at the confluence of the Yuba and Feather Rivers made it the perfect community to support mining activities in the foothills. As gold mining operations dwindled in the late 1800s, other industries emerged to keep Yuba County’s economy moving forward.



Source: Janet R. Sullivan and Mary-Jane Zall, 1974.

Yuba County’s 644 square mile topography is influenced by the Sierra-Nevada foothills and mountains, but the bulk of its population resides on the Sacramento Valley floor, among thousands of acres of fertile agricultural ground. During the early years of Yuba County, the commerce, transportation, and water provided by the river system drove location of our communities near the rivers. Along with the benefits of being near the rivers came the negative of periodic flooding. Over the past 150 years, Yuba County has struggled from time to time with both flooding and fires. Following devastating floods in the 1950s, coupled with an aquifer that wasn’t keeping pace with water demands for agriculture, the Yuba County Water Agency was created to address these issues. In the 1960s the New Bullards Bar Dam, the Colgate Power Plant, and Lake Francis reservoir were constructed to improve flood safety, water supply and fire protection. Although control of the Yuba River was vastly improved, flooding in 1986 and 1997 again



tested the County's resolve, which has resulted in over \$400 million in levee system improvements over the past decade.

Due to the ring levee system that was constructed to protect the County's largest city, Marysville, but constricted its growth, most development since the 1950s occurred outside the City. Yuba County's other incorporated city, Wheatland, has also been constrained until recently. For these reasons, growth has occurred in unincorporated areas of the valley floor. Today, three-quarters of the County's population lives outside the two cities. Even with this development, the vast majority of the fertile agricultural ground on the valley floor remains in active production today, representing the single most important economic activity and most prevalent land use in the County. In 1942, the U.S. military established Camp Beale at the edge of Yuba County's foothills. The military base eventually became Beale Air Force Base and currently occupies over 23,000 acres of land in the County. From 1942 to present, the presence of this military base has been a source of pride and economic importance to the County.

Many factors have shaped our past and influence where we are today, including our rich natural resources, entrepreneurial spirit, military base, and the "can-do" attitude of our residents and businesses. This General Plan is designed to help us get from where we are to where we want to be over the next 20 years. Although there have been floods and fires that have hindered the County's forward momentum, they did not crush our spirits. With each obstacle, we have learned a valuable lesson. The development boom of the early 2000s gave the County a taste of forward momentum that had not been felt since the gold rush era. This General Plan capitalizes on the lessons learned during that time. One of the most valuable lessons learned from the recent development boom was the need for clarity: clarity from the current residents and businesses of our County as to their vision for the future and clarity to future residents and businesses as to how they can be a part of our future success. The General Plan strives to achieve this by laying out a clear vision with supporting goals, policies, and actions. During the preparation of the updated General Plan, the County embarked on a parallel process to examine near term strategic priorities. In order to ensure a consistent vision for our future, both the strategic planning process and updated General Plan share the same vision:

To create a golden future for Yuba County by: Inspiring a community of participation, embracing our unique history, and discovering the wealth of our untapped potential.

The County's rich history has helped shaped who we are today as a County, with two incorporated cities, a military base, vast amounts of active agricultural lands, numerous rural communities, streams and rivers, forested mountains, and more than 73,000 residents. Having a clear vision that recognizes lessons learned from our history, respects our natural resources, capitalizes on the "can-do" attitude of its residents and businesses, and listens to their hopes and desires will help us realize a prosperous future.

2030 General Plan Themes

Based on this overall vision, there are themes that run throughout this General Plan. These themes include:

- **Economic, environmental, and social sustainability.** The County recognizes the dynamic relationship between economic, social, and environmental objectives. The 2030 General Plan policies and actions are designed to achieve the optimal balance among these sometimes-competing objectives.
- **Managed Growth and Development of land use and infrastructure.** The County encourages revitalization and development of land uses and infrastructure from existing areas outward, where greenfield development occurs. The County's policies are designed to avoid "leapfrog development," and carefully consider the regional land use and economic context. As the County develops, there will be new opportunities to improve and diversify the economy, preserve and enhance the environment, and provide better and more affordable housing. Growth will be managed to preserve



and enhance the quality of life for residents rather than allowing the benefits to accrue only to newcomers or people living outside Yuba County. Infrastructure and other public improvements will be planned for in advance of development, utilizing the General Plan as a basis for commitment of public funds, and by requiring development to finance specific infrastructure and improvements.

- **Use and Conservation of Resources.** The County's natural resources, especially agriculture and timber, are important parts of the local economy along with water, mineral resources, and existing and future sources of energy.
- **Protection of Public Health, Safety, and Welfare.** The General Plan places great emphasis on protecting environmental and public health. The County wants to promote healthy communities through its policies and programs.
- **Regional Planning and Coordination** with the cities, surrounding counties, SACOG, state and federal agencies, special districts and school districts, Beale Air Force Base, the Local Agency Formation Commission, and other public agencies. The County's General Plan supports regionalization of infrastructure and services, where this make sense, and strategically considers the County's position in the region and policies necessary to achieve a future desired position in the region.
- **Rural Lifestyle.** Rural residential areas will be preserved, recognizing the need to provide for a variety of lifestyles. On the valley floor, lands that are the least productive for agricultural purposes will be committed to development while higher value agricultural land will be protected from encroachment and preserved for future generations of farmers.
- **Local Quality of Life** will be crucial to the County's success during buildout of the 2030 General Plan. Employment development will depend on high quality parks, schools, culture, retail, services, and natural beauty, among other factors.

These themes were included among a document that was approved by the County Board of Supervisors in 2009 to guide preparation of the 2030 General Plan. Following is a revised version of this document that reflects the Vision as embodied in this General Plan.





General Plan Update Vision & Goals

The General Plan provides the framework for decisions from guiding where and how development should occur to the prioritization of the County's natural resources in order to achieve the highest quality of life possible for its residents. The quality of life provided truly drives the sustainability of the County by encouraging people to live, work and play in Yuba County. In order to accomplish the vision of the County, the following goals and how we will achieve them were developed to help guide implementation of the 2030 General Plan.

Improve the Overall Quality of Life

To achieve this goal, we will

- Have safe neighborhoods/communities that preserve community character and meet resident's service needs.
- Create a healthy economy with a balance between the number/types of jobs and the needs of working residents.
- Revitalize existing communities, neighborhoods and primary transportation corridors.
- Have schools, parks, and public gathering places that provide a safe enjoyable environment and promote active, healthy lifestyles.
- Provide public services such as law enforcement, fire protection, public transportation and civic facilities at appropriate levels for urban and rural communities.
- Provide the highest level of flood protection possible for our residents.
- Encourage efficient, cost-effective, and sustainable infrastructure.
- Offer a variety of housing types to meet "lifecycle" needs (young adulthood through retirement), freedom of choice, and affordability to local residents.
- Protect agricultural lands, rural landscapes, air and water quality, and natural resource areas that prove to be positive characteristics of Yuba County.

Economic Independence

To achieve this goal, we will:

- Strive for a balance between jobs and housing—both numerically and demographically—by promoting jobs for our residents.
- Promote and encourage new commercial and industrial development activities throughout all phases of entrepreneurial development to balance the recent residential development, generate revenues, and create local jobs and services for residents.
- Through efficient infrastructure planning and prudent financing mechanisms, keep impact fees as low and competitive as possible in order to attract employment opportunities to the County.
- Promote home business opportunities that support the entrepreneurial spirit of residents and have minimal impacts on residential areas.
- Continue to support and take advantage of our existing economic assets such as Beale AFB, Yuba



College, Yuba County Airport, agriculture, and existing local businesses.

- Promote existing growth areas as the engines of the economy by focusing on existing cities, downtown areas, and primary corridors.
- Continue to promote our recreational and tourism opportunities.

Sustainable and Vibrant Valley Communities

To achieve this goal, we will:

- Encourage retail, services, and jobs conveniently located for residents in order to reduce travel demand, reduce vehicle miles traveled and associated air pollution, lower household transportation costs, and reduce transportation infrastructure costs.
- Support the vision, goals and policies of the cities of Marysville and Wheatland in order to achieve their future sustainability.
- Encourage the ability for future incorporation and/or annexation of unincorporated areas by establishing realistic and manageable growth boundaries.
- Focus on build out of the partially built existing specific plans and promote modification to those plans consistent with the vision and goals of the General Plan when opportunities arise.
- Provide flexibility for a property owner to sell their land development entitlement to another property owner (Transfer of Development Rights) if the transfer does not result in impacts to either the receiving or transferring community that cannot be adequately mitigated.
- Link new transportation, water and sewer infrastructure to sound and sustainable policies. Efficiently provide public improvements and services. Consider lifecycle costs—long-term operation and maintenance costs in addition to initial construction costs. Strive for regionalized facilities.
- Ensure that existing and future communities are healthy places to live by promoting a physically active lifestyle with clean air to breathe and safe facilities to meet the community's needs.
- Invest in the physical infrastructure of existing communities through infill, reuse, and intensification of well-serviced centers and corridors.
- Build communities that respond to the social and cultural needs of existing and new residents.
- Strive to create a distinctive sense of place, character, and vibrancy for every community that attracts people and investment.

Preservation of Rural Lifestyle

To achieve this goal, we will:

- Support rural communities in the development of economic opportunities such as use of natural resources, recreation, and agricultural & ecological tourism.
- Provide for separate development standards and level of service goals that are consistent with rural lifestyle and expectations and are economically feasible.



- Include a process to ensure foothill community boundaries will continue to enhance and allow for open space, grazing lands, deer herds and oak woodlands which define the rural character of the foothills and the County as a whole, while meeting the needs and vision of local residents.
- Ensure that existing residences and resources are protected from hazardous conditions, such as wildfires, flooding, and soil erosion, in the process of evaluating future subdivisions.

Resource Protection

To achieve this goal, we will:

- Protect agricultural lands, rural landscapes, and other natural resources.
- Always consider the importance of these lands to the County's quality of life.
- Increase the viability of our agricultural areas by allowing for compatible agricultural related businesses such as, but not limited to, processing facilities, agro-tourism, and boutique farming.
- Encourage and promote the use and harvesting of natural resources in ways that benefit the County as a whole.
- Protect agricultural lands from residential encroachment.
- Protect our air and water quality by implementing responsible and realistic policies that protect these precious resources.



Purpose & Contents

Introduction

Each California city and county is required to prepare a general plan to provide comprehensive, long-term guidance “for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning” (see Government Code Section 65300). The General Plan is a comprehensive plan for development and conservation in the unincorporated areas of Yuba County. The cities of Marysville and Wheatland have their own general plans. General plans must provide an integrated, internally consistent statement of policies. A general plan is often compared to a “constitution” for development, the policy basis for all land use decisions.



Purpose

The 2030 General Plan Update process provides the necessary information and analysis to allow decision makers and the public to identify consensus goals for the future. The General Plan also identifies the policies and actions that are necessary to achieve these goals between the present and 2030, while also fulfilling legal requirements in California for comprehensive planning. The combined narrative and diagrammatic information in the General Plan represents the County’s overarching policy direction for physical development and conservation. The General Plan puts decision makers, County staff, property owners, property developers and builders, and the general public on notice regarding the County’s approach to managing land use change. Basic functions of the General Plan include:

- **A clear vision for the future.** The General Plan describes the desired future of Yuba County. Based on consensus developed during the Update process, the General Plan establishes the vision for the type, amount, character, and location of development, priorities for conservation, and the overall quality of life that should be enjoyed locally.



- **Guide for decision making and proactive measures.** The General Plan provides educational material and background information to help the reader understand planning issues and provide context to help the reader understand the policy guidance. A thorough understanding of the policy guidance in the General Plan will help the County in daily and longer-term decision making that moves toward the General Plan's goals. The County will review the General Plan in correlation with decisions on private development projects, public investments, and other important decisions, making any necessary revisions to plans and projects to achieve consistency with the General Plan. The General Plan process offers the County the opportunity to plan proactively, based on the vision for Yuba County, rather than simply reacting to individual development proposals. The General Plan describes several areas where proactive measures must be taken on economic development, community revitalization, and other priority areas in order to achieve Countywide planning goals.
- **Legal requirement.** The General Plan has been prepared to fulfill the requirements of State law and guidelines adopted by the California Office of Planning and Research. State law not only requires adoption of the General Plan, but also that zoning, subdivision regulations, specific plans, capital improvement programs, and other local measures be consistent with the General Plan. The General Plan provides the framework for the County to exercise its land use entitlement authority in unincorporated areas.

The framework for land use change provided in the General Plan allows the County and other public service providers (such as the community services districts, public utility districts, fire districts, water and irrigation districts, and school districts) to plan for services and facilities consistent with the Plan. The General Plan is also the basis for all other planning efforts, such as specific plans, community plans and redevelopment plans.

General Plan Contents

The General Plan consists of the following chapters and elements:

- Vision for the 2030 General Plan
- Purpose and Contents (this chapter)
- Context
- General Plan Update Process
- Community Development Element
- Public Health & Safety Element
- Natural Resources Element
- Housing Element (adopted separately and provided under separate cover)
- General Plan Implementation

State law specifies that each general plan address seven issue areas, known as "elements," which must be consistent with one another. According to OPR's General Plan Guidelines, topics from different elements may be combined, but all must be addressed within the general plan. The seven required elements include:

1. **Land use:** The land use element must designate the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan.
2. **Circulation:** A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan (Yuba County's 2030 General Plan



- addresses non-transportation related public facilities and infrastructure in the Community Development Element).
3. **Open space:** The open-space element details plans and measures for the preservation of open space for natural resources, for the managed production of resources, for outdoor recreation, and for public health and safety.
 4. **Conservation:** A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element may also cover: reclamation of land and waters; prevention and control of the pollution of streams and other waters; regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan; prevention, control, and correction of the erosion of soils, beaches, and shores; protection of watersheds; the location, quantity and quality of the rock, sand and gravel resources; and, flood control.
 5. **Housing:** The housing element provides standards for the improvement of housing and the provision of adequate sites for housing to meet the needs of all economic segments of the community.
 6. **Noise:** The noise element shall identify and appraise noise problems in the community. The noise element shall address noise sources, such as highways and freeways; primary arterials and major local streets; passenger and freight on-line railroad operations and ground rapid transit systems; commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation; industrial plants, including, but not limited to, railroad classification yards; and, other ground stationary noise sources identified by local agencies as contributing to the community noise environment.
 7. **Safety.** A safety element for the protection of the community from risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.





YUBA COUNTY GENERAL PLAN

Yuba County’s 2030 General Plan combines the seven mandatory topic areas and addresses optional elements in four elements, organized as follows:

YUBA COUNTY 2030 GENERAL PLAN ELEMENT	MANDATORY ELEMENTS/TOPICS	OPTIONAL ELEMENTS/TOPICS
Community Development Element	Land Use, Transportation	Community Design; Infrastructure, Facilities & Services; and Economic Development
Public Health and Safety	Safety, Noise	Air Quality, Greenhouse Gas Emissions & Climate Change, Healthy Communities
Natural Resources Element	Open Space, Conservation	
Housing Element	Housing	

The Elements of the General Plan present some background and context to help the reader understand the focus and content of goals, policies, and actions. Goals are a description of a future desired state. Policies are a decision-making guide. Actions are proactive measures or programs that will be undertaken, as necessary, to achieve General Plan goals.

The 2030 General Plan is supported by a substantial amount of public outreach and input, analysis of existing conditions and trends, and comprehensive analysis of different alternatives to County growth patterns. The 2030 General Plan was also developed in careful coordination with comprehensive environmental analysis, the results of which are summarized in a programmatic Environmental Impact Report (under separate cover).



Context

Yuba County occupies portions of California's Central Valley and Sierra Nevada foothills and mountains. Yuba County contains approximately 644 square miles and is generally bounded by the Feather River on the west, the Bear River on the south, and Honcut Creek on the north. The easterly boundary is not defined by natural features, but is generally located along the alignment of State Highway 49.

Regions

Yuba County is composed of three general physiographic regions: the valley, foothills and mountains. The valley is dominated by agriculture (field and tree crops, in particular, rice), and includes Beale Air Force Base (AFB), Marysville, Wheatland, and urbanized unincorporated areas. The foothills and mountain areas include land that has been traditionally used for grazing, timber production, and mining. Rural residential development is an increasing part of the foothill and mountain landscape. Existing land uses are illustrated in Exhibit Context-1.

Communities

The nearest major metropolitan area to Yuba County is Sacramento, which lies approximately 30 miles south of the southern edge of the County, by way of State Highways 70 and 65. Located in Yuba County are the incorporated cities of Marysville, the county seat, and Wheatland. Major unincorporated communities include Linda, Olivehurst-Plumas Lake, and Hallwood on the valley floor and Loma Rica, Browns Valley, Challenge, Brownsville, Oregon House, Dobbins, Camptonville, Smartsville, and Camp Far West in the foothill and mountain region. Bordering counties include Sutter County, Placer County, Nevada County, Sierra County, Plumas County, and Butte County.

Settlement

The county's diverse geography, with access to water and food, provided an ideal place for the settlement of Native Americans. The Gold Rush brought population to the area and established many of the existing communities in Yuba County. As a result of the development boom during and following the Gold Rush, the reclamation of land with flood control structures allowed for the development of a substantial local agricultural industry and enabled settlement in areas that would otherwise be undevelopable.

Yuba County's population as of January 1, 2010, was estimated by the California Department of Finance to be 73,380. Population centers are the incorporated cities of Marysville and Wheatland, as well as the unincorporated communities of Olivehurst-Plumas Lake, Linda, Beale AFB, Challenge-Brownsville, and Loma Rica. The unincorporated population in 2010 was estimated to be 56,955.¹

Local Economy

Traditionally, Yuba County has attracted agricultural-based industries and has relied on these types of industries for employment. Also, since the 1940s, Beale AFB has been a major employer of both military and civilian personnel. According to the Yuba Sutter Economic Development Corporation (YSEDC), in the Yuba-Sutter County area, agriculture is the largest component of the local economy. Agriculture is a billion-dollar industry for the region. One out of every four people in the region is employed either

¹ State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark. Sacramento, California, May 2010.



directly or indirectly in agriculture. Almost 75 percent of all the land in Yuba and Sutter counties is used for some sort of agricultural purpose. The largest use of agricultural land was for field crops and vegetables. Fruit and nut crops accounted for the second highest use of acreage. Recently, the employment base and local economic activity has started to diversify. In the last decade, many of the new jobs that have been created are in the service sector, government, retail, transportation, public utilities and construction.

Transportation Networks

The Yuba-Sutter region is served by State Highways 70, 65, 20, and 49, and U.S. Highway 99. The region is just north of the intersection of two major interstates, I-5 and I-80. Approximately 11 million people now live within a two-hour drive of the Yuba City/Marysville area. Union Pacific connects the Yuba-Sutter area to the nation's railway system. The rail system is used primarily to transport agricultural goods and other goods produced in the region. Amtrak serves passenger travel needs.

Land Cover

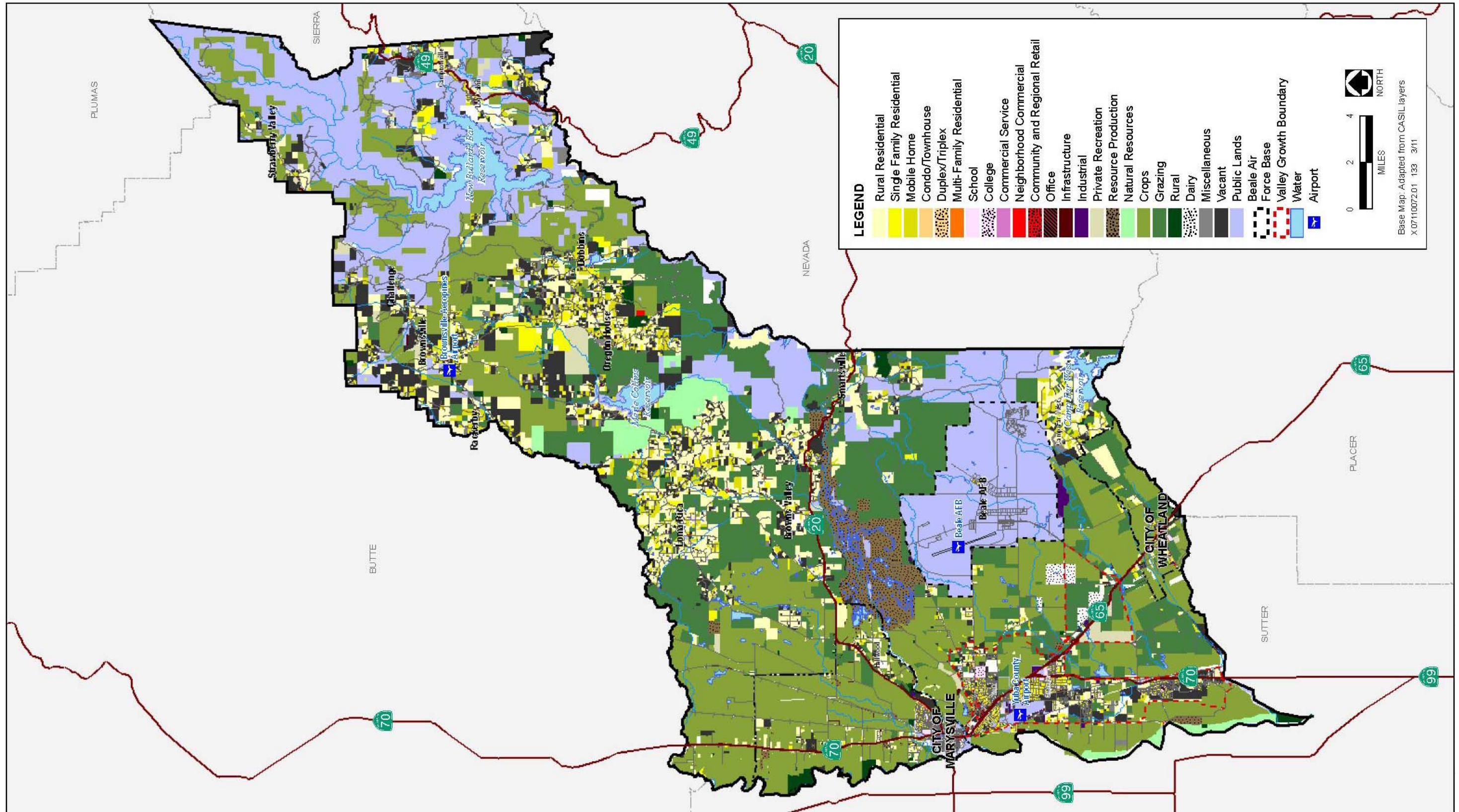
Sierran mixed conifer forest, ponderosa pine forest, and Douglas-fir forest cover most of the mountain areas of the County (above roughly 2,800 feet). Shrub-dominated habitats exist at scattered locations throughout the County and are described in the county vegetation data as mixed chaparral occurring at the lower elevations and montane chaparral occurring at the higher elevations. Montane hardwood-conifer, montane hardwood, blue oak-foothill pine, and blue oak woodland are located primarily at middle and lower elevations in the western half of Yuba County. Annual grassland covers approximately 42,701 acres and is the primary herbaceous-dominated habitat in Yuba County. Annual grassland is common at lower elevations (i.e., at elevations below roughly 2,500 feet) in the western region of the County. This habitat comprises mostly nonnative annuals, primarily of Mediterranean origin, but can also include a variety of native herbaceous species. Nonnative grasslands have replaced most native perennial grasslands in Yuba County and throughout most of California.

Waterways

Yuba County is located in the northern portion of California along the eastern edge of the Sacramento Valley within the Sacramento River Basin. It is one of the largest basins in California, encompassing approximately 26,500 square miles. The County is predominantly drained by the Feather, Yuba, and Bear Rivers, which flow into the Sacramento River and ultimately into the Pacific Ocean through San Francisco Bay. The melting snow pack in the Sierra Nevada, in combination with the operation of numerous reservoirs within the system, maintains flows in Sacramento year round. The primary drainages in Yuba County are the Bear River, North, Middle, and mainstem Yuba Rivers, Dry Creek, Honcut and South Honcut Creeks, and the Feather River. Reservoirs include Englebright, Merle Collins, New Bullards Bar, Lake Francis, and Camp Far West.

Development Trends

Some parts of Yuba County have changed substantially since the last General Plan update in 1996, including Olivehurst - Plumas Lake, Linda, and the City of Wheatland. Large areas along State Route (SR) SR-65 and SR-70 have been developed or approved for development. Most foothill areas of the County have not experienced substantial development, with most land use change occurring through minor subdivisions and small projects. Many foothill and mountain areas are publicly held open space, grazing lands, or otherwise rural and agricultural in nature, and would be expected to continue in this manner indefinitely.



Source: Yuba County Assessor's Office, 2007; Adapted by AECOM, 2010

Exhibit Context-1. Existing Land Use

General Plan Update Process

History of the Yuba County General Plan

In 1927, the California Legislature authorized cities and counties to adopt comprehensive plans. However, it wasn't until 1955 that the Legislature required general plans to include mandated elements. The first two required elements were land use and circulation. Yuba County, through an urban planning grant from the Department of Housing and Urban Development (HUD), prepared its first General Plan which was adopted by the Board of Supervisors on January 21, 1969 (Exhibit Process-1).

The 1969 General Plan for Yuba County was based upon the following broad and fundamental objectives:

- To develop the most suitable uses for the County's natural resources so that their full potential is realized.
- To arrange the urban and agricultural uses in such a way as to maximize productive efficiencies and promote environmental quality.
- To establish the major growth areas expected to occur within the planning period.
- To promote the economic advancement of the County.

As evidenced by the County's 2009 Strategic Plan and primary objectives of the 2030 General Plan, protection of our agricultural/natural resource lands and related industries as well as economic independence continue to be high priorities.

Over the years the State Legislature has added the following mandated elements, which Yuba County added to its General Plan:

- 1967 Housing Element (effective 1969)
- 1970 Conservation & Open Space Elements (effective 1973)
- 1971 Safety/Seismic Safety & Noise

While the California Government Code establishes required elements and information to be contained within a General Plan, with the exception of the Housing Element it does not mandate how often a General Plan should be updated. The County's Housing Element (originally adopted in 1972) has been updated the most frequently with updates adopted in 1980, 1985, 1991, 2004, and 2009. With the exception of the Noise and Safety Elements which were adopted in 1980, other sections of the General Plan have periodically been updated to address changes in the County's character and vision for the future. The last major General Plan update was the 1996 General Plan which included updates to the Land Use, Circulation, Open Space, and Conservation Elements.

This General Plan Update (2030 General Plan) will be the first time that the County has done a comprehensive update of all seven mandated elements. By updating all seven elements the County will not only be able to ensure consistency between elements, but also ensure that each element reflects the current character and future vision of the County through the year 2030. Updating all seven elements also provides the County the ability to utilize a more holistic approach in achieving the County's overall vision, in contrast to fulfilling the requirements of the seven individual mandated elements. While the 2030 General Plan addresses all of the mandatory components and elements of the Government Code, this General Plan has been organized into three broad elements which address the built environment (Community Development Element), Natural Resources, and Public Health & Safety.



YUBA COUNTY GENERAL PLAN

WILSEY & HAM - CONSULTANTS

CRONWALL, CRAWFORD & ASSOCIATES
Contributing Engineer Consultants

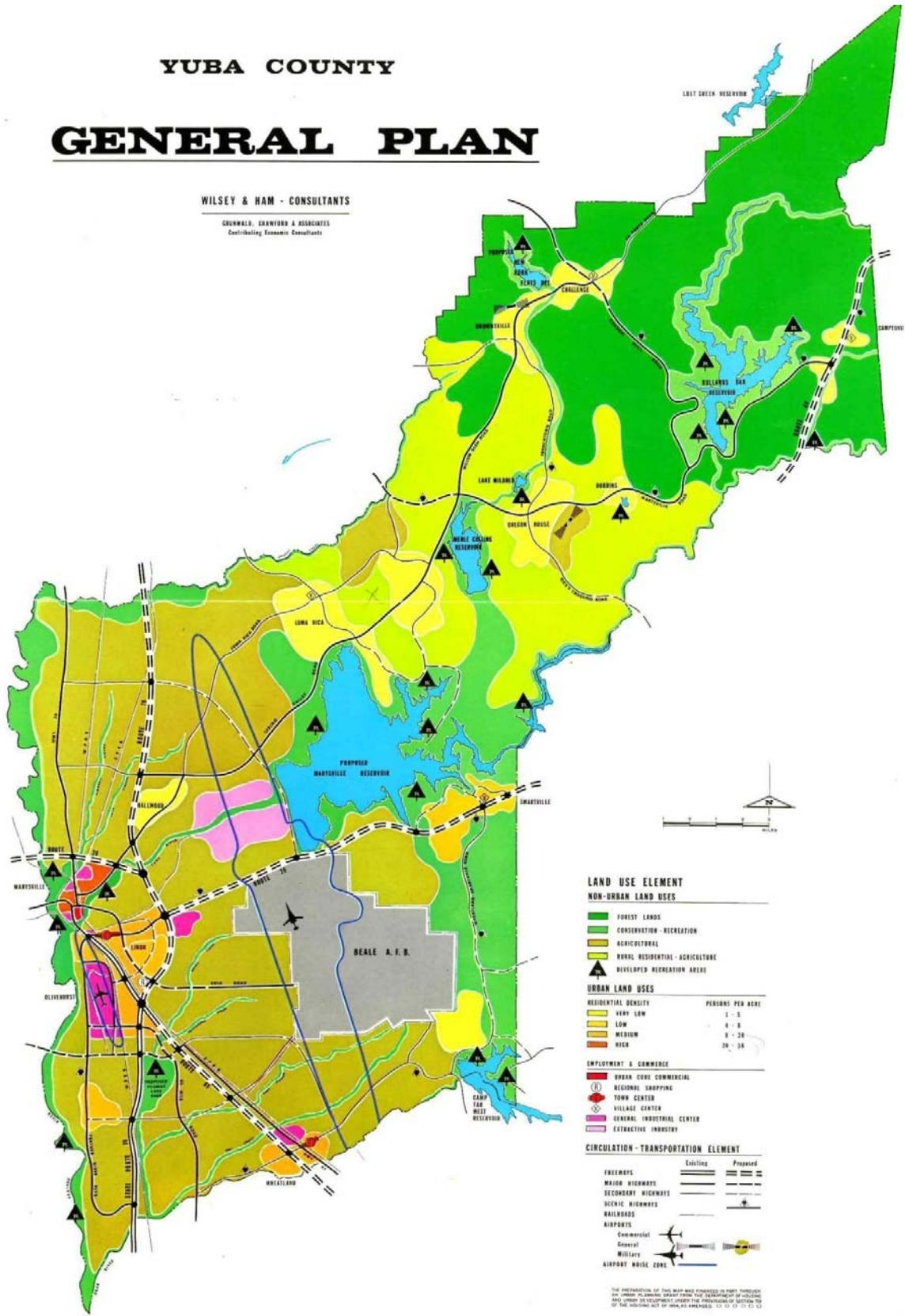


Exhibit Process-1. 1969 Yuba County General Plan Land Use Diagram



2030 General Plan Update

The Yuba County Board of Supervisors directed staff to prepare an update to the General Plan to achieve what the County desires for the next 20 years and beyond. County staff circulated a request for proposals to assist with the General Plan Update in November of 2006. In this request for proposals, the County included a list of issues that would be important for the General Plan Update process. These areas of focus, which are highlighted below, are helpful for understanding the 2030 General Plan.

Process

- The County will insist upon a General Plan Update process that is efficient, cost effective, and open.
- The General Plan Update must address all mandatory elements of a General Plan. The elements of greatest concern and impact will be the Land Use and Circulation elements.
- The process must consider and address the interests of a number of outside agencies such as Beale Air Force Base, Caltrans, the cities, utility districts, etc.
- The process must include an "Issues and Options" step, whereby the Board of Supervisors provides direction and guidance to the continuing effort to shape the General Plan Update and avoid unnecessary time and energy being wasted on alternatives for which there is not support.
- The Board of Supervisors and Planning Commission must be kept informed of the progress of the Plan and consulted periodically to confirm that the approach is on track and consistent with their thoughts and vision.
- A public outreach component must provide information and opportunities so that citizens know when and how to voice their concerns and present their ideas for consideration.

Environmental Impact Report

- The General Plan EIR must assess potential impacts from development occurring consistent with the General Plan and must utilize the General Plan policies as mitigation measures for such impacts.
- The EIR must undergo a thorough public review process and reflect changes resulting from the process.
- The EIR must be prepared in such a way as to be useful, both practically and legally, as the environmental document for a number of future actions, including but not limited to: adoption of implementing ordinances, approval of infrastructure plans, and changes in land use consistent with the plan.
- The EIR should serve as the "program" EIR, upon which new specific plans or similar projects are based.

The General Plan Document

Land Use

- The General Plan Update must emphasize the need for creating a jobs/housing balance in the County. Recent residential growth has not been offset with an adequate amount of job growth.
- Similarly, the recent residential growth has not brought the economic growth in commercial and industrial land uses that will be necessary for the long-term economic health of the County.



YUBA COUNTY GENERAL PLAN

- A number of specific Plans have been approved by the County and must be incorporated into the updated General Plan. Still other large specific plans are being considered by the County and must be considered concurrently with the update of the General Plan. During the General Plan Update process, large development proposals are likely to be brought forward and will also need to be considered.
- The Highway 65 corridor, between Linda and Wheatland, has been identified as a key area of consideration.
- The Spheres of Influence of Wheatland and Marysville are currently much larger than the existing city limits. The cities may have an interest in expanding and accommodating development within those spheres or even into areas that could be added to their spheres in the future. Or, the unincorporated communities of Olivehurst, Linda or Plumas Lake, may desire to incorporate.
- Revitalization, redevelopment, and community improvements in the Linda and Olivehurst areas will need attention in the General Plan Update.
- Possible expansion of the Plumas Lake Specific Plan area will be an issue for the Update to address.
- The foothill communities of Loma Rica, Browns Valley, Dobbins, Oregon House, and others, have developed with low density, rural residential uses due to the terrain, lack of services, and desire of the residents. It is not anticipated that significant changes in this pattern of development will occur and any growth would take place by way of infill at comparable densities.
- The County contains large areas of commercial agricultural uses that are expected to be viable over the long term. The protection of these uses in suitable areas will be addressed as part of the General Plan Update.
- The land use discussion in the General Plan Update must also address the public facilities and infrastructure necessary to support not only the new residential growth proposed but the commercial, industrial and institutional land uses necessary over the long-term to balance the County's economy and allow specific key areas (such as the Hwy. 65 corridor) to develop appropriately and in a timely fashion.

Circulation

- The circulation element will need to address new routes that have been planned for sometime but not yet constructed. These will include the Highway 65 bypass of Wheatland (included in the new Wheatland General Plan), the Goldfields Parkway (a connection between Highway 65 south of Olivehurst and Highway 20 east of Marysville), and a connector between Highway 65 and Highway 70 through the Plumas Lake area.
- The Plan must also address the need for major new arterials to serve new growth areas.
- A determination of the current and future projected traffic conditions will be necessary.

Housing

- The County's Affordable Housing Task Force is currently working on implementation of the Housing Element, including identification of new sites for high-density housing, funding mechanisms for new or expanded programs, and ordinance changes to address affordable housing issues.
- The continuation of existing programs is expected and the main focus of the new Housing Element will be on addressing the new regional housing allocation numbers.



Conservation and Open Space

- The County is involved in a joint effort with Sutter County and the State Department of Fish and Game in the preparation of a Natural Communities Conservation Plan/Habitat Conservation Plan that will address species habitat in the valley portion of the County. Much of the information being developed for this effort will be applicable to the General Plan Update and EIR.
- The County contains significant State Wildlife areas such as Spenceville and Daugherty, which will provide permanently protected habitat in the foothill areas.
- River corridors, floodplains, and agricultural lands will provide open space lands in the future as they have in the past.

Safety

- Flooding and fire are the most significant natural hazards affecting Yuba County residents. Significant progress in improving flood protection provided by the extensive levee system in the County has been made and must be recognized in the General Plan Update.
- The County's Pre-Hazard Mitigation Plan for the County will be directly applicable to the new Safety Element of the General Plan.
- Overflight zones for the County's airports, including Beale Air Force Base, have been identified and will be addressed in the General Plan Update. In the case of Beale Air Force Base, the Joint Land Use Study will provide important new data for the Safety Element.

Noise

- New noise contours for Beale Air Force Base will be available for the General Plan Update.
- New data will be necessary for other noise generators including railroads, highways, and airports.

Between 2007 and 2010, the Board of Supervisors and staff have been engaged in the development of a comprehensive update to all the Plan's elements (a comprehensive update of all elements has never occurred since the County's first General Plan was adopted in the 1960's). Adoption of a comprehensive update will provide for consistency and cohesiveness of all the elements and a "road-map" towards achieving the County's vision for our future.

Through the update process an abundance of information was gathered from both technical studies as well as the input mentioned previously. The County prepared a series of General Plan Update Background Reports (under separate cover) to summarize existing conditions and trends.

Alternatives

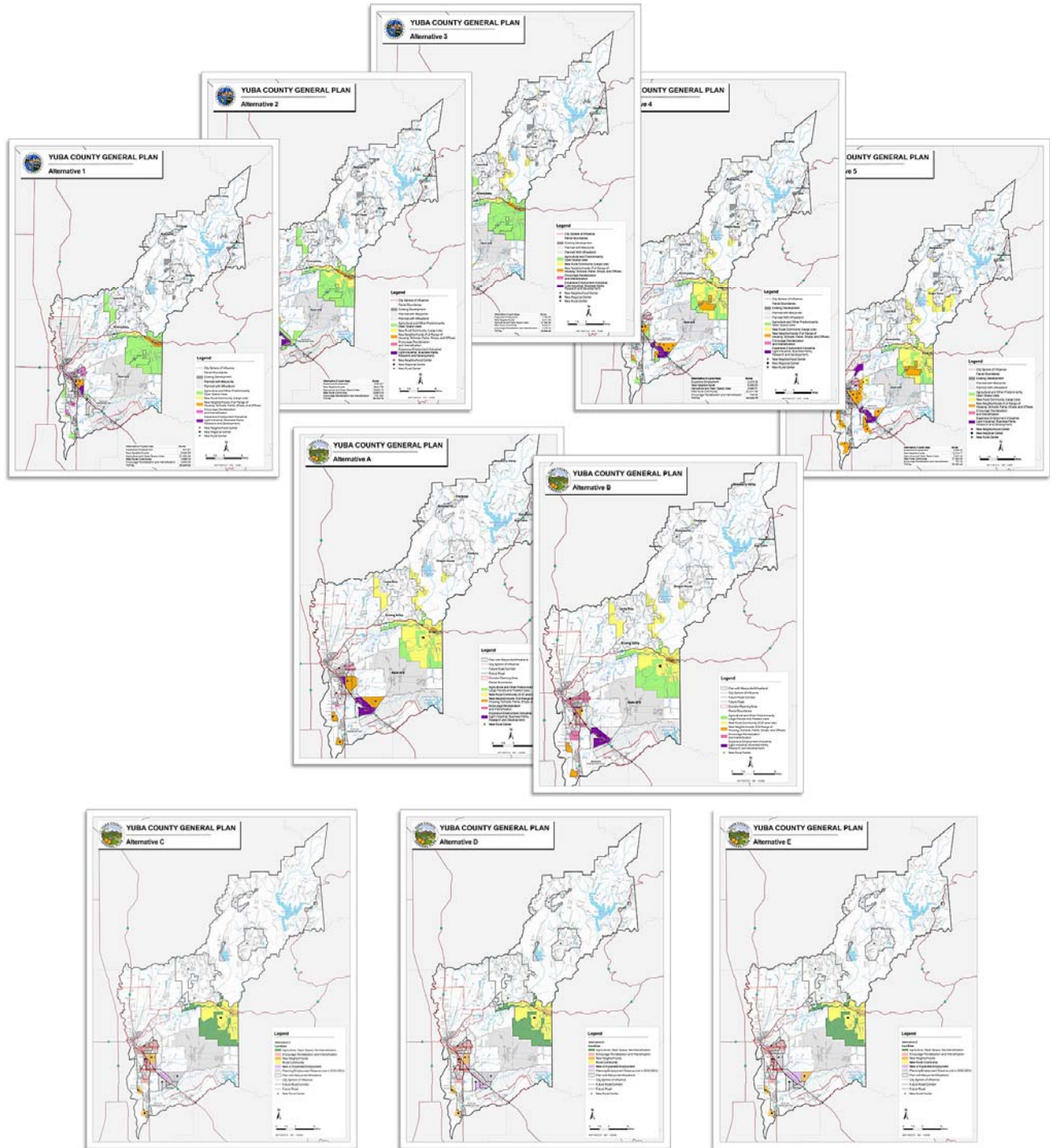
A fundamental part of the process of preparing or updating a general plan is the selection of a possible course of action for future growth, development, conservation, and reinvestment in a community. According to California general plan guidelines, alternative concepts for the future of the community should be developed and examined before writing the general plan. This process enables the community to weigh the pros and cons of a variety of possible directions for the future.

The County considered several diverse land use and circulation alternatives. These alternatives represented distinct approaches to achieving long-range planning and environmental goals, as defined through decision maker and public input.



Preferred Alternative

A Preferred Alternative was approved by the Board of Supervisors in August and October of 2009. The Preferred Alternative included narrative guidance in a document entitled *Yuba County General Plan Update Vision, Goals & Strategies* and a diagram called *Sustainable Yuba County: Economy, People & Natural Resources* (Exhibit Process-2). Please refer to the "Vision for the 2030 General Plan" chapter for more details.



10 land use and circulation alternatives were analyzed and discussed prior to selecting the Preferred Alternative.

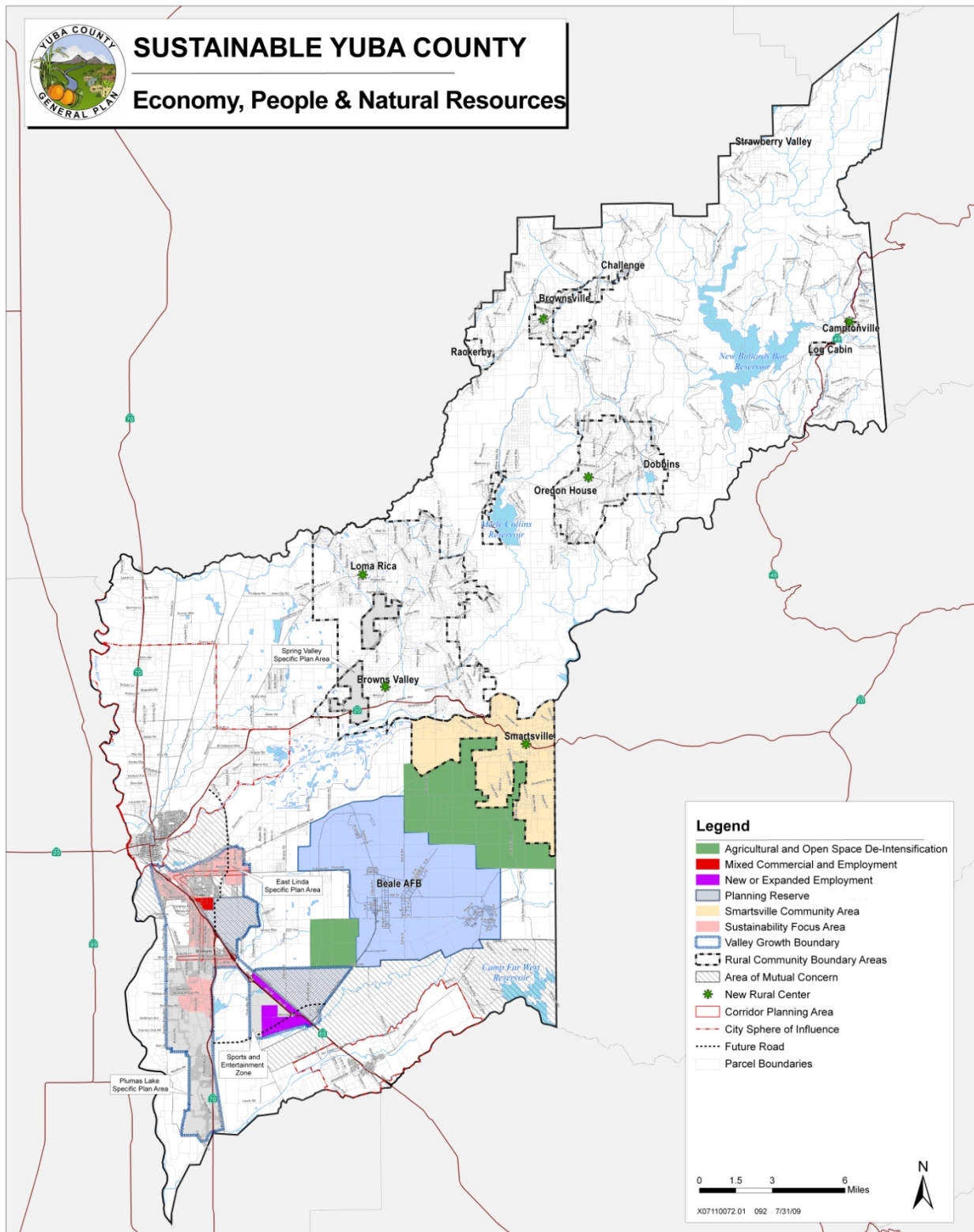
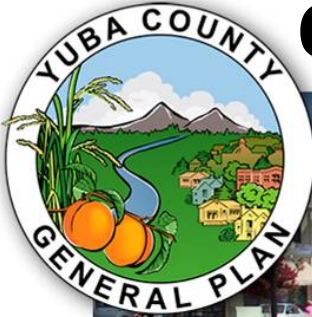


Exhibit Process-2. Sustainable Yuba County, the General Plan Preferred Alternative



YUBA COUNTY GENERAL PLAN

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Community Development



Vision

Following are highlights of the County's General Plan Update Vision, Goals, and Strategies document that are related to the Community Development Element:

- *Create a healthy economy with a balance between the number/types of jobs and the needs of working residents.*
- *Revitalize existing communities, neighborhoods and primary transportation corridors.*
- *Have schools, parks, and public gathering places that provide a safe enjoyable environment and promote active, healthy lifestyles.*
- *Provide public services such as law enforcement, fire protection, public transportation and civic facilities at appropriate levels for urban and rural communities.*
- *Promote and encourage new commercial and industrial development to balance the recent residential development, generate revenues, and create local jobs and services for residents.*
- *Through efficient infrastructure planning and prudent financing mechanisms, keep impact fees as low and competitive as possible in order to attract employment opportunities to the County.*
- *Promote appropriate home business opportunities which support the entrepreneurial spirit of residents and have minimal impacts on residential areas.*
- *Continue to support and take advantage of our existing economic assets such as Beale AFB, Yuba College, Yuba County Airport, agriculture, and existing local businesses.*
- *Invest in the physical infrastructure of existing communities through infill, reuse, and intensification of well-served centers and corridors.*
- *Support rural communities in the development of economic opportunities such as use of natural resources, recreation, and agricultural & ecological tourism.*



Introduction

The Community Development Element of the General Plan sets forth the broad policy framework to shape physical development within the unincorporated County. This Element addresses:

- Land use and community design;
- Infrastructure, facilities, and services;
- Economic development; and
- Circulation.

The goals, policies, and actions in this Element will be used by the County in its decision making on public and private project approvals in developing areas. This Element will guide reinvestment projects and help the County to prioritize infrastructure projects and other public investments. This Element also will be used to direct changes to County codes and ordinances, such as the Zoning Ordinance.

Although this Element has strong connections with the County' Housing Element, the Housing Element is updated more frequently and on a different schedule than the balance of the General Plan. For this reason, the County has addresses housing in a separate element. The goal, policies, and actions in the Community Development Element, however, were crafted to support Housing Element goals and policies and vice-versa.

Relationship to other Sections and Elements

There are crucial relationships among transportation, land use, and economic development. There are also fundamental ties between transportation and economic development, between public facilities and economic development, and between community design and each of the other topics. For example, the County's achievement of economic goals and fiscal sustainability will depend on development patterns and development phasing that allow for efficient and cost-effective infrastructure and public service provision. Land use and transportation policies that encourage walking, biking, and transit also support public health and local economic goals (see the Public Health & Safety Element for public health related policies). Compact development patterns that facilitate multi-modal transportation also provide for better air quality, reduce household transportation costs, improve energy efficiency, and minimize up-front and ongoing infrastructure costs.¹ The County's ability to achieve transportation-related goals depends on development patterns that support a variety of travel modes. Goals and policies for pedestrian, bicycle, and transit use will not produce the desired results without a supportive mix, density, and arrangement of land uses. These are just a few examples of the many important relationships between land use, transportation, community design, and public facilities policy. The County has structured this Community Development Element to address each of these topics, in recognition of these important interrelationships.

Topics related to the County's economic prospects are addressed throughout the 2030 General Plan. With high-quality public services, a pristine natural environment, convenient shopping and cultural opportunities, and a range of housing opportunities, Yuba County will work throughout this General Plan time horizon to encourage businesses to locate and expand locally. In implementing the Community

¹ For an assessment of the relationships between transportation policy, economic impacts, and development patterns, see Todd Litman's, "Evaluating Transportation Economic Development Impacts," Victoria Transport Policy Institute, December 16, 2009. As documented, improvements to pedestrian, bicycle, transit, carpooling, and telecommuting mobility and incentives that encourage these modes provide benefits, including reduced traffic congestion; road and parking facility cost savings; accident reductions; consumer cost savings; energy conservation and air pollutant emissions; and improved access to education and employment by disadvantaged people. Per-capita economic productivity increases as vehicle travel declines in U.S. states. Data from U.S. metropolitan regions indicate that per capita gross domestic product (GDP) tends to increase with per capita public transit travel. Economic productivity declines among U.S. urban regions with more roadway supply, an indicator of automobile-oriented development patterns. Per capita GDP tends to increase with population density.



Development Element, the County will encourage development of areas designated “Employment,” as well as offices, services, and businesses located in areas designated “Valley Neighborhood,” “Commercial Mixed Use,” and “Rural Community.”

Employers are usually attracted to areas that have a labor force with skills that match the employers’ needs. This often requires that communities strive for a quality of life that attracts a skilled workforce. Attracting a skilled workforce involves strong school systems, quality recreational opportunities and cultural activities, preserved natural areas, convenient local shopping and services, and other amenities. The County can directly ensure some of the elements of quality of life by preserving important open space and conserving local natural resources (see the Natural Resources Element). However, promoting local quality of life will also require coordination between the County, Marysville and Wheatland, and infrastructure and service providers in unincorporated areas.

Local quality of life is an important economic development objective that is addressed throughout the Community Development, Natural Resources, Public Health and Safety, and Housing Elements of the 2030 General Plan. Please refer to the Natural Resources Element and other sections of this Element for various policies related to quality of life, open space, agriculture, water resources, energy use and conservation, public services, and other topics directly related to Yuba County economic development.

Public services and infrastructure are important to business location and expansion decisions, as well. This General Plan is structured to ensure efficient, cost-effective, sustainable public services and infrastructure provision, in part, to spur economic development. Certain development patterns afford opportunity for more efficient public services and infrastructure construction and operation. This General Plan encourages compact, mixed-use development in areas with access to existing infrastructure and services. This General Plan describes coordinated land use planning with infrastructure planning and redevelopment projects. The General Plan supports expansion of infrastructure capacity in existing developed portions of the County, along mixed-use corridors and neighborhood centers. The County is interested in holding down public and private costs associated with infrastructure and services provision and passing along cost savings to future developers, businesses, and residents.

Land Use and Community Design

This section describes allowable land uses and their distribution in the County, outlines the buildout assumptions used in this General Plan, and provides the County’s goals, policies, and actions for land use and community design.

Yuba County has three physiographic regions: (1) the valley floor, (2) foothills, and (3) mountains. Each region has different types and distributions of land uses.

1. **The valley floor** is the most developed part of the County and is home to most of its residents and businesses, although residential development and some business development is also scattered throughout the foothills. The County’s cropland is also focused on fertile soils of the valley floor, while most grazing land is located in the foothills.
2. The **foothills** have some developed rural communities, as well as agricultural, forestland, and natural open spaces.
3. **Mountain areas** have a large amount of public land with open-space oriented uses, as well as some small, rural communities and a variety of agriculture and forestry.

Located in Yuba County are the cities of Marysville (the County seat) and Wheatland. Unincorporated communities include Linda and Olivehurst – Plumas Lake, on the valley floor, as well as the community of Hallwood and other small settlements. In the foothills and mountain areas of the County are the communities of Loma Rica, Browns Valley, Brownsville, Challenge, Oregon House, Dobbins, Log Cabin, Rackerby, Camptonville, Smartsville, Strawberry Valley, Camp Far West, and Collins Lake.



The 1996 General Plan (1996 GP) was important in the development of this 2030 General Plan Community Development Element. This previous Plan was designed to allow development in most of the County's unincorporated urban and rural communities (see Exhibit Community Development-1). The 1996 GP was also amended to include additional development opportunities throughout foothill and valley areas. The Land Use Element of the 1996 General Plan included land use designations allowing substantial growth throughout a series of Community Boundary Areas (CBA), Community Plan Areas, Specific Plan areas, and other development areas, including:

- Rackerby CBA
- Camptonville CBA
- Log Cabin CBA
- Brownsville-Challenge CBA
- Oregon House-Dobbins CBA
- Loma Rica-Browns Valley CBA
- Wheatland CBA
- River Highlands Community Plan
- Olivehurst Avenue Specific Plan
- East Linda Specific Plan
- North Arboga Study Area
- Plumas Lake Specific Plan (as amended)
- Spring Valley Specific Plan

Voters also approved an area for development called the "Sports and Entertainment Zone," for expansive sports, entertainment, and related uses. This area is home today to the Sleeptrain Amphitheater. The voter's vision for this area is continued in the 2030 General Plan as an area for development of a wide range of cultural, recreational, entertainment, and supportive uses. Also, during the course of preparing the 2030 General Plan, the County also approved a project known as "Bear River," which expanded the Plumas Lake Specific Plan Area by 550 acres and includes approximately 2,100 single- and multi-family units, as well as a variety of commercial and public services. The County also approved a project called "Country Club Estates," which would involve development of approximately 1,700 single- and multi-family units, neighborhood commercial, parks, schools, and added approximately 218 acres to the Plumas Lake Specific Plan Area.



Since the adoption of the County's previous General Plan in 1996, substantial development has occurred, mostly on former agricultural lands on the valley floor. The foothills have seen some development, though not nearly to the extent as the valley floor. Most of the development in foothill areas has been small projects, such as individual custom homes and small residential projects.

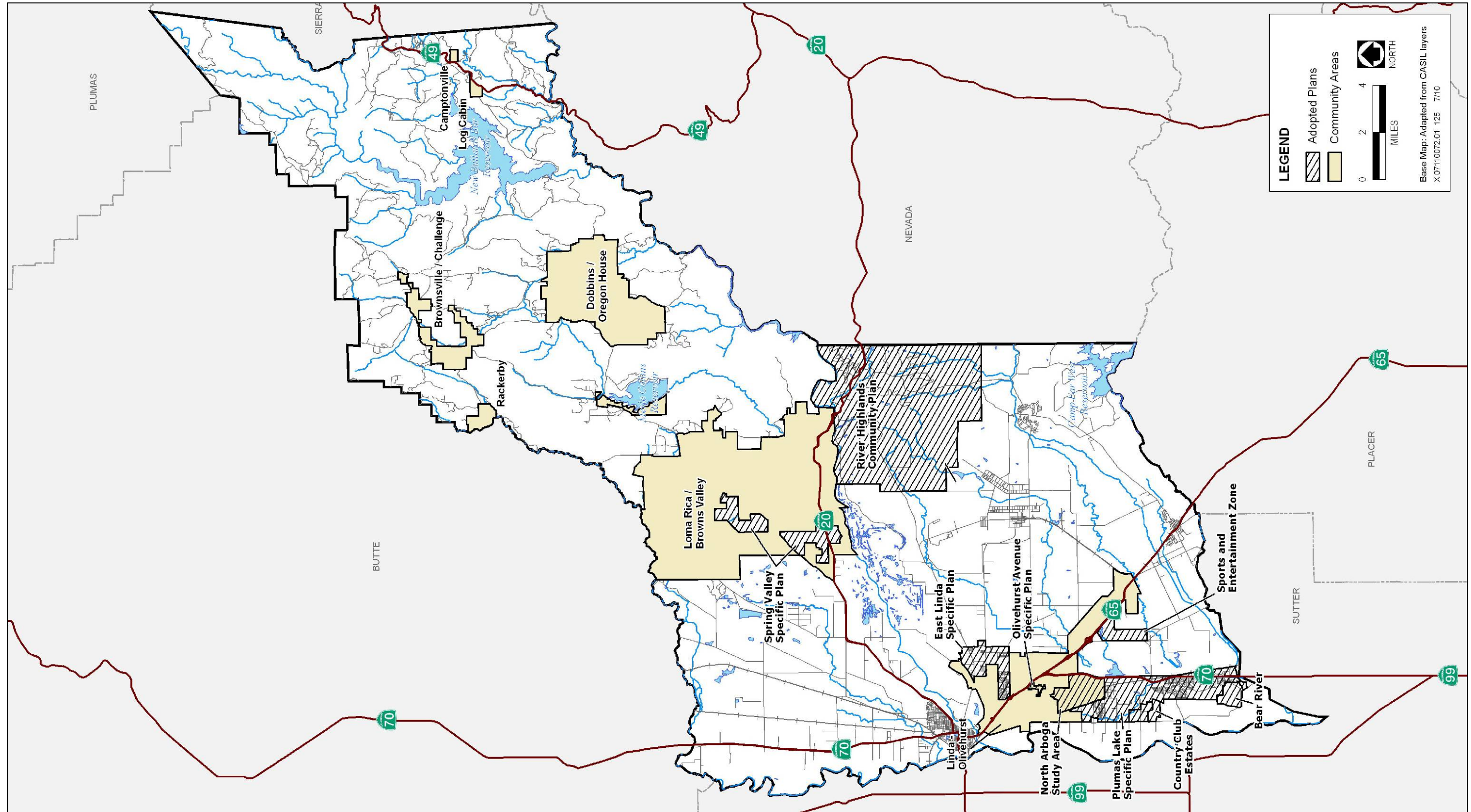
Retail, services, and employment development has not kept pace with recent residential development. One of the most important areas of focus for this General Plan has been strategic policy development that moves the County toward a better balance of land uses. This will not only address the County's economic, social, and environmental goals, but also will provide a more sustainable set of fiscal conditions for the County government itself.





A large amount of single-family residential development was proposed and constructed in the valley during the 1990s and 2000s.

The 2030 General Plan Land Use Framework is based in the 1996 GP, amendments to that Plan, approved projects, as well as the community's consensus for future land use and community design. The County has engaged extensively with the public and decision makers to develop a consensus on land use and community design, based on public preferences, recent development trends, local economic and environmental conditions, and analysis and reporting on many different land use/transportation alternatives.²


² For more detailed information on the context, trends, and key issues for land use, please consult the General Plan Land Use Background Report and General Plan Alternatives and Alternatives Reports, under separate cover.



LEGEND

-  Adopted Plans
-  Community Areas

0 2 4
MILES

 NORTH

Base Map: Adapted from CASIL layers
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Exhibit Community Development-1.Previous General Plan Land Use Framework (1996 General Plan)



2030 General Plan Land Use Framework

The following sections describe allowable land use for the unincorporated County. Yuba County’s 2030 General Plan envisions reinvestment in existing developed portions of Linda and Olivehurst, along with new developments in designated specific plan and community plan areas. Along with development, the County has provided for conservation of important land-based natural resources, as described in this Element and in the Natural Resources Element.


General Plan Land Use Designations and Diagram

Following is a description of Yuba County’s General Plan land use designations, allowable land uses, and development density and intensity standards.

The designations are intentionally written to be both comprehensive and broad, allowing great flexibility in implementation, according to the goals and policies presented throughout this General Plan. The Yuba County Zoning Ordinance is the primary implementation tool for regulating more precise land use and development standards (density, intensity, setbacks, minimum lot size, etc.). Adopted specific plans and community plans also provide more precise direction regarding land use and development, with some specific plans superseding the County’s zoning for the subject plan area.

Land use designations are described in Table Community Development-1. The location of the County’s General Plan land use designations is presented in Exhibit Community Development-2. Please also refer to Appendix A, which contains a matrix correlating land use designations with appropriate existing zoning district designations.

**Table Community Development -1
General Plan Land Use Designations, Intent, and Allowable Uses**

LAND USE DESIGNATION	INTENT AND ALLOWABLE USES
<p>Valley Neighborhood</p> 	<p>Intent: This is a mixed-use land use designation that allows a wide variety of residential, commercial, public and quasi-public, open space uses. The intent is to provide for 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.</p> <p>Allowable uses:</p> <ul style="list-style-type: none"> ▪ Residential: detached and attached single-family residences, small-lot single-family homes, second units, apartments, condominiums, and other types of housing in single-use and mixed-use formats. ▪ Commercial: retail, commercial services, cultural and entertainment uses, offices, and other compatible commercial uses, both basic (export) and non-basic (neighborhood/community-serving). Light industrial uses may be allowed, provided compatibility and performance standards are met. ▪ Public and quasi-public: Schools, child care, agency offices and service centers, health clinics, fire stations, law enforcement stations, infrastructure, places of worship, community halls and centers, and other cultural and civic land uses. ▪ Open space: Active and passive parkland, linear parks, recreation facilities, multi-use recreation and stormwater management facilities, natural areas, drainage swales, community gardens, and other types of open space-oriented uses.



**Table Community Development -1
General Plan Land Use Designations, Intent, and Allowable Uses**

LAND USE DESIGNATION	INTENT AND ALLOWABLE USES
<p>Commercial Mixed Use</p> 	<p>Intent: Accommodate a mix of non-residential uses with opportunities for higher-density residential development in a mixed-use setting. This designation allows both vertical mixed use (different uses in one building) and horizontal mixed use (different uses adjacent to one another).</p> <p>Allowable uses: commercial retail and services, offices, business support services, light industrial, medical services, higher-density residential development, and public facilities and infrastructure.</p>
<p>Employment</p> 	<p>Intent: Facilitate development of job-producing land uses and regional entertainment.</p> <p>Allowable uses: sports, entertainment, cultural, and recreational uses; light and general industrial, manufacturing, research and development, warehousing, transportation / logistics, offices, agriculture related and agricultural processing, and other employment-generating uses; educational, medical, and other institutional uses; employee housing; public facilities and infrastructure; and retail, services, and workforce housing that is secondary to, and supportive of the primary employment-generating use.</p>
<p>Rural Community</p> 	<p>Intent: Provide rural residential opportunities with supportive services and tourism-oriented uses consistent with the General Plan and as defined in community plans.</p> <p>Allowable uses: residential; grazing, agricultural, forestry, and other natural resource-oriented commercial uses; agricultural processing; agriculture and natural resource-oriented tourism uses; local retail and commercial services; educational, medical, and other institutional uses; community halls and other cultural and civic land uses; parks and recreation facilities, multi-use recreation and stormwater management facilities, natural areas, and other types of open space-oriented uses; and public facilities and infrastructure.</p>
<p>Natural Resources</p> 	<p>Intent: Conserve and provide natural habitat, watersheds, scenic resources, cultural resources, recreational amenities, agricultural and forest resources, wetlands, woodlands, minerals, and other resources for sustainable use, enjoyment, extraction, and processing.</p> <p>Allowable uses: mining; agriculture, including viticulture and other types of cultivation; forestry; natural open space and nature preserves; mitigation banks, parks and recreational uses, and other natural-resource oriented uses; public facilities and infrastructure, including levees, levee borrow areas, and related facilities; and residential uses that are secondary to the primary natural resource-oriented use.</p> <p>Please also refer to the Natural Resources Element, which depicts major types of Open Space to be provided throughout the County during this General Plan time horizon.</p>
<p>Public / Quasi-Public</p> 	<p>Intent: Provide for major public and quasi-public uses of all types. This designation is intended to account for some of the major public institutions in the County. But, there are also many other public uses and publicly owned lands incorporated into Valley Neighborhoods and Natural Resource areas.</p> <p>Allowable uses: Public and quasi-public uses, such as schools and other educational facilities, parks, open space, hospitals, clinics, daycare centers, nature preserves, public facilities and infrastructure, and other public uses.</p>
<p>Employment Village</p> 	<p>Intent: Facilitate development of job-producing uses in the Highway 65 corridor in a mixed-use environment.</p> <p>Allowable uses: primary uses include light and general industrial, manufacturing, research and development, warehousing, rail-dependent uses, transportation/logistics, offices, agriculture related and agricultural processing; cultural, educational, medical, and other institutional uses; and recreation, open space, public facilities, and infrastructure. Retail, services, and housing (and mixed-use with housing) is allowed east of Bradshaw Road if such uses contribute to, or construct infrastructure needed to serve the primary employment-generating uses.</p>
<p>Planning Reserve</p>	<p>Intent: Provide for long-term future population and employment growth needs.</p> <p>Allowable uses: Allowable land use within the Planning Reserve Area shall be regulated according to allowable uses for the underlying land use designation.</p>

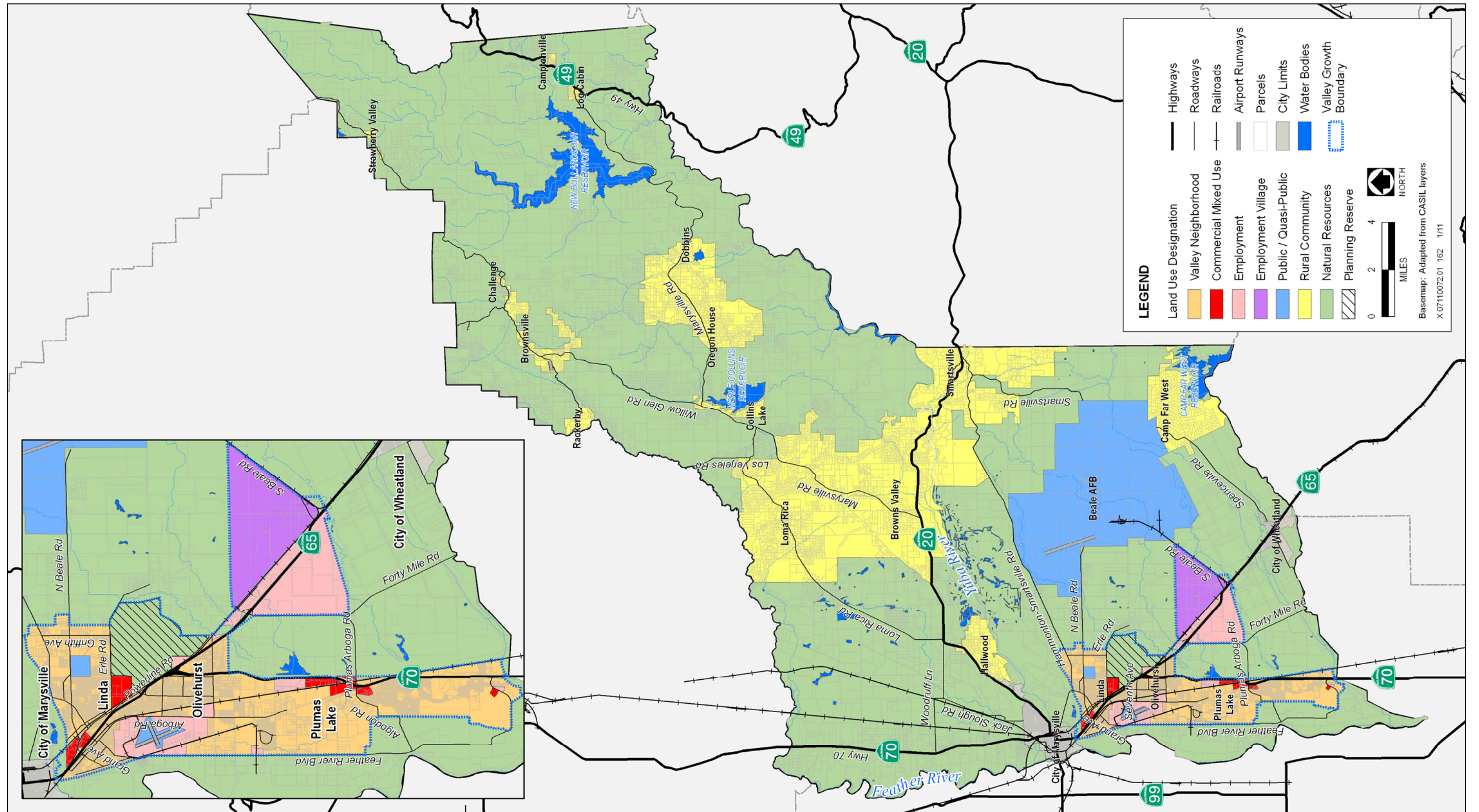


Exhibit Community Development-2. Land Use Diagram



Density and Intensity Guidelines

The following provides guidance for the size of buildings compared to the land area of the subject property. Please refer to the Zoning Ordinance or the relevant community plan or specific plan for more precise description of allowable land use, development standards, density, and intensity.

Residential development in Yuba County is regulated according to **density**, which is expressed here by the number of allowable units per gross acre (see below for a definition of gross density). Nonresidential development is regulated according to development **intensity**, which is expressed in floor area ratio (FAR). Mixed-use projects are also allowed, and may be regulated according to a combined FAR for both residential and nonresidential building space. Allowable density and intensity for each relevant General Plan land use designation is described in Table Community Development-2.

Although this General Plan presents standards for allowable density and development intensity, the actual achievable development density and intensity will also be contingent on the applicable development standards. Some of the more important development standards that have a bearing on actual achievable development intensity include setbacks and build-to lines, minimum lot sizes, maximum lot coverage, and building height, among others. Below is a more detailed description of density and intensity.

Density

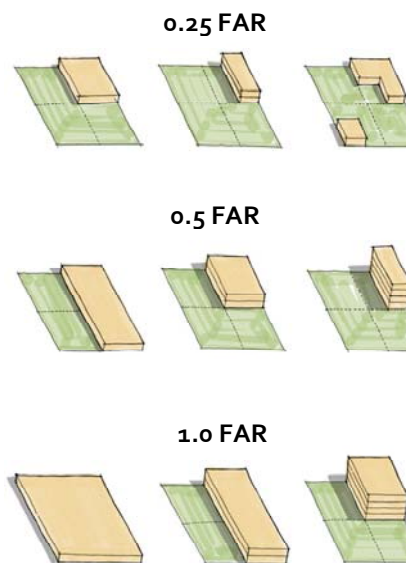
Density is measured by the number of dwelling units per gross acre. A gross acre is all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes street rights-of-way and other areas not included within subdivided lots. Gross acreages are more often used with general plan land use designations, and net acreages are more often used in zoning ordinances and other types of development standards.

Yuba County provides for a wide range of densities and housing types in Valley Neighborhoods and Rural Communities. The General Plan provides a high degree of flexibility with respect to housing types and density, subject to follow-on community plans, specific plans, and zoning. For example, the General Plan provides for flexibility to allow reduced front yard setbacks, smaller driveways, and other techniques for compact housing that makes efficient use of land and still fits within the context of Yuba County. See Exhibit Community Development-3 for an illustration of different densities.

Intensity

Floor Area Ratio (FAR) is a metric that is used to regulate nonresidential development intensity (see Exhibit Community Development-4) and represents the relationship between building floor area and lot area. FAR includes all stories of a multi-story building. FAR is derived by dividing the total square footage of buildings on a lot by the total square footage of the property.³

For example, a 20,000-square-foot building on a 40,000-square-foot lot represents a FAR of 0.50. A 0.50 FAR describes a single-story building that covers half of a lot, a two-story building covering approximately one-quarter of a lot, and a four-story building covering one-eighth of the lot.



Floor Area Ratio describes the relationship between total building square footage and total area of the subject parcel.

Exhibit Community Development-4. Floor Area Ratio

³ The County's Zoning Ordinance may exempt basement storage areas, parking, and other areas from the floor area ratio calculation and may provide different standards for primarily outdoor related uses, such as nurseries.



YUBA COUNTY GENERAL PLAN

RURAL	URBAN				
   	0.0125 ~ 2 du/ac  	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac  	16 ~ 20 du/ac  
   	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac  	16 ~ 20 du/ac  	
   	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac  	16 ~ 20 du/ac  	
   	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac  	16 ~ 20 du/ac  	
   	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac  	16 ~ 20 du/ac 	
   	3 ~ 6 du/ac  	7 ~ 10 du/ac  	11 ~ 15 du/ac 	16 ~ 20 du/ac 	

Small-lot, single-family homes, townhomes, rowhomes, and a variety of apartments, condominiums, even with open space can achieve 16-20 du/ac.

Small-lot, single-family homes, townhomes, rowhomes, shared courtyard homes, and other layouts are envisioned. Multi-family formats are also included.

Single-family homes can have small yards with shallow front yard setbacks, a courtyard arrangement, or other techniques to achieve densities of 7-10 du/ac.

Single-family residences can be developed on a variety of lot sizes. At the lower end of the density range, homes would have front setbacks and larger yards.

Rural residences can be provided on a variety of lot sizes and configurations, including clustering home to preserve open space and views.

Exhibit Community Development-3. Residential Density



**Table Community Development-2
Allowable Density and Intensity**

LAND USE DESIGNATION	LAND USE ALLOWABLE DENSITY/INTENSITY	
Valley Neighborhood	Residential	Between 3 and 40 units per gross acre
	Commercial, including light industrial (where compatible)	0.2 to 1.0 FAR
	Public and quasi public	Up to 1.0 FAR
	Open Space	N/A
	Mixed Use	Mixed-use projects may use either of 2 approaches to comply with the General Plan’s density & intensity standards: <ul style="list-style-type: none"> ▪ Combine proposed residential & nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation. ▪ Regulate the residential portion of the site by the allowed density in the applicable residential zoning district/community plan designation/specific plan designation and the nonresidential portion according to allowed intensity in the applicable nonresidential zoning district/community plan designation/specific plan designation.
Commercial Mixed Use	Commercial, including light industrial	0.2 to 1.0 FAR
	Residential	Between 10 and 40 units per acre
	Mixed Use	Mixed-use commercial and residential projects may use either of 2 approaches to comply with the General Plan’s density & intensity standards: <ul style="list-style-type: none"> ▪ Combine proposed residential & nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation. ▪ Regulate the residential portion of the site by the allowed density in the applicable zoning district/community plan designation/specific plan designation and the nonresidential portion according to allowed intensity in the applicable nonresidential zoning district/community plan designation/specific plan designation.
Employment	Nonresidential	Up to 1 FAR
	Residential	Between 16 and 40 units per acre (ancillary to primary employment-generating use).
	Mixed Use	Mixed-use commercial and residential projects may use either of 2 approaches to comply with the General Plan’s density & intensity standards: <ul style="list-style-type: none"> ▪ Combine proposed residential & nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation. ▪ Regulate the residential portion of the site by the allowed density in the applicable zoning district/community plan designation/specific plan designation and the nonresidential portion according to allowed intensity in the applicable nonresidential zoning district/community plan designation/specific plan designation.
Employment Village	Nonresidential	Up to 1 FAR
	Residential	Between 3 and 40 units per gross acre (east of Bradshaw Road)
	Mixed Use	Mixed-use commercial and residential projects may use either of 2 approaches to comply with the General Plan’s density & intensity standards



**Table Community Development-2
Allowable Density and Intensity**

LAND USE DESIGNATION	LAND USE ALLOWABLE DENSITY/INTENSITY	
		(east of Bradshaw Road): <ul style="list-style-type: none"> ▪ Combine proposed residential & nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation. ▪ Regulate the residential portion of the site by the allowed density in the applicable zoning district/community plan designation/specific plan designation and the nonresidential portion according to allowed intensity in the applicable nonresidential zoning district/community plan designation/specific plan designation.
Rural Community	Residential	Overall density of 1 unit per 5 acres within Rural Communities, consistent with the relevant Community Plan. Dwellings should be clustered on smaller lots around Rural Centers. Residential development at the edges of Rural Community Boundary areas should generally occur on larger lots (of 20 acres or more). Refer to policies under the heading "Rural Areas" for guidance on lot size for clustered projects.
	Commercial	Up to 0.5 FAR
	Public and quasi public	Up to 0.5 FAR
	Open Space	N/A
	Mixed Use	Mixed-use projects may use either of 2 approaches to comply with the General Plan's density & intensity standards: <ul style="list-style-type: none"> ▪ Combine proposed residential & nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation. ▪ Regulate the residential portion of the site by the allowed density in the applicable residential zoning district/community plan designation/specific plan designation and the nonresidential portion according to allowed intensity in the applicable nonresidential zoning district/community plan designation/specific plan designation.
Natural Resources	Residential	Up to 1 unit and 1 second unit per parcel is allowed except for agricultural employee housing, which does not have a specific density limit, but is dependent on environmental site conditions, health and safety regulations, and availability of water, sewer, and other utilities.
	Non-residential	Up to 0.5 FAR
Public / Quasi-Public	Up to 1.0 FAR	
Planning Reserve	Density and intensity of development within the Planning Reserve shall be regulated according to the density and intensity allowed in the underlying land use designation.	

Notes: Gross acreage and net acreage are commonly used measurements of land area in planning and zoning. A gross acre is all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes streets and other public rights-of-way, and other areas not included within proposed lots for development. Gross acreages are more often used in general plan land use designations, and net acreages are typically used in zoning codes and other types of development standards. This General Plan uses gross acreage to regulate residential density. The County will allow the FAR standards presented in this Community Development Element to be applied either before or after public streets or other non-developed areas are considered. Please refer to the Zoning Ordinance, which provides much more specific guidance on lot size, lot coverage, allowable building height, and other development standards that affect achievable densities and development intensities. The allowable density and intensity will vary, depending on the specific uses that are developed and the location of proposed use. In addition to the standards in this table and in the Zoning Ordinance, the allowable density and intensity is contingent on performance of the proposed uses related to water demand, wastewater demand, drainage, electricity, and other public infrastructure and service characteristics, as well as the current or planned availability of public infrastructure and services. The allowable intensity, use, and project configuration is also dependent on demonstration of compatibility with surrounding uses relative to light, glare, noise, air pollutant emissions, truck traffic, and other factors. Policies addressing these issues are included in the balance of the General Plan.



Placetypes

The Community Development Element provides broad land use and design guidance. Specific land use and development standards are included in community plans, specific plans, and zoning. There are, however, a few focal points of the County's built environment that require additional guidance on community design. These focal points are called "Placetypes" (see Exhibit Community Development-5). Placetypes include:

- Neighborhood Centers;
- Rural Centers;
- Employment Centers;
- Commercial Centers; and
- Mixed-Use Corridors.

The County's broad land use designations are intended to create or enhance communities, with less of a focus on individual buildings and specific land uses. The County envisions that communities will contain centers of social, economic, and other activities, called "Placetypes" (see below). Placetypes create a sense of place within communities. People experience their surroundings based largely on their perception of place—the totality of individual buildings, streets, landscaping, and other elements of the built environment. By focusing on Placetypes, rather than individual buildings and uses, the County seeks to create high-quality communities with centers of activity that will be attractive to residents, workers, businesses, and employers. The County's Placetypes approach will avoid development with disconnected elements that are unrelated to each other and the surrounding context. The County's approach will ensure that the organization of neighborhoods and communities provides for a beneficial mix of activities, while also providing for substantial flexibility in the development review process.

In Placetype areas and other developed and developing areas, the County will employ form-based concepts, which are very flexible with respect to land use. General Plan policies on Placetypes relate to the form and placement of buildings and the public realm, and will guide future planning and zoning efforts. Design concepts for Placetypes differ for different parts of the County. The character of Rural Centers compared to their Rural Communities would be distinct from Neighborhood Centers in the valley, for example (see Exhibit Community Development-6).

Developments in Placetype areas will be reviewed according to the parameters of the County's land use designations. Placetypes will also be regulated according to the applicable development standards and zoning (which sometimes will take the form of specific plans and community plans). In addition, developments in Placetype areas will be required to follow the following guidelines on building placement, size, and public realm design, in order to ensure the proper function of Yuba County's neighborhoods, commercial districts, and employment areas.

Neighborhood Centers

The intent is to develop and redevelop neighborhoods in a way that allows most residents to be within walking or bicycling distance of daily destinations (school, shops, parks, etc.). To meet this goal, the County intends for higher-activity land uses, such as schools, parks, retail and commercial services, offices, civic uses, and apartments to be clustered together in an area serving the surrounding existing or planned neighborhood. Neighborhoods developed within the Valley Growth Boundary will focus higher-density residences and destination land uses in Neighborhood Centers. Neighborhood Centers will be developed in both infill and new growth neighborhoods. Neighborhood Centers would include different combinations of the following land uses:

- Neighborhood commercial retail and services;
- Medium- and higher-density residential development;
- Private and public agency offices;
- Civic uses of all types, including schools and joint-use parks adjacent to schools;
- Small parks and other recreational facilities, both passive and active; and
- Other appropriate uses.



The County will be flexible with respect to the precise arrangement of land uses in Neighborhood Centers, consistent with General Plan policy. A wide variety of feasible layouts for Neighborhood Centers would be consistent with General Plan policy in both new growth areas and targeted reinvestment areas.

The County's Placetypes Diagram illustrates potential locations for Neighborhood Centers. In addition to these locations, the County may approve mixed-use Neighborhood Centers in other locations. The County's Zoning Map may show areas that accommodate a higher density and intensity mix of uses, consistent with the Neighborhood Center concept (see policies under the heading "Neighborhood Centers"). In addition, the County intends to conduct corridor planning in existing developed areas to identify reinvestment opportunities consistent with the Neighborhood Center concept (see policies under the heading "Mixed-Use Corridors"). The County will support grassroots community planning efforts, specific plans, and other strategies to apply the "Neighborhood Center" Placetype in the locations shown on the Placetypes Diagram (Exhibit Community Development-5) and other locations to be determined. Neighborhood Centers can be treated as "floating zones," applying appropriate residential and nonresidential standards for surrounding land use designations, zoning, and specific/community plan land use designation. In addition to Valley Neighborhood areas, Neighborhood Centers will be the focus of medium- and higher-density residences, neighborhood commercial, public services, and other destination land uses for any residential portions of Employment Village areas.

Rural Centers

The General Plan provides for Rural Centers throughout the foothill and mountain portions of the County. Land use, design, and location of Rural Centers would be the subject of new or revised Rural Community Plans. The County's intent for Rural Centers is to provide a variety of activities and services needed or anticipated to be needed by the local population, including but not limited to:

- Agricultural and ecological-based tourist uses;
- Shops, restaurants, retail, and commercial services;
- Professional offices and services;
- A wide range of public and quasi-public uses; and
- Clustered residential development around shared septic systems.

In the Placetypes Diagram, the location of Rural Centers is based, in part, on the location of nonresidential land uses, as identified for foothill Community Boundary Areas in the 1996 GP. In the 1996 GP, commercial designations were mostly focused along rural County roads and "crossroads" locations central to the surrounding rural communities. It is anticipated that Rural Centers would, for the most part, be provided at or near intersections of Collector level or higher County roads and/or state highways. Ideally, Rural Centers would also be located along existing and/or planned future transit routes.

Employment Centers

The Placetypes Diagram shows conceptual locations of potential future Employment Centers. Employment Centers are located within areas designated "Employment" on the County's Land Use Diagram. Employment Village areas would have one or more Employment Centers, as well. The precise location and design of Employment Centers depends on follow-on detailed planning and project entitlement review. There will be safe and convenient bike, pedestrian, and transit access to and from Employment Centers and surrounding planned development areas, and surrounding communities.

Commercial Centers

The County's Placetypes Diagram illustrates Commercial Centers in areas designated for Commercial Mixed Use development. In the vicinity of the areas where a Commercial Center is identified, important design features include bicycle lanes or pathways, sidewalks, and transit access, in addition to vehicular access. The location of parking is important, in order to ensure multi-modal access, as is a highly connected transportation network with shorter block lengths. Commercial Centers will occur within Employment Village areas around any communitywide or regional scale commercial uses.

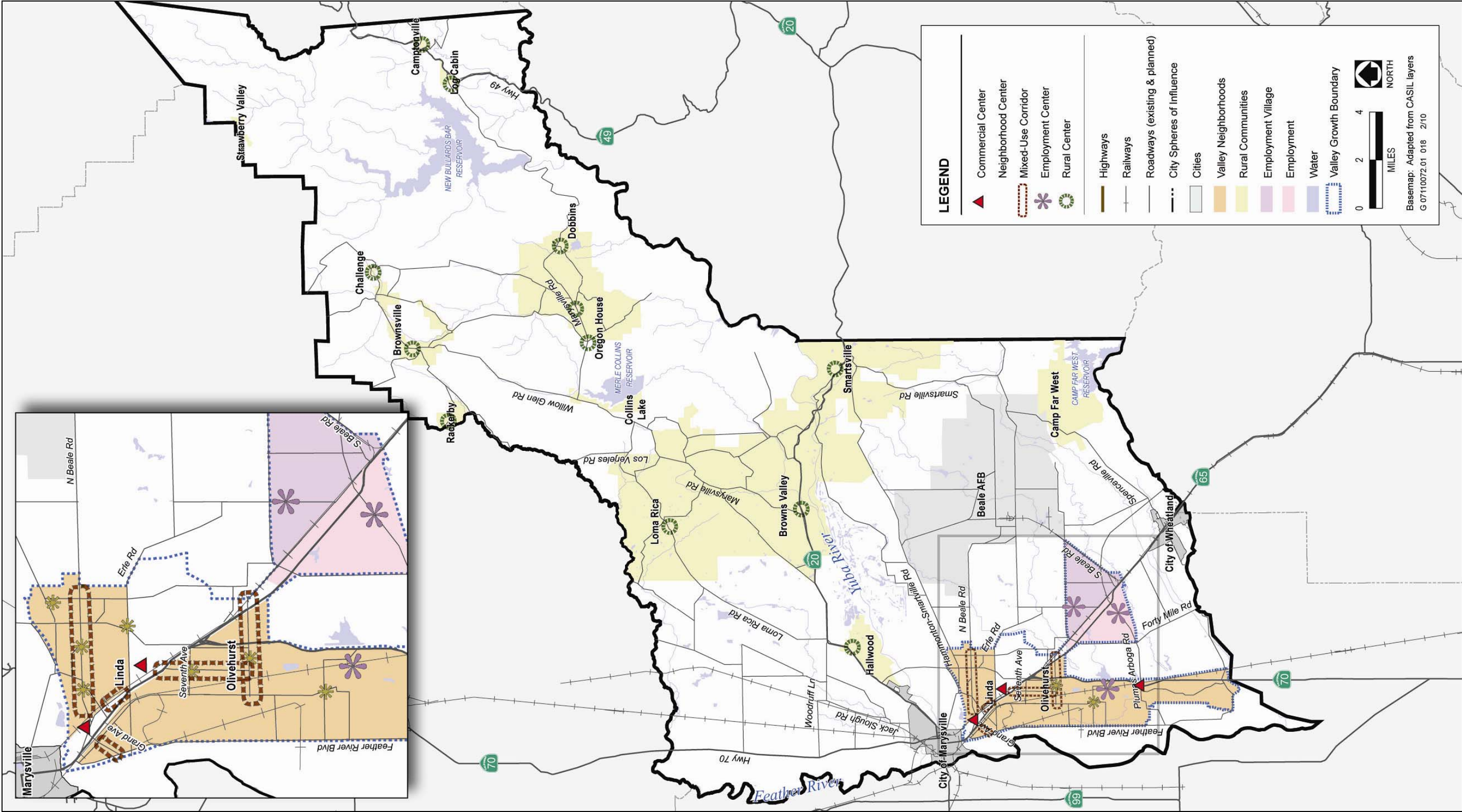


Exhibit Community Development-5. Placetypes Diagram



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Exhibit Community Development-6. Conceptual Illustration of Countywide Placetypes by Land Use Designation



Mixed-Use Corridors

There is a mix of residential, commercial, and civic uses along North Beale Road, McGowan Parkway, Lindhurst Avenue, and Olivehurst Avenue where the County envisions additional infrastructure improvements to encourage new development and redevelopment. The County's intent is to coordinate with transit providers, school districts, water and wastewater providers, and other agencies to improve infrastructure capacity and public services in and around these Mixed-Use Corridors, with a focus on providing high-quality bicycle, pedestrian, and transit facilities. These public investments will be designed to support additional mixed-use development in and around these corridors. A wide variety of land uses would be allowed, according to the County's Zoning Ordinance, specific plans, community plans, corridor plans, and infrastructure master planning. Land uses can be mixed horizontally or vertically (with residential uses over retail, office, or other uses). Land uses in mixed-use corridors would include, but not be limited to:

- Commercial retail and services;
- Medium- and higher-density residential development;
- Private and public agency offices;
- Civic uses, infrastructure, and public facilities of all types;
- Linear parks and other park configurations; and
- Other appropriate uses.

Buildout Estimates

Following is a summary of the estimated total number of housing units (Table Community Development-3), nonresidential square footage, and acres of different land uses at build-out of the 2030 General Plan. The 2030 General Plan provides the opportunity for up to 100,000 additional residents in unincorporated areas at buildout. The 2030 General Plan provides for up to 67,000 new jobs in commercial retail, commercial services, light industrial, manufacturing, public services, and other employment uses.

As noted, the County approved a large amount of development in the 1996 General Plan and other plans and projects, such as the East Linda Specific Plan, Plumas Lake Specific Plan, and Spring Valley Specific Plan. These estimates are carried forward in the 2030 General Plan and reflected in the buildout estimates that follow. The 1996 General Plan also provided for substantial foothills growth. The portion of foothills area buildout that could occur through 2030 is presented below, along with estimates for valley areas. The County has assumed potential development in the Planning Reserve area, as well as infill development in Linda and Olivehurst.

The land use designations described in this General Plan are designed to be flexible, in order to accommodate long-term development needs, considering changes in economic conditions, real estate trends, and technological changes. Each land use designation provides broad, flexible density/intensity guidelines to be implemented by more specific zoning and development standards.

Buildout estimates are not official growth projections and do not represent County policy. Actual population, square footage, or number of dwelling units could be lower or higher than these estimates based on a number of factors. Buildout may vary overall or within individual land use designations due to:

- The need to preserve the agricultural base, grazing lands, and other types of open space;
- Infrastructure availability, including transportation facilities, public services, and facilities;
- The need to limit development on steep slopes, flood risk, fire risk, geologic and soils constraints, presence of habitat and biological resources, and presence of other important natural resources; and



- Other factors, as described in the General Plan, community plans, specific plans, and County codes and ordinances.

Based on the very broad parameters established in this General Plan, the County has developed estimates of average density and intensity to use in calculating 2030 General Plan buildout land use. The County has based buildout estimates on past recorded development activity, recent development plan submittals, regional and statewide population and employment growth forecasts, and other factors.

**Table Community Development-3
New Development under 2030 General Plan for Unincorporated County**

LOCATION	SINGLE-FAMILY UNITS	MULTI-FAMILY UNITS	POPULATION	JOBS
County Regions				
Linda	6,100 - 8,100	2,520 - 3,400	19,900 - 26,000	16,000 - 22,200
Olivehurst – Plumas Lake	12,720 - 17,000	940 - 1,300	36,600 - 48,000	15,000 - 20,400
Highway 65 Area	2,380 - 3,200	500 - 800	7,500 - 10,000	17,700 - 23,700
Marysville Area (includes Hallwood)	190 - 250		490 - 650	40 - 100
Wheatland Area (includes Camp Far West)	30 - 50		100 - 140	
Foothills	4,900 - 6,500	290 - 400	13,000 - 17,000	1,000 - 1,900
Rural Communities				
Loma Rica / Browns Valley	1,000 - 1,400		2,500 - 3,400	40 - 80
Oregon House / Dobbins	300 - 410		930 - 1,120	250 - 370
Collins Lake	20 - 30		60 - 80	
Brownsville / Challenge	40 - 50		100 - 140	10 - 30
Camptonville	40 - 60		110 - 150	0 - 10
Log Cabin	0 - 10		20 - 30	
Rackerby	0 - 20		40 - 60	0 - 20
Smartsville	800 - 1,100		2,000 - 2,730	350 - 500
Hallwood	160 - 210		410 - 550	40 - 100
Camp Far West	30 - 40		80 - 110	
Strawberry Valley	0 - 10		20 - 30	
Total	25,000 - 34,000	4,700 - 6,400	74,000 - 100,000	50,000 - 67,000

The County will monitor implementation of the General Plan between present and 2030 and identify any revisions to the General Plan that are necessary to ensure progress toward the County’s vision and goals. Along with this monitoring, the County will evaluate the need to study the economic, environmental, fiscal, and infrastructure planning ramifications of development trends. With changes in the rate, density, intensity, and location of land use change, the County anticipates that periodic amendments to the General Plan may become necessary prior to subsequent comprehensive General Plan updates. Although the Community Development Element provides for long-term population and employment growth, development in the Planning Reserve Area may be necessary to accommodate development consistent with the General Plan. It is possible that changes to the Valley Growth Boundary or Rural Community Boundary areas would be necessary to achieve General Plan goals.



Jobs and Housing

In 2009, the County had roughly 0.56 jobs for every housing unit. During the 1990s and 2000s, Yuba County added a substantial number of dwelling units, particularly in the southern, valley portions of the County. This housing was constructed largely to serve employees of Sacramento, south Placer County, and other employment centers. Between 1990 and 2009, the jobs-to-housing ratio decreased by approximately 33 percent (from 0.83 to 0.56) (Table Community Development-4).

**Table Community Development-4
Yuba County Jobs, Housing Units, and Labor Force 1990 – 2009**

YEAR	LOCAL JOBS	HOUSING UNITS	JOBS-TO-HOUSING RATIO	LABOR FORCE	JOBS-TO-LABOR FORCE RATIO
1990	17,700	21,245	0.83	22,200	0.80
1991	17,700	21,663	0.82	22,600	0.78
1992	16,900	21,937	0.77	22,400	0.75
1993	16,300	22,197	0.73	23,000	0.71
1994	16,600	22,487	0.74	22,000	0.75
1995	16,400	22,679	0.72	21,000	0.78
1996	16,600	22,355	0.74	20,900	0.79
1997	17,400	22,398	0.78	20,900	0.83
1998	17,100	22,476	0.76	20,700	0.83
1999	17,600	22,662	0.78	20,500	0.86
2000	18,100	22,636	0.80	24,300	0.74
2001	17,500	22,635	0.77	24,900	0.70
2002	16,900	22,731	0.74	25,100	0.67
2003	16,300	23,061	0.71	25,400	0.64
2004	16,800	23,364	0.73	25,300	0.68
2005	17,400	24,550	0.71	25,800	0.68
2006	17,400	25,662	0.69	26,800	0.66
2007	17,700	26,718	0.66	27,600	0.64
2008	16,800	27,636	0.60	28,100	0.59
2009	15,700	28,016	0.56	28,600	0.55

Sources: For information on local jobs: California Employment Development Department, online at: <http://www.calmis.ca.gov/htmlfile/county/yuba.htm>. For information on the number of housing units: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2009, with 2000 Benchmark. Sacramento, California, May 2009. Also from the Department of Finance: E-8 City/County/State Population and Housing Estimates, 4/1/1990 to 4/1/2000 and Table 1: E-5 County/State Population and Housing Estimates, Revised 1/1/2004.



The General Plan is designed to improve the County's jobs-housing balance by providing a diversity of employment options at buildout. The Land Use Diagram provides various employment development opportunities in Valley Neighborhood, Commercial Mixed Use, Employment, Employment Village, Rural Community, and Natural Resources land use designations. Sufficient land is provided under the 2030 General Plan to facilitate approximately 1.7 new jobs per household added, using the development assumptions embodied in this General Plan.

Employment estimates vary depending on the type of land use and the intensity of site development. For example, large-scale retail, warehousing, mining operations, and manufacturing tend to have lower employment densities, while office uses have higher employment densities. The actual number of jobs produced will depend on the types of businesses, nonprofits, and public agencies that locate or expand operations in the County, the intensity of this development, and employment densities.

Land Use Goals, Policies & Actions

Following are the County's goals, policies, and actions addressing land use, growth management, and community design.

Orderly, Managed Growth

Growth management and land use planning during the General Plan time horizon is crucial for meeting the County's General Plan Vision, Goals, and Objectives. The County has provided substantial flexibility for land use and has provided adequate land for long-term population, commercial, and employment growth. There is sufficient planned development capacity in the Valley Growth Boundary to accommodate projected population growth and the County's goals for job growth and economic development through 2030. This Element also identifies a "Planning Reserve Area," which is not planned for development under the General Plan, but which would be the subject of planning and development in future General Plan updates or to serve future needs for housing and job growth. The County has established a "Valley Growth Boundary" to guide long-term growth. Benefits of the Valley Growth Boundary include:

- Supports development patterns that can be provided cost-effective infrastructure and public facilities;
- Protects important natural resources, rural landscapes, air and water quality, farmland, and other important open space;
- Promotes urban and suburban revitalization;
- Stimulates development patterns that support walking, biking, & public transit; and,
- Helps eliminate leapfrog and incomplete, piecemeal-type developments by allowing for comprehensive planning.

The Valley Growth Boundary includes the existing suburban and urbanized communities of Linda, Olivehurst, Plumas Lake, the North Arboga Study Area, and the Sports & Entertainment zone, as well as new job-generating areas adjacent to Highway 65 and future growth areas identified as Planning Reserve.



Goal CD1. Valley Growth Management

Provide for efficient valley development patterns

- Policy CD1.1 Urban and suburban development in the unincorporated County not related to agriculture, mining, or some natural or cultural resource-oriented purpose is prohibited in valley areas outside the Valley Growth Boundary.*
- Policy CD1.2 If the Valley Growth Boundary does not provide enough land to accommodate growth through 2030, the Boundary may be amended with approval of four of the five County Supervisors.*
- Policy CD1.3 Urban land use designation/s will not be assigned within the Planning Reserve area unless the County determines that these lands are needed to fulfill either the County's regional housing needs allocation or accommodate job-generating developments needed to achieve the County's jobs-housing goals.*
- Policy CD1.4 New developments proposing urban land uses will not be approved within the Planning Reserve area until the County assigns the appropriate General Plan land use designation/s and approves zoning and development standards consistent with the Community Development Element.*

Action CD1.1 Review of Development Capacity in Valley Growth Boundary

The County will review the Valley Growth Boundary at least every 8 years and make amendments, if necessary, to ensure that it continues to provide enough land for development for the next 20 years. The review of the Valley Growth Boundary will correspond with regional housing needs allocations and the County's Housing Element update cycle. The County will also periodically review the Planning Reserve Area and consider removing lands from the Planning Reserve Area, assigning General Plan land use designations, and approving zoning and development standards, if needed, to accommodate population and employment growth consistent with the General Plan.

The County will use information from the Department of Finance, Employment Development Department, Sacramento Area Council of Governments (SACOG), and estimates of growth capacity provided by Yuba County cities to establish existing and future estimates of population and employment levels in the unincorporated County. General Plan land use designations, zoning, and specific plan land use designations will be used to calculate land development capacity within the Valley Growth Boundary. The County will consider adding areas to the Valley Growth Boundary based on an evaluation of 20-year forecasts of population and employment in unincorporated areas, the County's jobs-housing goals, and land needs for agriculture and other natural resource functions.

Related Goals:	Goal CD1, Goal CD10, Goal CD13
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund
Time Frame:	Every 8 years following adoption of the 2030 General Plan



Goal CD2. Reinvestment

Promote growth and reinvestment in existing developed unincorporated communities

- Policy CD2.1 The County will encourage infill development and redevelopment of vacant and underutilized properties within existing unincorporated communities.*
- Policy CD2.2 The County will support specific plans, redevelopment plans, corridor plans, and community plans that promote infill development and reinvestment.*
- Policy CD2.3 The County will support reinvestment in Linda and Olivehurst that increases local shopping, job, and housing opportunities.*
- Policy CD2.4 The County will maintain flexible development standards, infrastructure standards, and impact fees that promote infill development and promote lot consolidation for redevelopment, where necessary.*
- Policy CD2.5 The County will prioritize public spending on infrastructure within infill areas in order to induce reinvestment, remove blight, and reduce poverty.*
- Policy CD2.6 The County will support public/private partnerships that encourage infill development consistent with the General Plan.*
- Policy CD2.7 The County will actively promote vacant industrial sites in the Linda and Olivehurst areas for employment development.*

Action CD2.1 Revise Standards

Following the General Plan adoption, the County will review and revise zoning, development standards, impact fees for all County facilities (library, parks, jail, roads, etc.), and related plans and standards to ensure consistency with the General Plan.

As a part of these amendments, the County will focus on removing constraints and creating incentives for mixed-use, infill development that is consistent with the General Plan.

Related Goals:	Goal CD2, Goal CD3, Goal CD4, Goal CD6, Goal CD7, Goal CD8, Goal CD16, Goal CD17, Goal CD19, Goal HS5, Goal HS11
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund; federal and state funds, as available
Time Frame:	Update Zoning Ordinance and development standards by 2013



Land Use Compatibility

Effective land use planning involves both mixing and separating different land uses, depending on the context. The mixing of land uses in neighborhoods allows more people to walk, bike, and take transit to destinations, particularly in areas planned for pedestrian and bicycle access. In combination with higher densities and intensities of development, the mixing of land uses supports more efficient public services; reduces the “footprint” of development, thereby preserving more resource-sensitive lands; and supports the extension of public transit. Mixed-use development can also provide fiscal benefits to the County. The County’s approach to mixed-use development is described throughout this Element.

However, separating incompatible land uses is also important. For example, when residential development encroaches into agricultural areas, it causes problems for both farmers and residents. If residential development encroached too closely on Beale Air Force Base (Beale AFB), this could create problems for Base missions. There are other uses, such as mining, forestry, and various other industries where the County will discourage residential encroachment to avoid complaints regarding these important uses. Major transportation facilities, such as Highways 65 and 70 and local railroad lines generate noise and air pollution, requiring setbacks for sensitive uses, such as residences and schools. Residential uses also need buffering from certain types of heavy industrial uses, which can be loud, produce air pollution, and generate large volumes of truck traffic. The separating of land uses is addressed by the goals, policies, and actions that follow.

Goal CD3. Separating Land Uses

Development patterns that minimize the adverse effects of incompatible land uses

- Policy CD3.1 Commercial and industrial developments shall be located, buffered, or otherwise designed to avoid significant noise and air quality impacts.*
- Policy CD3.2 New residential projects near railroads and highways should provide multi-use open space buffers designed to avoid adverse air quality, noise, vibration, light, and glare issues.*
- Policy CD3.3 New residential development shall provide multi-use buffers and site plans designed to avoid pressure to convert long-term planned agriculture, mining, and forestry lands to urban development.*
- Policy CD3.4 The County will use performance-based standards in mixed-use areas to ensure that important aspects of compatibility (air, noise, vibration, heavy truck traffic, light, glare) are addressed without impeding mixed-use development.*
- Policy CD3.5 Prior to approval, new developments are required to demonstrate consistency with established standards for setbacks from landfills, airports, sewage treatment plants, and other similar uses, as applicable.*
- Policy CD3.6 The County will continue to coordinate with Beale AFB for relevant planning, zoning, and California Environmental Quality Act actions. The County will not approve incompatible land uses that encroach on Beale AFB.*
- Policy CD3.7 The County will regulate land use change within Beale AFB Military Influence Zones and Areas of Concern around the PAVE PAWS radar site and the firing range located near the northern edge of the installation to protect public health and safety, ensure a compatible mix of land uses, and support ongoing Beale AFB operations, consistent with the Beale Joint Land Use Study.*



Policy CD3.8 The County will encourage fee title acquisition, conservation easements, acquisition and leaseback, management agreements, transfer of development rights, and other mechanisms designed to address compatibility with ongoing operations at Beale AFB.

Policy CD3.9 The County will discourage uses that increase the potential for interference with Beale AFB operations related to birds and other wildlife.

Policy CD3.10 Odor controls should be installed on new and existing sources, as feasible, to reduce exposure for existing and future residents. This policy does not apply to existing agricultural or agricultural-related operations.

Policy CD3.11 The deeds to all properties of proposed residential uses located near major odor sources, as defined by Feather River Air Quality Management District, shall include a disclosure clause advising buyers and tenants of the potential adverse odor impacts.

Action CD3.1 Compatibility Review and Conditioning of Projects and Plans

The County will review projects against policies in this General Plan and analysis in the General Plan Environmental Impact Report (EIR) to reduce noise and air quality impacts. The County Zoning Ordinance and development standards should identify design and performance standards for noise, light, glare, air pollution, and other relevant issues. The County will use the General Plan to determine the adequacy of proposed buffering between residential land uses, highways, railroads, airports, industries, mining operations, agricultural operations, and other potentially incompatible uses. The County will condition projects, as appropriate, to provide consistency with this General Plan and the General Plan EIR. The County will balance its goals for infill and mixed-use development with policies and standards for noise, vibration, light and glare, and other issues of compatibility.

Related Goals: Goal CD3, Goal NR11, Goal HS5, Goal HS10, Goal HS11

Agency/Department: Community Development and Services Agency

Funding Source: General Fund; applicant funding for project-specific work

Time Frame: Ongoing

Action CD3.2 Open Space Buffers along State Highways and Railroads

The County will seek funding for design and implementation of air quality, noise, and visual buffers along regional transportation routes. The County will coordinate with regional transportation agencies and drainage providers to find opportunities to use these same buffer areas for natural drainage conveyance, multi-modal transportation routes, visual buffering, community gardens, and for other useful public purposes.

Related Goals: Goal CD2, Goal CD3, Goal CD 19, Goal NR11, Goal HS5, Goal HS10, Goal HS11

Agency/Department: Community Development and Services Agency

Funding Source: General Fund; federal and state funds; other funding, as appropriate.

Time Frame: Ongoing, as funding opportunities arise.



Commercial and Employment Centers

The County has provided for Commercial and Employment Centers in strategic locations near transportation networks, other infrastructure, and neighborhoods (see Placetypes Diagram, Exhibit Community Development-5). Commercial Centers are located in areas designated Commercial Mixed Use (Exhibit Community Development-7). Employment Centers are located within areas designated for Employment development (Exhibit Community Development-8). The precise location and design of these Centers will depend on later detailed planning and project entitlement review.

Goal CD4. Commercial and Employment Centers

Accessible, convenient, and successful community retail, service, and employment centers

- Policy CD4.1 Employment and Commercial Centers shall be developed in coordination with local transit provider/s to ensure proper placement and design of transit stops and accommodate public transit for both employees and patrons.*
- Policy CD4.2 Employment and Commercial Centers shall be designed to provide convenient and safe pedestrian and bicycle access from surrounding developed and planned neighborhoods.*
- Policy CD4.3 In Commercial and Employment Centers, developments should place buildings close to the frontage street and emphasize the public realm by providing plazas, wide sidewalks, spaces for entertainment and other community events, outdoor seating and gathering areas, and other similar uses and activities.*
- Policy CD4.4 Commercial projects of more than 20 acres in land area shall use public streets or small private streets to break up proposed development areas into blocks.*
- Policy CD4.5 New commercial projects in Commercial Centers and other locations shall distribute proposed parking around the project site and not concentrate parking exclusively between the front building façade and the primary abutting street.*
- Policy CD4.6 The County will encourage development of workforce housing around Employment Centers that is ancillary to, and supportive of employment-generating land uses.*

Valley Neighborhoods

The County will direct most residential growth during this General Plan to Valley Neighborhood areas in Linda and Olivehurst and new Valley Neighborhoods, as they may be identified.

Goal CD5. Valley Neighborhoods

Valley Neighborhoods provide a long-term, high quality of life for the County's existing and future residents

- Policy CD5.1 Valley Neighborhoods should provide for most daily and weekly destinations, including a mix of commercial retail and services, schools, parks, and other civic uses.*
- Policy CD5.2 Valley Neighborhoods should provide compact development patterns that conserve land and place homes in close proximity to destinations.*



- Policy CD5.3 *Valley residential development in existing and planned Valley Neighborhoods should provide for the full range of housing types and densities.*
- Policy CD5.4 *New developments within the Valley Growth Boundary shall provide a highly connected travel network that supports all local travel modes.*
- Policy CD5.5 *The County’s development standards will allow narrow lots, narrow driveways, alleyway access, zero lot line housing, and other compact housing configurations in Valley Neighborhoods.*

Action CD5.1 Update Zoning Ordinance

Following the General Plan adoption, the County will review and revise the Zoning Ordinance, consistent with the updated General Plan. As a part of the revisions, the County will ensure the updated Zoning Ordinance accommodates compact growth patterns, consistent with the General Plan, while continuing to provide for the public health and safety. The County will consider provisions in the Zoning Ordinance that focus more on building form, function, and placement; lot design; and the relationship of buildings to the public realm (streets, plazas, public parks, etc.) and less emphasis on regulating specific land uses.

To ensure land use compatibility while also encouraging a mix of land uses, the County will base performance standards in the Zoning Ordinance on General Plan policies for such topics as noise, vibration, light, glare, air pollution, and traffic. Such performance standards could be used to ensure compatibility in situations where nonresidential uses are located close to residential uses. The ordinance will also be revised to address nuisances, such as blight, stockpiling, and other similar issues.

Related Goals :	Goal CD2, Goal CD3, Goal CD4, Goal CD6, Goal CD7, Goal CD8, Goal CD19, Goal HS5, Goal HS10, Goal HS11, Goal NR11
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund; federal and state funds, as available
Time Frame:	Update Zoning Ordinance by 2013

Goal CD6. Neighborhood Centers

Provide higher-density housing, neighborhood services, and retail in pedestrian-friendly Neighborhood Centers

- Policy CD6.1 *Valley Neighborhoods shall contain one or more Neighborhood Center, where medium- and higher-density residences, neighborhood commercial, and public services are focused.*
- Policy CD6.2 *Neighborhood Center activities, retail, and services should serve roughly 3,000 to 5,000 existing or planned residents in the surrounding neighborhood.*
- Policy CD6.3 *Neighborhood Centers should be developed on approximately 4 to 15 acres of land and sized according to the needs of the surrounding neighborhood.*



Source: AECOM 2010.



Source: AECOM 2010.

Exhibit Community Development-8. Employment Center



- Policy CD6.4 Higher-density residential development and services in Neighborhood Centers should transition to less intense development at the edges of existing and planned Valley Neighborhoods.*
- Policy CD6.5 Neighborhood Centers should provide for a pedestrian-friendly mix of uses and a range of housing types to meet the needs of the County's diverse households.*
- Policy CD6.6 Neighborhood Centers shall be located and designed to provide convenient and safe bicycle, pedestrian, and transit access to and from surrounding neighborhoods.*
- Policy CD6.7 Buildings in Neighborhood Centers should be placed relatively close to the front property line and parking should mostly be located on the street, on the side of buildings, or behind buildings (Exhibit Community Development-9).*

Goal CD7. Mixed-Use Corridors

Revitalize Yuba County's Mixed-Use Corridors to better serve existing Valley Neighborhoods

- Policy CD7.1 The County will pursue funding for reinvestment along Olivehurst Avenue, McGowan Parkway, North Beale Road, Lindhurst Avenue, and other appropriate corridors.*
- Policy CD7.2 The County will coordinate with local residents and business owners to identify and plan for the desired land use mix, amenities, and aesthetic improvements for Mixed-Use Corridors.*
- Policy CD7.3 The County will encourage – through entitlement, streamlining, flexibility in development standards, fee structures, and other incentives – infill development in vacant or underutilized sections of Mixed-Use Corridors.*
- Policy CD7.4 Developments in Mixed-Use Corridors should have pedestrian-friendly property frontages with buildings built close to the street frontage.*
- Policy CD7.5 Development in Mixed-Use Corridors should be designed so that building façades, street trees, and other landscaping are more visually prominent compared to surface parking lots and commercial signage.*
- Policy CD7.6 The County will promote public plazas, outdoor dining, awnings, large windows, and other elements along property frontages that enhance pedestrian attractiveness and activity in Mixed-Use Corridors.*
- Policy CD7.7 The County will seek funding to add drainage, bicycle, pedestrian, and transit facilities along Mixed-Use Corridors.*
- Policy CD7.8 The County will seek funding to add street trees along Mixed-Use Corridors, particularly in areas that would shade sidewalks, parking areas, transit stops, and any public gathering places.*



Action CD7.1 Corridor Planning

The County will seek funding to support corridor planning efforts for McGowan Parkway, Olivehurst Avenue, Lindhurst Avenue, North Beale Road, the northern section of Feather River Boulevard, and surrounding areas. The County may also identify other Mixed-Use Corridors to address during buildout of the General Plan. Mixed-Use Corridor Plans would be designed to (Exhibit Community Development-10):

- Guide mixed-use, infill development consistent with the applicable land use designation/s and zoning district/s;
- Identify multimodal transportation improvements to support development;
- Describe public infrastructure and facilities needed to encourage private investment; and
- Identify incentives and streamlining that would induce private investment in these areas.

The Plans would be structured to provide a mix and density of development with adequate transportation facilities such that walking, bicycling, or taking transit is viable for daily needs of the residents of surrounding neighborhoods.

The County will pursue grant funding and regional partnerships to revitalize its Mixed-Use Corridors. The County will plan and fund infrastructure designed to support increased density and intensity around future transit stops, near planned bicycle/pedestrian facilities, and in other targeted reinvestment areas.

Related Goals: Goal CD4, Goal CD7, Goal CD8, Goal CD10, Goal CD11, Goal CD15, Goal CD19, Goal NR7, Goal HS5, Goal HS11

Agency/Department: Community Development and Services Agency

Funding Source: General Fund; federal and state funds

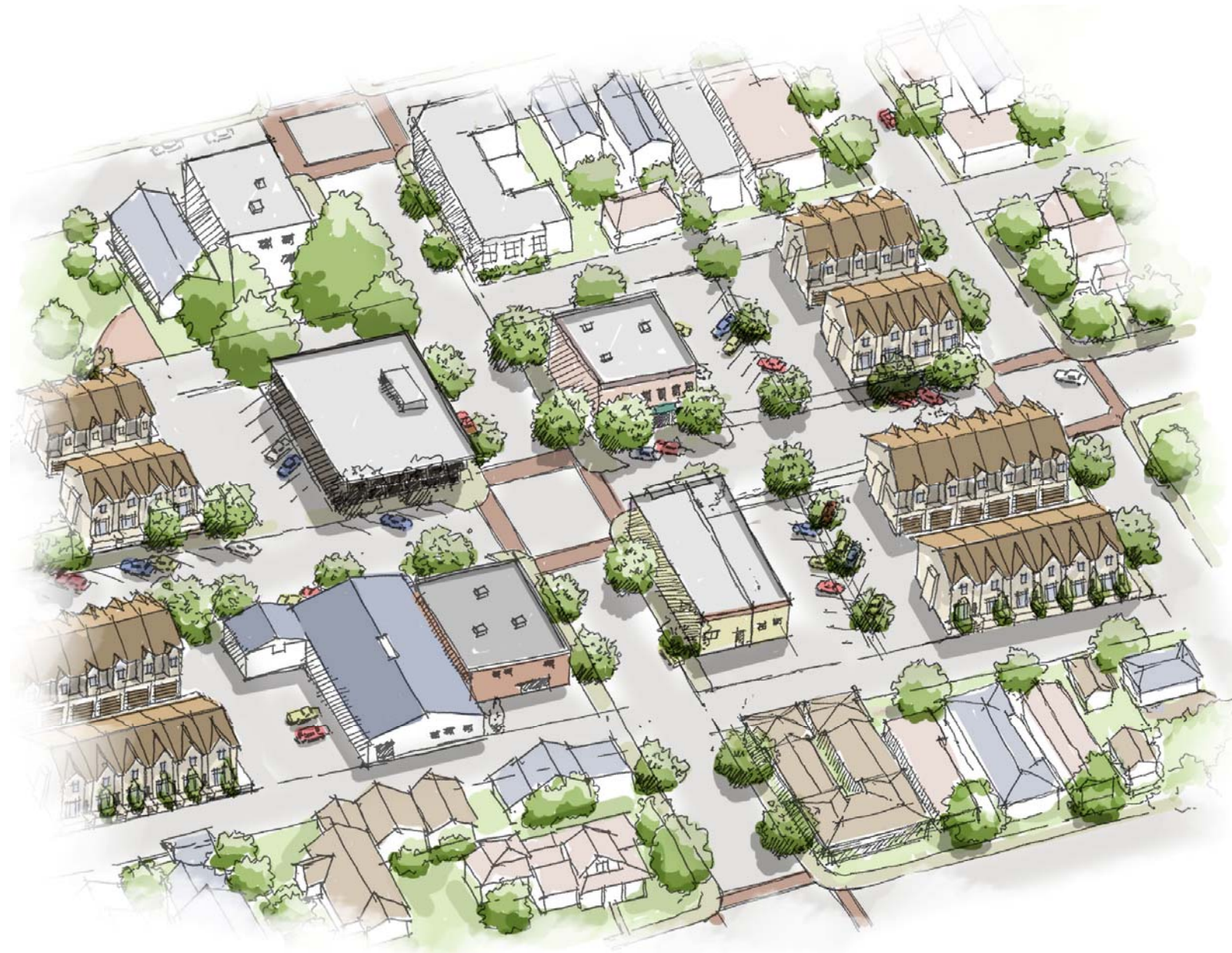
Time Frame: Ongoing, according to funding opportunities as they arise.

Goal CD8. Pedestrian Orientation and Design

Promote high-quality neighborhood design that ensures pedestrian comfort and convenience

Policy CD8.1 New developments should be designed to provide direct and convenient access to nearby parks, trails, commercial and public services, and transit stops.

Consistent with the 2030 General Plan



Above left: Good example of a Neighborhood Center with buildings close to the front property line; a highly-connected transportation network; parking on the street, side, and back of properties to create a pedestrian-friendly environment; and neighborhood commercial, office, civic, and higher-density residential surrounded by medium- and lower-density residential development.

Inconsistent with the 2030 General Plan



Above right: Example of a Neighborhood Center that is inconsistent with the General Plan, with walls separating homes from destinations; cul-de-sacs and other barriers to transportation connectivity; buildings that set far back from the site frontage; a large amount of parking in front that presents a barrier for pedestrians, bicyclists, and transit; and a location adjacent to agricultural areas instead of centrally located, and convenient to the neighborhood it serves.

Source: AECOM 2010.



Above left: The illustration on the left shows a typical roadway corridor with some vacant or underutilized properties, parking that is mostly provided in front of buildings, no civic space, and with a lack of street trees.

Above middle: In this interim step, civic space has been added, street trees and other vegetation has been installed, several catalyst projects have been introduced, and some on-street parking has been provided.

Above right: This illustration shows a full implementation of the County's Mixed-Use Corridor concepts, with even more street trees and landscaping, façade improvements, leveraged private development in the form of new buildings, additional on-street parking to replace surface parking, transit stops, and other components of pedestrian-friendly infill development.

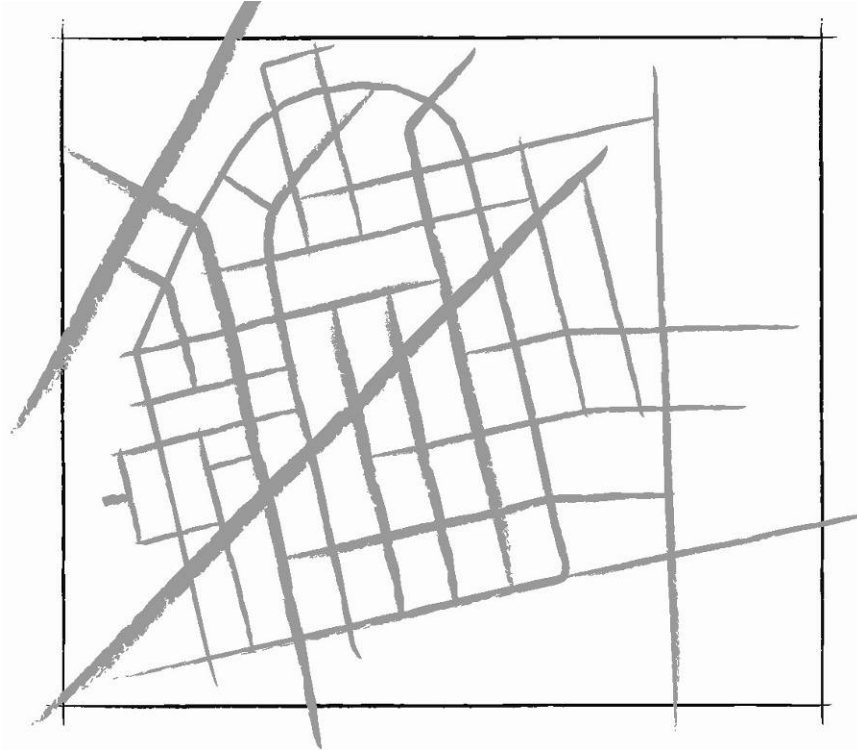
Source: AECOM 2010

Exhibit Community Development-10. Stages of Development for a Mixed-Use Corridor

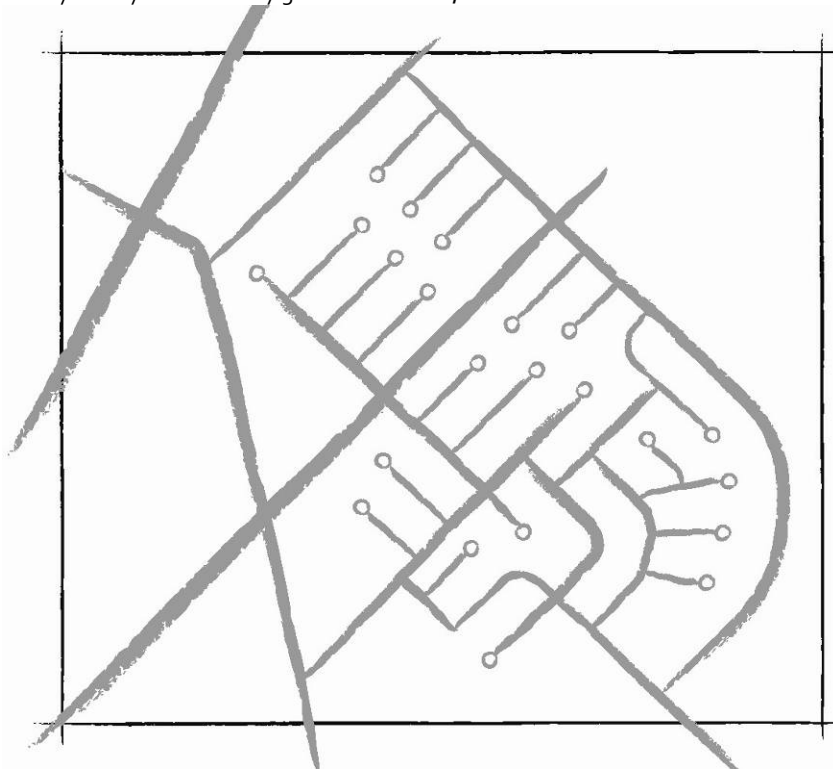


- Policy CD8.2 Valley Neighborhood developments and residential portions of Employment Village areas shall provide relatively short block lengths and continuity of streets in order to facilitate convenient pedestrian, bicycle, and vehicle movement (Exhibit Community Development-11).⁴*
- Policy CD8.3 New cul-de-sacs are allowed within the Valley Neighborhoods and residential portions of Employment Village areas where they would not create a barrier for pedestrian and bicycle access or circulation between homes and destinations.*
- Policy CD8.4 New buildings in Valley Neighborhoods and residential portions of Employment Village areas should, in general, be oriented toward, and placed close to frontage streets.*
- Policy CD8.5 New developments shall be designed so that parking areas and garages are not the dominant visual element of site frontage.*
- Policy CD8.6 County development standards will allow shallow residential front-yard setbacks to provide a human scale to development and allow for relatively larger, private back yards.*
- Policy CD8.7 The County's development standards will allow alley-loaded garages.*
- Policy CD8.8 New developments should use porches, stoops, windows, and other elements that provide "eyes on the street" onto yards, entrances, streets, and other public and semi-public places.*
- Policy CD8.9 Fences and walls are discouraged along public travelways where they would present substantial barriers to casual surveillance or multi-modal travel.*
- Policy CD8.10 New developments in the Valley Growth Boundary should provide streets lined with trees selected and located to provide a shade canopy at maturity.*
- Policy CD8.11 Multi-family housing developments should be well connected to the surrounding neighborhood. Parking areas should be sized and broken up to avoid creating barriers to pedestrian and bicycle circulation.*
- Policy CD8.12 The County will review and condition approval of nonresidential, multi-family, and large single-family projects for compliance with General Plan policy and applicable design guidelines. Large single-family projects are those that propose more than 10 units.*

⁴ "Block length," for the purpose of this policy, is the distance between four-way intersection centerlines. Block length can also be measured along the one leg of a three-way intersection that terminates into a cross street.



The above illustration shows a connected transportation network, where there are a variety of ways to reach any given destination, which is consistent with the General Plan.



The above illustration depicts a transportation network that lacks connectivity and would not be consistent with the General Plan.

Source: AECOM 2010.

Exhibit Community Development-11. Connectivity



Rural Areas

The 1996 General Plan provided for substantial rural development opportunities throughout the foothills and mountain areas of the County. As noted in the 1996 General Plan:

“Rural residential areas will be preserved, recognizing the need to provide for a variety of lifestyles. On the valley floor, lands that are the least productive for agricultural purposes will be committed to development while higher value agricultural land will be protected from encroachment and preserved for future generations of farmers... Natural open space will be preserved in developments whenever feasible, in order to preserve and protect vegetation and wildlife, and to enhance the aesthetics of new developments. Communities will have community boundaries around them, clearly showing where higher densities are permitted, and where the rural and agricultural character of the county is to be preserved. Community boundaries will allow for long term commitments to agriculture and other rural lifestyles without fear of incompatible encroachments. Clustering of housing will preserve open space and create buffer areas between development and other uses of land that may pose incompatibilities.”

The 2030 General Plan continues to provide for rural development and conservation consistent with the character of these areas. It is anticipated that most development in rural communities would have larger lots and lower densities. However, the 2030 General Plan also provides for Rural Centers, which would be established through public outreach and follow-on planning efforts consistent with the General Plan. Below is a description of the broad policy framework for Yuba County’s rural areas.

Goal CD9. Rural Areas

Preserve and enhance the rural character through development and conservation in Yuba County’s Rural Communities and open space areas

- Policy CD9.1 Foothill and mountain development projects shall be designed to preserve the existing rural character.*
- Policy CD9.2 Rural development should be located and designed to preserve and provide buffers around native oak trees and other healthy and attractive native vegetation, cultural resources, biological features, mineral deposits, active agricultural operations, unique landforms, historic structures and landscapes, and other natural resources.*
- Policy CD9.3 Development in Rural Communities can have a different set of construction standards than used for valley areas for streets, sidewalks, drainage, and other improvements, consistent with the rural character.*
- Policy CD9.4 The County will ensure an appropriate level of rural services and infrastructure, which could vary from urban service levels, considering appropriate densities, up front and long-term infrastructure costs, and environmental goals.*
- Policy CD9.5 Rural Communities provide the opportunity for agriculture, agricultural tourism, ecological tourism, recreational, and other economic activities.*
- Policy CD9.6 The County will support planning for Rural Centers in foothill and mountain portions of the County that would provide a variety of activities and services needed or anticipated to be needed by the local population, including, but not limited to medical and educational services (Exhibit Community Development-12).*



Source: AECOM 2010.

Exhibit Community Development-12. Rural Center



Engraving of Brownsville (from Thompson and West "History of Yuba County," 1879).

- Policy CD9.7 Rural Centers may include clustering of agricultural and ecological-based tourist uses; shops, restaurants, retail, commercial services; residential; and a wide range of public and quasi-public uses.*
- Policy CD9.8 The allowable density, design, and lot configuration of rural developments will depend on soil and geologic characteristics, biological resources, aesthetic resources, cultural resources, circulation, fire safety, and other factors identified throughout this General Plan.*
- Policy CD9.9 Rural Communities can provide clusters of housing constructed at the upper end of allowable density ranges in approved Rural Center plans, but in general should provide larger lots at the edges of the community that transition to the surrounding open space areas.*
- Policy CD9.10 Clustered residential projects within an approved Rural Center plan should be designed to place building areas in locations that are visually unobtrusive from public rights-of-way and public viewing locations.*
- Policy CD9.11 Rural Centers should be focused on County collector and arterial roads and highways, and particularly at "crossroads" locations central to the surrounding rural communities.*

Action CD9.1 Rural Community and Rural Center Plans

The County anticipates landowner and community initiated Rural Community Plan updates, new Rural Community Plans, and planning for Rural Centers after adoption of the General Plan. The County will provide staff support to these efforts, wherever feasible.

Related Goals: Goal CD1, Goal CD9, Goal NR1, Goal NR3, Goal NR4, Goal NR5, Goal NR6, Goal NR8, Goal NR9, Goal NR10, Goal NR11, Goal NR12, Goal HS2, Goal HS3, Goal HS8, Goal HS11



Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund; grant funds; applicant funding
Time Frame:	According to property owner requests and as funding is available

Economic Development

As demonstrated by policies in this section and throughout the 2030 General Plan, the County will encourage employment and economic development activities throughout each *phase* of entrepreneurial development. The County will support home-based businesses that may move into a local business incubator for additional support. A business may flourish in the incubator environment and become independently established in a small building in some Yuba County community. The business could become very successful and need to expand operations – the County intends to provide opportunities both for expanding and newly establishing business. Finally, the business may later become part of an industry cluster in Yuba County, creating additional spinoff opportunities, warehousing and logistics, infrastructure improvements, and other actions. The County's policies and actions support each of these stages of local business development, as well as the synergies available as individual businesses develop into clusters of commercial activity.

One of the primary goals for the 2030 General Plan is to manage and guide growth and development in a way that expands employment opportunity for existing and future residents. The General Plan is not a precise tool for targeting and attracting businesses. However, the County's policies are very important in establishing the overall context for doing business.

This General Plan is designed to accommodate a better match between (1) the number and types of jobs available in the County; and (2) the size, skills, and interests of the County's labor force. Over the long term, the County will derive many benefits from improving the match between local jobs and housing, including a more vibrant local economy, more sustainable fiscal conditions, and improved quality of life with reduced commuting time, reduced traffic congestion, better air quality, and many other benefits.

By ensuring a diversity of housing types and increasing local employment options, the County can increase the likelihood that households will be able to live and work locally. However, the County does not control household decisions on residence and place of employment. The influence of this General Plan on achieving a better jobs/housing match is indirect.

Meeting the County's economic objectives will require a concerted effort to encourage development that provides a better match in the future between employed residents and local jobs, as the General Plan builds out. As the County's population increases, new retail and services will be developed to serve local needs. Although services provide part-time and some full-time jobs, the County cannot passively rely on service sector job growth to meet the diversity of future local employment needs.

The County will need to continue its proactive work to attract job growth and encourage expansion of local businesses, nonprofits, and agencies. The County will need to continue its efforts at targeting and attracting local industries that export products and services (basic industries). The County will need to accommodate existing and emerging industry clusters that are attracted to natural local advantages and work to create new local advantages that will spur a long-term expansion of local employment opportunities. The County will need to ensure varied housing opportunities for the sorts of workers that industries of the future will require.



Goal CD10. Jobs-Housing Balance

Improved match between local jobs and the size, skills, and interests of the local labor force, with a goal of accommodating 0.8 total local jobs for every member of the labor force by 2030

Policy CD10.1 The County will encourage development that improves the balance between local jobs and housing, including new commercial, industrial, home-based businesses, business incubators, and other development that generates net revenues for the County and produces local jobs.

Policy CD10.2 Developments that directly provide a substantial economic benefit, through the creation of high-quality jobs for local residents or affordable housing, will enjoy flexible development standards, entitlement review, and, if feasible, reduced development impact fees.

Policy CD10.3 The County will phase growth with efficient infrastructure planning in order to keep fees as low as possible and coordinate with service providers to ensure the savings of this efficient infrastructure planning is passed on to occupants of employment-generating developments.

Policy CD10.4 The County will manage land use and employment development strategically, through coordinated use of:

- *Regulations (and policies);*
- *Acquisition of property, consolidation of property, and directing public investments in infrastructure to encourage employment development;*
- *Coordination with redevelopment agencies, special districts, and other agencies on infrastructure planning and funding; and*
- *Fee programs with incentives for infill development and other types of incentives for job-creating projects.*

Policy CD10.5 The County will support community and specific planning efforts following General Plan adoption that identify employment-generating uses and the housing and infrastructure that is needed to support the local workforce.

Policy CD10.6 The County will encourage residential development that is priced, sized, and located to serve the needs of local employers and workers.

Policy CD10.7 Large residential development projects should be phased or timed to occur concurrently with development projects that will provide employment in the County.

Action CD10.1 Economic Development Work Program and Strategic Plan

Between present and 2030, the County will collaborate with other agencies to implement, monitor success, and revise the County's Economic Development Work Program and Strategic Plan, consistent with General Plan goals and policies. The County will also consider revisions to the Zoning Ordinance and other standards, where feasible, to promote home-based businesses and other employment-generating uses consistent with the 2030 General Plan.

The Work Program and Strategic Plan will facilitate the location of businesses and industries that provide local employment opportunities. Job growth would be



focused in the Yuba/Sutter Enterprise Zone, as well as other appropriate unincorporated areas. The County's Work Program and Strategic Plan could include, but is not limited to:

- Business recruitment and retention;
- Infrastructure and industrial/business park planning;
- Incentive programs, including those that address both up-front impact fees and ongoing costs for employment generating uses;
- Streetscape beautification programs and façade improvement programs;
- Utilities, renewable energy generation and use, and energy conservation plans and projects; and
- Coordinate employment recruitment strategy with local community college districts and schools for training and curriculum development.

Related Goals: Goal CD10, Goal CD11, Goal CD12, Goal CD13, Goal CD14, Goal CD15, Goal CD17, Goal NR7, Goal HS4, Goal HS5

Agency/Department: Economic Development Coordinator, Enterprise Zone Director, Community Development and Services Agency

Funding Source: General Fund; grant funding; low-interest loans

Time Frame: Ongoing

Action CD10.2 Land Use Monitoring

The County will monitor progress toward the jobs-housing goal and, as necessary, amend the General Plan, Zoning Ordinance, Specific Plans, Community Plans, and other relevant plans and codes, as appropriate.

Any amendments shall address imbalances between job and population growth, and may include revisions to allowable land uses or development standards, financial/regulatory incentives to accelerate the development of job-generating uses, and other actions.

Related Goals: Goal CD1, Goal CD4, Goal CD10

Agency/Department: Community Development and Services Agency and Economic Development Coordinator.

Funding Source: General Fund

Time Frame: Report on jobs-housing balance at least once per year to the Board of Supervisors.



Goal CD11. Quality of Life and Local Advantages

Provide a high local quality of life and take advantage of the County's economic and natural assets in order to attract employment

- Policy CD11.1 The County will encourage provision of high-quality parks and recreational areas, schools and other public services, retail, housing options, cultural attractions, walkability, and other amenities, in order to attract future employers.*
- Policy CD11.2 The County will focus its economic development efforts on businesses and other employers that thrive on particular local advantages, such as:*
- *Rich agricultural lands;*
 - *Proximity to open space and recreational areas;*
 - *Mineral resources;*
 - *Railroad access;*
 - *Excellent water quality and plentiful supply;*
 - *Hydroelectric and other renewable energy resources; and*
 - *Other local advantages.*
- Policy CD11.3 The County's land use planning actions will support existing economic assets, such as Beale Air Force Base, Yuba College, local agriculture, mining and existing local businesses.*
- Policy CD11.4 The County will consult with Yuba College to link training and education to the needs of current and potential future local employers.*
- Policy CD11.5 The County will support agriculture, agricultural processing, agricultural tourism, ecological tourism, recreational uses, and other natural-resource based economic development projects in areas with land-based natural resources, natural beauty, and cultural attractions.*
- Policy CD11.6 The County will encourage rail spur development and increased use of local railroad routes for freight and passenger service, especially along the Highway 65 corridor and areas designated Employment Village.*
- Policy CD11.7 The County will encourage ongoing airport operations, as well as industrial development near the Yuba County Airport.*



Yuba County's natural assets are also very important economic assets.



Infrastructure, Facilities & Services

This General Plan anticipates substantial development between present and 2030. Significant resources will be devoted to building and maintaining neighborhoods, commercial districts, employment centers, and other developments. The County's strategy for the construction, design, and operation of public infrastructure, facilities, and utilities represents a major opportunity to conserve resources associated with General Plan implementation. This section highlights the County's philosophy for infrastructure and facilities, with cost-effectiveness, environmental sustainability, and fiscal responsibility as overarching themes.



There are important relationships between this section and other sections in this Element and other Elements in this General Plan. Concepts described here are related to land use, circulation, and economic development policies in this Element, as well as policies in the Natural Resources Element and Public Health and Safety Element. The way that public services are provided is closely linked to the location and intensity of land development, the conservation of resources, water and air quality, public health and safety, and other issues addressed throughout the General Plan. Rather than artificially separate inherently related policies, the County has intentionally addressed topics in various related Elements and has carefully reviewed these policies to ensure consistency.

Coordinating land use management with infrastructure planning is required in order to meet the County's Vision, Goals, and Objectives. The proper phasing, planning, and management of outward growth is vital to ensure efficient and effective public infrastructure and service provision. Although the County does not provide all the necessary infrastructure, facilities, and services, the General Plan provides a framework for coordinated land use and public facilities planning. This framework will be implemented through coordinated County/service agency planning and financing, public works projects, and plan and project conditions of approval. The County will regulate land use change in a way that allows for cost-effective public services and infrastructure provision. Please refer to the Natural Resources Element for information on parks and recreational services.

Goal CD12. Level of Service: Public Services and Facilities

Ensure high-quality public services, infrastructure, and facilities with adequate capacity to meet the needs of Yuba County's existing and future residents, businesses, industries, and employers

- Policy CD12.1 New developments will be required to demonstrate the availability of adequate water supply and infrastructure, including during multiple dry years, prior to approval.*
- Policy CD12.2 New developments will be required to construct and dedicate and/or fund on a fair-share basis wastewater collection, conveyance, and treatment facilities consistent with applicable local, State, and federal standards.*
- Policy CD12.3 The County will implement stormwater master plans designed to provide collection, detention, and conveyance consistent with local standards for developed areas within*



the Valley Growth Boundary. In general, new developments will be required to demonstrate no net increase in stormwater runoff prior to approval.

- Policy CD12.4 The County will approve new development projects only if adequate capacity exists to accommodate solid waste demand, including processing, recycling, transportation, and disposal.*
- Policy CD12.5 New developments shall demonstrate the availability of adequate fire flow pressure, storage, system gridding, hydrant spacing, and sprinkler systems prior to approval.*
- Policy CD12.6 The County will condition new developments and collaborate with local fire districts to locate stations so that first fire response can be provided within 6 minutes in 95% or more of cases within the Valley Growth Boundary.*
- Policy CD12.7 The County's target for fire protection is an ISO (Insurance Service Organization) rating of no greater than 5 within the Valley Growth Boundary and no greater than 8 for Rural Communities.*
- Policy CD12.8 New developments shall contribute fees, construct and dedicate facilities, and/or use other mechanisms acceptable to local service providers to provide for law enforcement and fire protection facilities and services needed to serve new growth.*
- Policy CD12.9 The County's target for law enforcement is to provide one officer per 1,000 persons within the unincorporated area and to provide an average response time of 5 minutes or less for Priority 1 emergency calls within the Valley Growth Boundary.*
- Policy CD12.10 New developments shall provide impact fees, land dedication, school construction, or other measures acceptable to local school districts to ensure adequate educational facilities and site new school sites that are free from toxic contaminant issues and are otherwise consistent with school district siting criteria.*
- Policy CD12.11 The County will seek funding to improve and extend hours at the existing library in Marysville, while expanding library services to other urban and rural areas in the unincorporated County and Wheatland.*
- Policy CD12.12 The County will support library service enhancements through online services, electronic media, tying into computer labs, virtual branches, library service in existing community buildings, and other decentralized approaches, as well as traditional libraries.*
- Policy CD12.13 The County will take advantage of opportunities to develop, enhance, and maintain library services in coordination with local school districts, Yuba College, and other interested agencies.*
- Policy CD12.14 Solid waste service, including recycling, is required for urban land uses developed within the Valley Growth Boundary.*
- Policy CD12.15 The County recognizes that provision of adequate school facilities is a community priority.*

Action CD12.1 Facility Planning

Following adoption of the General Plan, as funding allows, the County will seek to draft and/or update long range facility plans for relevant County departments. The Community Development and Services Agency will provide detail on population



growth assumptions for different parts of the County to assist with the facility planning effort. It is anticipated that joint-use and operation opportunities would arise from a coordinated facility planning process that involves multiple County departments. The County should identify and prioritize discrete projects in the facilities master plan. Facility master plan projects would be a part of the County's ongoing capital improvements programming and the subject of grant applications. For example, the County should coordinate facility master plan updates with applications for the US Department of Agriculture's Rural Development low-interest loan and grant programs for rural parts of the County.

Related Goals: Goal CD12

Agency/Department: Community Development and Services Agency; Administrative Services Department; Library Department

Funding Source: Impact fees; federal and state funds; General Fund

Time Frame: Update facility master plans by 2015

Action CD12.2 Planning for School Sites and Facilities

During buildout of the 2030 General Plan, the County will work cooperatively with school districts in monitoring housing, population, and school enrollment trends. The County will assist school districts in locating appropriate sites for new schools and in ensuring that infrastructure provided by new development is in place to serve newly constructed schools. The County will coordinate with residential developers and school districts to ensure that needed school facilities are available for use in a timely manner and that, to the extent feasible, new school facilities are operating prior to the occupation of the residences served.

Related Goals: Goal CD12

Agency/Department: Community Development and Services Agency; County school districts

Funding Source: Impact fees; federal and state funds

Time Frame: Ongoing

Goal CD13. Phasing and Location of Development

Phasing and location of development that promotes efficient public infrastructure and services

- Policy CD13.1 Growth should be phased from developed areas and existing infrastructure outward in a logical, efficient manner, and in a way that avoids premature conversion of agricultural lands, changes in rural character, and unnecessary loss of other land-based natural resources.*
- Policy CD13.2 The County will not induce growth by supporting the provision of services or infrastructure in areas that are not planned for development.*
- Policy CD13.3 Unincorporated County development between present and 2030 will be focused within the Valley Growth Boundary and Rural Communities.*



Policy CD13.4 For areas designated Planning Reserve, allowable land use will be regulated according to the underlying land use designation unless the Board of Supervisors approves the following findings:

- *The subject project or plan proposed within the Planning Reserve Area promotes the goals and is consistent with the polices of the Community Development Element, Natural Resources Element, Housing Element, and Public Health & Safety Element of the General Plan; and*
- *A Specific Plan or master plan meeting the County's requirements has been prepared; and*
- *The subject project or plan is planned and designed to improve the match between local jobs and the local labor force, consistent with the goal of accommodating 0.8 total local jobs for every member of the labor force; and*
- *The subject project or plan proposed within the Planning Reserve Area will directly provide substantial basic (exporting) employment development potential; or*
- *The subject project or plan proposed within the Planning Reserve Area will construct water, wastewater, and drainage infrastructure that will serve future employment development, with the understanding that project applicants are repaid on a fair-share basis.*

Policy CD13.5 Any residential, retail, and commercial service developments within Employment Village areas shall occur under a Specific Plan or master plan, shall be located east of Bradshaw Road, and shall facilitate basic (exporting) employment development. Facilitation of employment development can occur by directly constructing infrastructure to serve employment development; contributing fees for infrastructure to serve employment development; or through other means approved by the County. Projects that construct infrastructure to serve employment uses will be repaid on a fair-share basis.

Policy CD13.6 Specific Plans or master plans prepared to guide residential, retail, and/or commercial service developments shall be prepared consistent with the General Plan and shall address land use change and development standards; infrastructure and public facilities planning, phasing, and financing; open space and recreation; the full range of housing types supportive of the County's share of regional housing needs; and other topics, as appropriate.

Goal CD14. Coordinated Public Services, Regional Services

Provide coordinated public service and infrastructure planning

Policy CD14.1 The County will support regional electricity, water, wastewater, water conservation, and other agreements, where cost-effective and environmentally sustainable.

Policy CD14.2 The County will coordinate with the cities of Wheatland and Marysville for proposed planning actions or development approvals involving land within their respective spheres of influence.



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- Policy CD14.3 The County will support an orderly framework for communication with Wheatland, Marysville, Beale Air Force Base, LAFCO, service providers, SACOG, Sutter County, and other regional service providers and agencies.*
- Policy CD14.4 The County will coordinate with special districts, cities, LAFCO, SACOG, Caltrans, joint powers authorities, and other relevant agencies to provide efficient local and regional infrastructure, public facilities, and public services.*
- Policy CD14.5 The County will participate in tax-sharing agreements with relevant agencies, consistent with General Plan goals and policies.*
- Policy CD14.6 The County will coordinate its land use planning with local school districts to ensure adequate educational facilities with safe and convenient pedestrian and bicycle access to and from surrounding neighborhoods.*
- Policy CD14.7 The County will support joint-use facilities, shared maintenance, and projects with other local service agencies and districts that are coordinated to provide enhanced public levels of service and/or long-term cost savings.*
- Policy CD14.8 The County will support and encourage joint-use parks for school and community use, joint-use parks for recreational and drainage conveyance and detention, joint-use libraries for school and community use, and other appropriate joint-use facilities. The County will encourage the use of schools as community centers to provide a range of services.*
- Policy CD14.9 The County will support agreements with Marysville and Wheatland that promote mutual goals for fiscal sustainability, growth management, review of spheres of influence, transportation planning, agricultural preservation, emergency access and response, flood protection, renewable energy development, regional infrastructure provision, and other important planning and environmental issues, consistent with the General Plan.*
- Policy CD14.10 The County will support agreements with Marysville and Wheatland on appropriate building standards, public utility connections, sewer and water service, and other matters that promote cost-effective development of unincorporated areas within the Valley Growth Boundary and viability for future incorporations.*
- Policy CD14.11 The County will consult with Yuba College to pursue mutual goals for housing, economic development, curriculum development and training courses, mixed-use redevelopment, transportation access, and other planning and environmental issues.*
- Policy CD14.12 The County will coordinate with Yuba County Water Agency on conjunctive water use, renewable energy generation and use, and other agreements that would provide advantages to local industries and benefits to existing residents and businesses.*
- Policy CD14.13 New development projects should provide compatible utility services in common trenching to minimize the land required and ongoing costs for underground services.*
- Policy CD14.14 The County will coordinate with reclamation districts, special districts, and Caltrans for maintenance and improvement of storm drainage facilities, where appropriate.*
- Policy CD14.15 The County will consult with Beale AFB to pursue mutual goals for housing, economic development, transportation access, wastewater treatment and other infrastructure needs, and other planning and environmental issues.*



Action CD14.1 Impact Fees and Tax/Revenue Agreements

Following General Plan adoption, the County will coordinate with the cities and other public service agencies on revenue sharing, redevelopment pass-through funding, development impact fees, and other important fiscal arrangements to implement General Plan policies.

- Related Goals: Goal CD1, Goal CD2, Goal CD12, Goal CD13, Goal CD14, Goal CD15, Goal CD16, Goal CD17
- Agency/Department: Community Development and Services Agency and County Administrator’s Office.
- Funding Source: General Fund
- Time Frame: Ongoing during General Plan buildout.

Action CD14.2 Infrastructure Planning for Highway 65 Corridor

The County will consult with property owners, interested developers, and relevant special districts to comprehensively plan and finance infrastructure in the Highway 65 Corridor to accommodate basic (exporting) employment-generating development. The County will consider LAFCO recommendations regarding services in this area, and will consult with Beale Air Force Base, the City of Wheatland, and special districts regarding efficient infrastructure planning. Through this planning process, the County will determine phasing of development with infrastructure improvements and the need for an overall specific plan or master plan for comprehensive infrastructure provision in the Highway 65 Corridor area.

- Related Goals: Goal CD1, Goal CD2, Goal CD10, Goal CD12, Goal CD13, Goal CD14, Goal CD15
- Agency/Department: Community Development and Services Agency
- Funding Source: General Fund; grant funding and low-interest loans for employment-generating areas; project applicant funding
- Time Frame: As needed based on the need for development capacity and timing of development proposals.

Goal CD15. Smart Infrastructure, Facilities, Services

Cost-effective, efficient, and environmentally responsible public infrastructure, facilities, and services

- 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.*
- Policy CD15.2 New developments shall provide for their fair-share cost of providing infrastructure, facilities, and services to serve such development.*



- Policy CD15.3 New developments will be required to designate lands in appropriate locations, sizes, and free of constraints to accommodate public facilities and infrastructure needed to serve such development and/or pay a fair-share fee for land acquisition.*
- Policy CD15.4 The County's impact fees will be revised to consider cost efficiencies associated with compact, mixed-use, age- or income-restricted, and infill development.*
- Policy CD15.5 New developments should incorporate water conservation techniques to reduce water demand, including the use of reclaimed water for landscaping and irrigation.*
- Policy CD15.6 New developments (public and private) should use Low Impact Development, Natural Drainage Systems, and other best management practices that reduce the rate of runoff, filter out pollutants, and facilitate groundwater infiltration.*
- Policy CD15.7 County and reclamation district drainage fees should be structured to provide incentives for use of Low Impact Development and natural drainage approaches that slow down, disperse, and filter stormwater runoff.*
- Policy CD15.8 The County will encourage the joint use of parks for school and public use, as well as stormwater detention, as appropriate.*
- Policy CD15.9 The County will require that new developments include safe and convenient access to nearby schools and work with the local school districts to ensure safe access.*
- Policy CD15.10 The County will locate its own administrative facilities in downtown areas, along Mixed-Use corridors, or in Neighborhood Centers, whenever possible.*
- Policy CD15.11 The County will encourage provision of convenient recycling service for homes and businesses.*
- Policy CD15.12 The County will require any proposed electrical transmission lines to be located and designed in a way that reduces agricultural and other environmental impacts.*

Action CD15.1 Revise Impact Fees

The County will have prepared a Nexus Fee Study following the 2030 General Plan update to support revised development impact fees. One focus of this updated effort would be to ensure that compact development that makes efficient use of land has lower fees, where this approach to development is shown to have lower costs. The County will consider basing fees on an equivalent dwelling unit (EDU) basis, a per-capita basis, or per-acre basis, depending on the type of fee. The per-EDU, per-capita, or per-acre approach would be considered rather than presenting fees on a flat-rate, per unit basis. Different types of dwelling units have different demands for services and different associated costs. The County will also consider reduced fees for infill development that has access to existing infrastructure with adequate capacity to serve that development.

Related Goals: Goal CD1, Goal CD2, Goal CD5, Goal CD6, Goal CD7, Goal CD8, Goal CD11, Goal CD12, Goal CD13, Goal CD14, Goal CD15, Goal CD16, Goal CD19, Goal NR12, Goal HS9

Agency/Department: Community Development and Services Agency

Funding Source: General Fund



Time Frame: Nexus Fee Study and revised fees by 2014.

Action CD15.2 Drainage Planning and Funding

The County will continue its already substantial efforts to implement the Yuba County Stormwater Management Plan and South Yuba Drainage Master Plan. The County will pursue funding to improve drainage facilities (curb, gutter, sidewalks, swales, buried pipes, etc., along with streetlights and other streetscape improvements) in existing developed portions of Linda and Olivehurst.

In coordination with this ongoing effort, the County will examine opportunities to revise drainage and levee impact fees, particularly in targeted reinvestment and employment development areas. The County’s infill, reinvestment, and employment goals will be considered as impact fees are revised, taking opportunities to reduce impact fees for compact, mixed-use, and infill development. The County will coordinate with special districts that provide drainage services, as appropriate, to assist with fee updates in these areas, as well.

The County will consider the feasibility of a “reverse drainage fee” that provides funding to projects that convert surface parking areas, roadways, and other impervious surfaces to parkspace, natural drainage swales, and other features that could detain stormwater, filter runoff, and provide other benefits. It is anticipated that this incentive would be consistent with a fair-share assessment of the cost of providing drainage services in the surrounding area during implementation of the General Plan.

Related Goals: Goal CD2, Goal CD15, Goal NR1, Goal NR2, Goal NR12, Goal HS3

Agency/Department: Community Development and Services Agency

Funding Source: General Fund, impact fees, grant funding

Time Frame: Ongoing implementation of Yuba County Stormwater Management Plan and South Yuba Drainage Master Plan, report to Board of Supervisors on feasibility of incentives for greening by 2015.



Circulation

The physical, social, and economic well-being of the County is dependent on successful planning for the circulation of people, goods, and services. The County's circulation planning considers each of the three basic aspects of movement, including: 1) the persons or thing to be moved, 2) the means of transport (such as a car or truck), and 3) the infrastructure that supports the means of transport.

This section of the Community Development Element identifies the County's framework circulation system⁵, level of service standards, and design requirements. This section also lists the County's goals, policies, and actions to implement the General Plan. The County's transportation facilities support both local and regional movement of people and goods. Topics addressed in the Circulation section of the Community Development Element include:

- Roadways;
- Pedestrian pathways;
- Bicycle facilities;
- Public transit;
- Air service;
- Rail services;
- Waterways; and
- Parking.

The policies and actions in this Element are tied to Countywide transportation analysis of existing and future conditions. The need for transportation facilities depends on characteristics of the local population, community design preferences, the local mix of housing and employment, and other factors. The vehicular transportation analysis that supports this General Plan takes into account these land use, population, and economic conditions, among other factors.

Yuba County has invested in a Countywide travel demand forecasting model to support this General Plan and analysis of implementing projects. The model simulates travel demand within Yuba County and its cities (based on regional projections of local general plans), in addition to demands for travel to and from adjacent counties. The roadway network used in developing and calibrating this model includes all State Highways/Freeways, Arterials, and most Collector Roads. The County's travel demand forecasting model will be used for proposed development projects, specific plans, and community plans to estimate travel demand and fair-share funding of roadway facilities.

Introduction

The goals, policies, and actions in the Circulation section of the Community Development Element are designed to enhance mobility, while also improving the local quality of life. To this end, the County does not treat transportation issues in isolation. Circulation policies are dependent on supportive land use, design, and growth management policies contained in other sections of this Element. This approach is consistent with that recommended in the Office of Planning and Research General Plan Guidelines.⁶

The circulation element is not simply a transportation plan... the circulation element must correlate directly with the land use element. The circulation element has direct

⁵ "Framework circulation" refers to the proposed system of transportation and related facilities, including highways and roads, the bicycle and pedestrian network, and public transit.

⁶ Please refer to the public infrastructure, facilities, and services section of the Community Development Element for information on water, wastewater, and drainage. Please refer also to the Natural Resources Element for information on energy and water supply.



relationships with the housing, open-space, noise, and safety elements. The provisions of circulation affect the community's physical, social, and economic environment...

- **Physical**— *The circulation system is one of the chief generators of physical settlement patterns and its location, design, and constituent modes have major impacts on air quality, plant and animal habitats, environmental noise, energy use, community appearance, and other environmental components.*
- **Social**— *The circulation system is a primary determinant of the pattern of human settlement. It has a major impact on the areas and activities it serves, on community cohesion, and on the quality of human life. The circulation system should be accessible to all segments of the population, including the disadvantaged, the young, the poor, the elderly, and the disabled.*
- **Economic**— *Economic activities normally require circulation for materials, products, ideas, and employees, thus the viability of the community's economy is directly affected by the circulation element. The efficiency of a community's circulation system can either contribute to or adversely affect its economy.*

Yuba County's General Plan focuses on transportation issues affecting unincorporated areas. This Element identifies appropriate circulation improvements to improve connectivity in existing developed areas, new valley growth areas, rural areas, and developing areas near cities. However, the County also includes policies related to regional collaboration on many transportation and transportation-related issues, including connections between unincorporated areas and incorporated cities.

Relationship to other Sections and Elements

Circulation is closely related to other sections in the Community Development Element and the Public Health & Safety, Natural Resources, and Housing Elements of the General Plan. Following are a few examples of the relationship between transportation and economic issues. The County's policies have been developed with these relationships in mind to ensure that circulation investments improve the local quality of life and local economy.

- **Integrated Land Use & Transportation Planning.** Circulation facilities are used to connect the different land uses described in the Land Use section, including activity centers, business districts, and civic facilities of all kinds (including fire stations, police facilities, schools, and parks). The land use assumptions presented earlier were used for analysis of the capacity of a circulation system and identification of needed improvements. The Land Use section of the Community Development Element also provides general guidance for community design components that work in combination with transportation system design to enhance multi-modal access.
- **Urban Design & Mobility.** The General Plan recognizes the importance of the County's land use planning and community design on one hand, and the effectiveness of the County's transportation facilities. The County specifically designed the land use and transportation planning strategies in tandem, to enhance the performance of the General Plan in meeting the County's economic, environmental, and social objectives.
- **Transportation Planning to Improve Air Quality & Public Health.** Circulation policies are also closely linked with policies in the Public Health & Safety Element. Since transportation is the largest source of ozone precursors in the region and of greenhouse gases in California, the County's environmental and public health objectives related to air quality are contingent in part on the transportation policies presented here. Transportation sources are also the main source of noise in the County, and the County's land use-transportation interaction is important to achieving the County's noise-related goals.



- **Economic Development & Access Policies.** Transportation policies are also closely related the County's economic development objectives and affordable housing goals. Communities that provide for efficient transportation can substantially reduce household and business costs. According to the 2008 Bureau of Labor Statistics' Consumer Expenditure Survey, housing in the U.S. West accounts for 35% of spending. Transportation represents the second highest spending category at 16% of total expenses for consumers.⁷ The proportion of household spending devoted to transportation has substantially increased during the last century as automobile dependence has increased.⁸ Per-capita economic productivity is higher in states with lower per-capita vehicle miles traveled (VMT).⁹ Pedestrian friendliness has been shown to increase home values.¹⁰ Movement of raw materials and finished products for the County's industries relies on the local and regional transportation system.

Circulation Framework

Yuba County's transportation system will be designed to accommodate multiple methods of travel—automobile, pedestrian, bicycle, and public transit. Components of the County's transportation system are described below.

Vehicular Circulation Diagram and Roadway Standards

Yuba County's vehicular system is designed to accommodate expected traffic volumes, while considering issues of safety, proper design, and accommodation. County roads shall be designed and improved consistent with the standards presented in Table Community Development-5. The County will maintain improvement standards consistent with the General Plan, a document which provides more detailed guidance.

Freeways, Conventional Highways, Arterials, and Collector Roads are depicted in Exhibits Community Development-13 and 14. Following is a description of the functional classifications of roadways in Yuba County:

- **Freeway:** a multi-lane, divided highway with a minimum of two lanes in each direction and access provided at interchanges.
- **Conventional Highway:** a roadway with limited access and few cross streets generally along high-volume corridors that connect cities or unincorporated communities.
- **Arterial:** a road that accommodates longer distance travel, but also provides access to adjacent residential, commercial, and industrial properties.
- **Collector Road:** a two-lane roadway that collects traffic from adjacent developments and delivers that traffic to Freeways, Highways, and Arterials. These roads have limited to moderate access control.
- **Local Road:** a road that provides direct access to abutting land and provide for traffic movement

7 Bureau of Labor Statistics. Consumer Expenditure Survey, 2008. Available online at: <http://www.bls.gov/cex/#tables>.

8 David S. Johnson, John M. Rogers and Lucilla Tan, "A Century Of Family Budgets In the United States," Monthly Labor Review (www.bls.gov/opub/mlr/2001/05/art3full.pdf), May, 2001.

9 This data is from the 2009 Urban Transportation Performance Spreadsheet (www.vtpi.org/Transit2009.xls), which is based on data from the FHWA's Highway Statistics (www.fhwa.dot.gov/policyinformation/statistics/2007/hm72.cfm), the Texas Transportation Institutes' Urban Mobility Report (http://mobility.tamu.edu/ums/congestion_data/tables/complete_data.xls), and the Bureau of Economic Account's Gross Domestic Product by Metropolitan Area (www.bea.gov/regional/gdpmetro).

10 Joe Cortright, Impresa, Inc., for CEOs for Cities. "Walking the Walk: How Walkability Raises Home Values in U.S. Cities." August 2009.



within a single-neighborhood or part of a neighborhood. Local Roads are designed for low traffic volumes and speeds.

**Table Community Development-5
Yuba County Road Standards**

CLASSIFICATION	LOCATION	LANES	LANE WIDTH	ROAD WIDTH	RIGHT-OF-WAY WIDTH	SIDEWALKS	MEDIAN	ON-STREET PARKING	DESIGN SPEED (MPH)
Freeway		4-6	12+		220-260'	No	Yes	No	65-70
Conventional Highway		2-4	12+		80-110'	Limited	Optional	No	55-60
Arterial	Urban	4	11-12'	50-80'	96-132'	Yes, except where a parallel Bicycle/Pedestrian Path is provided.	Yes	No	45-50
	Rural	2	11-12'	30-40'	80-90'	Optional	No	No	50-60
Collector Road	Urban	2-4	11-12'	30-64'	68-104'	Yes, except where a parallel Bicycle/Pedestrian Path is provided.	Optional	Optional	35-45
	Rural	2	11-12'	24-32'	60-84'	Optional	No	Optional	45-55
Local Road	Urban	2	9-10'	24-40'	40-50'	Yes	No	Yes	20-30
	Rural	2	9-11'	18-22'	40-60'	Optional	No	Optional	20-30

Notes: Freeway and Conventional Highway standards are maintained by Caltrans and presented above for illustrative purposes. "Optional" on the table means subject to direction from the Community Development Director in consideration of site-specific conditions. Local Roads serving residential areas can be narrower if alley access is provided for public services, utilities, and parking/garage access, subject to approval of the Community Development Director. "Design Speed" is the speed at which most drivers will travel given the built environmental speed controls created by the street width and design. It is not a design speed for sight distance, cornering, or other geometric properties of the roadway.

The County has also defined roadway classifications for different topographic conditions for the purposes of assessing level of service. Highways and Collector Roads are classified as to whether they are located in an area of level terrain or rolling terrain.¹¹

The location of planned roadways is conceptual on the Vehicular Circulation Diagram. Local Roads are not shown on the Vehicular Circulation Diagram, although policies and standards in this Element provide general guidance for these facilities, as well.

Internal roads and frontage improvements, in general, will be constructed and dedicated by project applicants, while roads serving areawide needs would be constructed by adjacent developing properties and/or a combination of project construction, application of traffic impact fees, and capital improvements planning.

The County will be more flexible in roadway improvement standards for redevelopment and infill projects, where the existing development pattern may make it infeasible to construct according to the standards presented in this section. The County will direct regional funding to improving roads in existing developed areas to meet these roadways standards, where feasible. The Community Development Director may approve minor modifications to the County's roadway standards, if necessary due to existing site constraints.

¹¹ Please refer to the material under the heading "Level of Service," below, for more detail.



Freeways and Highways

State routes (SR) 70, 65, 20, and 49 are regional routes that serve the local population, as well as through trips. County roads and local roads form the remainder of the County's roadway system. Most of the County's main areas of traffic congestion today are located along SR 70, SR 65, SR 20 and bridges across the Yuba and Feather Rivers. In addition to carrying automobiles and light trucks, the County's roadways also accommodate a substantial amount of truck traffic for hauling aggregate, timber, agricultural products, and other goods.

In recognition of these key areas of congestion along state and regional routes, the County analyzed several alternatives for large-scale roadway investments. The County's goal in investigating different combinations of roadway improvements was to ensure a future transportation system that would provide future residents and businesses with good quality circulation, while also minimizing costs. Among many other specific topics for analysis, the County modeled a bypass of SR 20 through Marysville called the "Feather River Expressway." A third bridge over the Feather River was also analyzed for its benefit to the future regional transportation system. The County considered other locations for either new construction of transportation facilities or addition of lanes to existing facilities.

Arterials and Collector Roads

Yuba County's Arterials and Collector Roads serve a variety of travel needs and purposes. Arterials and Collector Roads in the southern portion of the County include:

- North Beale Road;
- Erle Road;
- McGowan Parkway;
- Olivehurst Avenue;
- Feather River Boulevard;
- Plumas Arboga Road;
- Lindhurst Avenue;
- Arboga Road;
- Simpson Lane;
- River Oaks Boulevard;
- Forty Mile Road; and
- Hammonton-Smartville Road.

Previous Planned Improvements

The County also considered in the General Plan analysis of several projects that are already planned to be improved to serve existing and future travel demand, including:

- **SR 70 through Marysville** – The County is pursuing the Goldfields Parkway (also known as Yuba River Parkway), which would be a four- to six-lane expressway connecting SR 20 and SR 65/70.
- **SR 70 from Yuba/Sutter line to Feather River Boulevard** – The California Department of Transportation (Caltrans) is widening SR 70 from two to four lanes from the Bear River bridge south to beyond the town of East Nicolaus.
- **SR 65 north, south, and through Wheatland** – A SR 65 bypass around Wheatland is planned. The County's fee program is collecting funds to help pay for this road. The Wheatland General Plan also includes this highway and the City is collecting funds as new development is approved for this set of improvements.
- **SR 65/McGowan Parkway and SR 70/McGowan Parkway interchanges** – The County's fee program includes signalization of ramp intersections at these two interchanges.
- **Marysville "Expressway"** – This facility is planned by Caltrans, and would provide a bypass around downtown Marysville, linking SR 70 to SR 20.

Proposed Facilities

During buildout of the General Plan, the demand for travel will increase on many County roads and state highways. The Public Works Department monitors County road conditions and plans for improvements to local roadways. The County also coordinates with regional transportation planning efforts to improve



state highways that serve Yuba County and surrounding communities. Different federal, state, and local programs are used to fund construction and maintenance of the roadway network. The County maintains a Countywide Traffic Mitigation Fee Program, as well as separate impact fee programs to fund infrastructure needs generated by different development projects and plans. Recommended improvements to County roads and State facilities to serve the unincorporated County are described in Exhibit Community Development-13 and Tables Community Development-6, 7, and 8.

**Table Community Development-6
Recommended County Roadway Improvements**

ROADWAY	SEGMENT		EXISTING LANES	YEAR 2030 LANES ¹
	FROM	TO		
Arboga Road	Broadway Street	Erle Road	2	4
Arboga Road Extension (New Roadway)	Algodon Road	Broadway Street	0	4
Erle Road	Arboga Road	Chestnut Road	2	4
Erle Road	Chestnut Road	Goldfields Parkway	2	6
Erle Road	Goldfields Parkway	Griffith Avenue	2	4
Lindhurst Avenue	Olivehurst Avenue	Erle Road	2	3 (2 NB/1 SB)
Lindhurst Avenue	Erle Road	South of N. Beale Road	2	4
Links Parkway (Partially Constructed Roadway)	Country Club Drive	Ella Avenue	0/2	2/4
McGowan Parkway	Arboga Road	SR 65	2	TBD ²
McGowan Parkway Extension (New Roadway)	SR 65 ³	Goldfields Parkway ³	0	2
N. Beale Road	College View Drive	Goldfields Parkway	2	4
Plumas Arboga Road	Plumas Lake Boulevard ⁴	Forty Mile Road	2	4
River Oaks Boulevard	Feather River Boulevard	North of Cimerron Drive/Colorado Drive	2	4
Goldfields Parkway (New Roadway)	SR 65/SR 70	Erle Road	0	6
Goldfields Parkway (New Roadway)	Erle Road	SR 20	0/4	4
Wheatland Bypass (New Roadway)	SR 65 at Placer County Line	SR 65 at S. Beale Road	0	2
5 th Street (Twin Cities Memorial Bridge)	Sutter County Line	J Street	2	4

Notes: Includes major roadway improvements within the unincorporated County - improvements planned within the incorporated cities of Marysville and Wheatland are not shown. ¹Through lanes only (does not include turn pockets, acceleration/deceleration lanes, two-way left-turn lanes, etc., which may be required depending on volumes). ²Potential improvements to McGowan Parkway to be studied after adoption of the 2030 General Plan. ³Alignment and type of connection to be determined. ⁴Western portion of this segment will be realigned to connect with the Plumas Lake Boulevard interchange at SR 70.

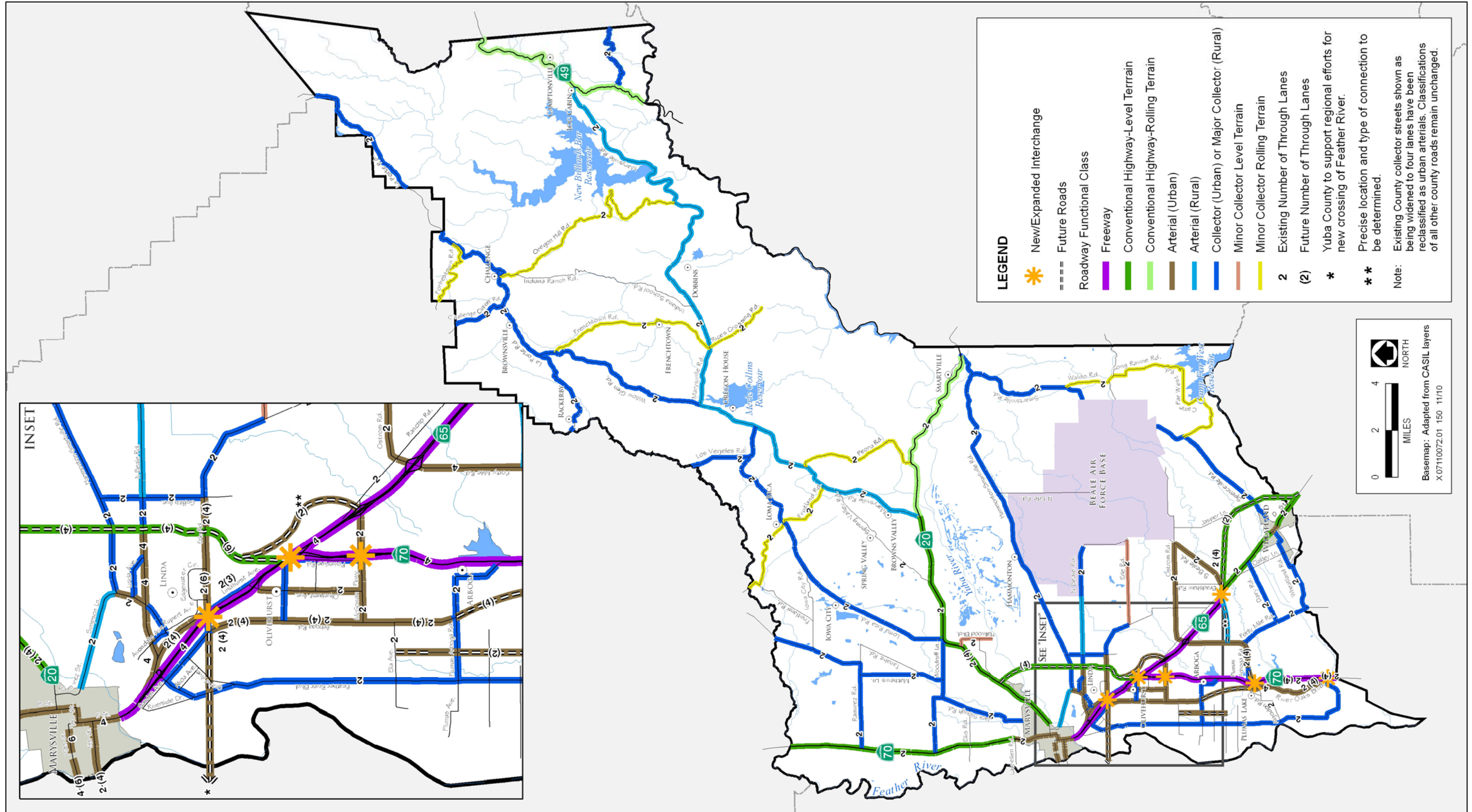


Exhibit Community Development-13. Vehicular Circulation Diagram



**Table Community Development-7
Recommended Improvements: State Facilities**

ROADWAY	SEGMENT		EXISTING LANES	YEAR 2030 LANES ¹
	FROM	TO		
SR 20/10th Street (Feather River Bridge)	Sutter County Line	H Street	4	6
SR 20	Ramirez Street	Loma Rica Road	2	4
SR 70 ²	Sutter County Line	North of Feather River Boulevard (South)	2	4

New/Expanded Interchanges

SR 65/South Beale Road/Wheatland Bypass	SR 70/Plumas Lake Boulevard
SR 65/SR 70/Goldfields Parkway	SR 70/McGowan Parkway
SR 70/Feather River Boulevard (South)	SR 70/Erle Road

Notes: This table includes major improvements on state-owned facilities in unincorporated Yuba County. As the General Plan builds out, other improvements (e.g., new signals, spot widening, etc.) may also be necessary. ¹Through lanes only (does not include turn pockets, acceleration/deceleration lanes, two-way left-turn lanes, etc., which may be required depending on volumes and other factors). ²Currently under construction as of the writing of this document.

**Table Community Development-8
Recommended Right-of-Way**

ROADWAY	SEGMENT		2030 LANES	BUILDOUT LANES ¹
	FROM	TO		
Erle Road Extension (New Roadway)	New Feather River Crossing at Sutter County Line	Arboga Road	0/2 ²	4
Feather River Boulevard	River Oaks Boulevard	SR 70 (North)	2	4
Hammonton-Smartville Road	N Beale Road	Simpson Lane	2	4
N Beale Road	Goldfields Parkway	Griffith Avenue	2	4
Plumas Arboga Extension (New Roadway)	Forty Mile Road	SR 65	0	2/4 ³
Goldfields Parkway	Erle Road	Hammonton-Smartville Road	4	6
SR 20	Loma Rica Road	Marysville Road	2	4

Notes: ¹Through lanes only (does not include turn pockets, acceleration/deceleration lanes, two-way-left-turn lanes, etc). ²A portion of the roadway extension will be constructed along the existing alignment of Pasado Road. ³Final design and number of lanes yet to be determined.



Bicycle and Pedestrian Network

Bicycle and pedestrian facilities are generally not provided in the foothills of Yuba County, where rolling terrain and considerable distances between major destinations are prohibitive of bicycle and pedestrian travel. Southern Yuba County's flat terrain allows the potential for more bicycling and walking trips. There are more sidewalks and bicycle facilities on major roadways in southern Yuba County, such as along Simpson Lane, North Beale Road, Plumas Arboga Road, Olivehurst Avenue, and McGowan Parkway. However, there are many areas of Linda and Olivehurst that have discontinuous sidewalks or lack them entirely.

Caltrans allows bicycle access on SR 20, SR 49, SR 65, SR 70 (except on SR 65 between South Beale Road and the SR 70 junction) and on SR 70 between SR 65 junction and the Yuba River Bridge. Class I bike paths within the City of Marysville connect to SR 20 via the levee to the eastern side of Marysville and to SR 20 bordering the western side of the City. There is also a Class I facility connecting to SR 70 on the north side of the Yuba River Bridge.

The Sacramento Area Council of Governments (SACOG) has listed a Class I bike path in its Regional Bicycle, Pedestrian, and Trails Master Plan that would extend through southern Yuba County near the railroad tracks, over the Yuba River, and connecting to Sutter County via the Twin Cities Memorial Bridge. SACOG has also listed Class II bike lanes along Arboga Road between Erle Road and McGowan Parkway, and Lindhurst Avenue between Hammonton-Smartville Road and Scales Avenue.

Yuba County envisions a comprehensive bicycle and pedestrian network to serve the Valley Growth Boundary and Rural Communities. Bicycle and pedestrian travelways are described in Table Community Development-9 and Exhibit Community Development-14. The County has also described potential trail connections in association with recreational and natural open spaces in the Natural Resources Element. The County will maintain, update, and implement master plans for trails and other pedestrian and bicycle facilities during General Plan buildout, using these diagrams as a general guide. However, the location of facilities is conceptual at this time and may change somewhat compared to that illustrated on the Bicycle and Pedestrian Circulation Diagram.

Following is a description of the classifications of bicycle/pedestrian travelways in Yuba County, not include sidewalks, which are required along County roadways as noted under the description of road improvement standards.



**Table Community Development-9
Bicycle/Pedestrian Travelways**

CLASSIFICATION	LOCATION	FROM	TO
Bicycle / Pedestrian Path	Feather River Bikeway	Yuba River Bridge	Bear River Bridge
	Bear River Bikeway	Feather River Bikeway	Camp Far West
	North Yuba River Bikeway	Marysville	Hallwood (Rural Community)
	South Yuba River Bikeway	SR 70 Bridge over Yuba River	Simpson Lane
Bicycle Lane	Marysville Road	Spring Valley Road	Bullards Bar Dam
	Loma Rica Road	SR 20	Marysville Road
	Los Verjeles Road	Loma Rica Road	Honcut Creek Bridge at Butte County line
	Fruitland Road to Honcut Road	Marysville Road	Honcut Creek Bridge at Butte County line
	Ramirez Road	SR 70	Butte County line
	Jack Slough Road	City of Marysville	Woodruff Lane
	Matthews Lane	Woodruff Lane	Ramirez Road
	Woodruff Lane	Jack Slough Road	SR 20
	SR 20	Loma Rica Road	Spring Valley Road
	Hammonton-Smartville Road	Simpson Lane	SR 20
	Griffith Avenue	Hammonton-Smartville Road	Erle Road
	Pasado Road to Chestnut Road to Erle Road to Virginia Road to Ostrom Road	Alicia Avenue	Jasper Lane
	Jasper Lane	Ostrom Road	Spenceville Road
	Spenceville Road	Camp Far West	City of Wheatland
	Blackford Road	Camp Far West Road	Placer County Line
	Forty-Mile Road	SR 65	Bear River Bridge
	Plumas-Arboga Road (and future extension) to South Beale Road	Feather River Boulevard	Ostrom Road
	Algodon Road	Star Bend Levee	SR 70
	Simpson Lane	Hammonton-Smartville Road	City of Marysville
	North Beale Road	SR 70	Beale Air Force Base
	River Oaks Boulevard	Plumas-Arboga Road	Feather River Boulevard (southern Yuba County)
	Chestnut Rd to Olivehurst Avenue	Erle Road	McGowan Parkway
	Edgewater Circle	Erle Road	Erle Road
	McGowan Parkway	Olive Avenue	Arboga Road
	Arboga Road	Erle Road	Plumas-Arboga Road
	Feather River Boulevard	Riverside Drive	Arboga Road
	Alicia Avenue	Riverside Drive	Pasado Road
Bicycle Route	Marysville Road	Bullards Bar Dam	SR 49
	Frenchtown Road	Brownsville	Marysville Road
	Willow Glen Road	Brownsville	Marysville Road
	Spring Valley Road	Marysville Road	SR 20
	Fruitland Road	Ramirez Road	Honcut Road
	Dolan Harding	Marysville Road	Marysville Road
	Peoria Road	Marysville Road	SR 20
	Timbuctoo-Smartville Road	Parks Bar Bridge at SR 20	Smartville at SR 20
	Spenceville Road/Smartville Road	Camp Far West Road	Hammonton-Smartville Road



Types of Bicycle/Pedestrian Travelways

- **Bicycle/Pedestrian Path:** Provides a separated right-of-way for the exclusive use of bicycles and pedestrians with minimal cross flow. Bike and pedestrian paths provide both transportation and recreational benefits. Please refer to Exhibit Natural Resources-2, Recreational Open Space Diagram, which identifies generalized locations for multi-use trails serving both transportation and recreational needs. Bicycle paths meeting certain specifications are also called "Class I" bicycle facilities.
- **Bicycle Lane:** Provides a striped lane for one-way bicycle travel on a street or highway. Bike lanes are usually five feet wide and are recommended on roads that connect to popular destinations. Bike lanes provide higher levels of riding comfort for cyclists, compared to Class III routes. They also have the additional benefits of calming traffic, increasing vehicle sight distances, and increasing the distance between cars and pedestrians. Bicycle lanes meeting certain specifications are also called "Class II" bicycle facilities.
- **Bicycle Route:** Provides for shared use among bicyclists and motorists. Class III routes are used where street volume or design does not allow bike lanes. Marked routes serve as connectors between other bike facilities or provide direction to destinations. Route signage heightens drivers' awareness of bicycles. Signed bicycle routes are also known as "Class III" bicycle facilities.



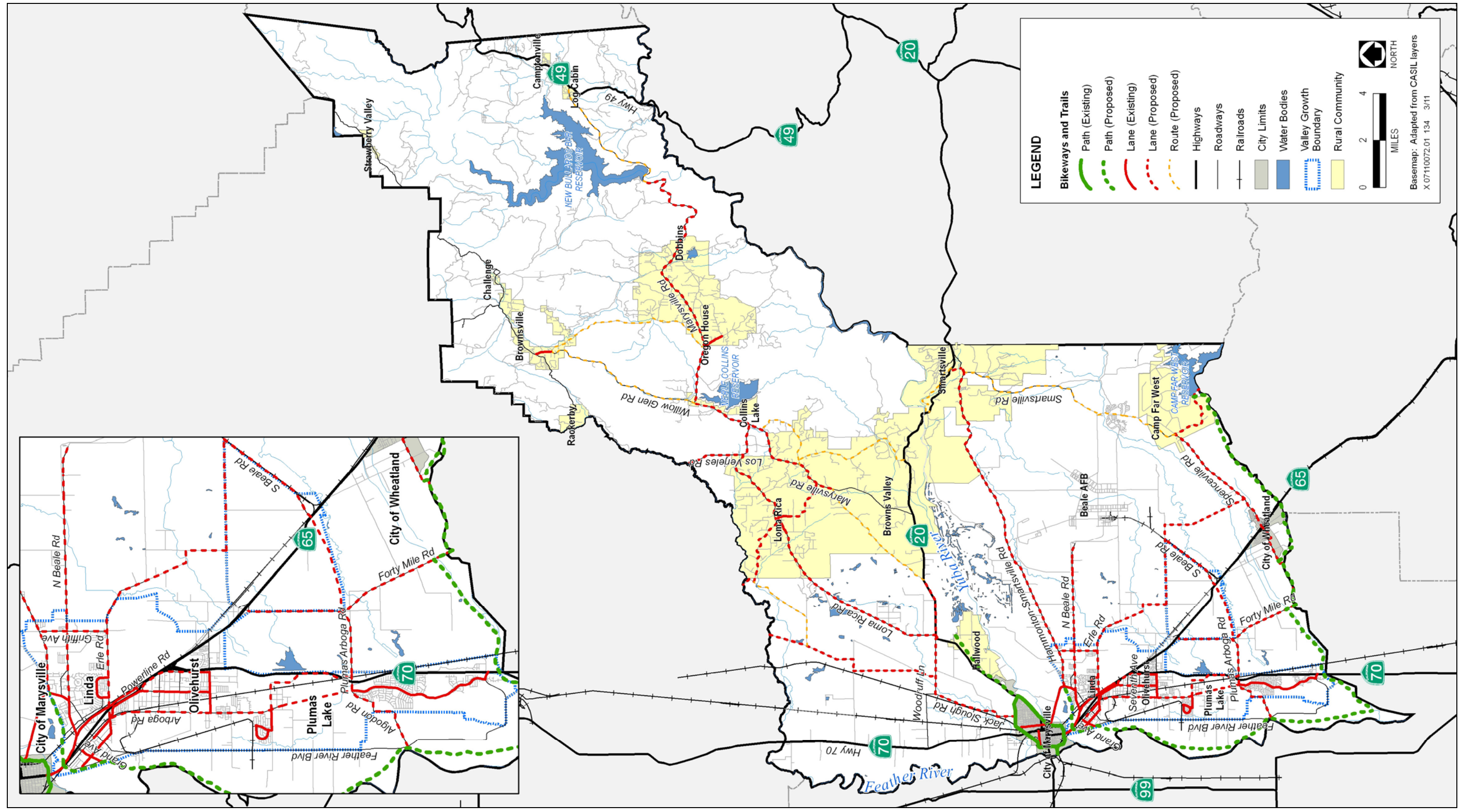


Exhibit Community Development-14. Bicycle and Pedestrian Circulation Diagram



Transit Service

Public transportation in Yuba County includes public bus service, park-and-ride facilities, and vanpools. Public transportation in Yuba County is operated by Yuba-Sutter Transit, which provides fixed-routes and demand-responsive services to County residents through local, commuter, and rural bus routes.

Yuba-Sutter Transit operates four local fixed-routes within Yuba County. These routes operate between 6:30 AM and 6:30 PM weekdays and from 8:30 AM to 5:50 PM on Saturdays. Buses operate on 30- to 60-minute headways with timed transfers at Yuba College, the North Beale Road Transit Center, and the Yuba County Government Center in Marysville.

Yuba-Sutter Transit also offers two weekday commuter bus routes, the Sacramento Commuter Express and the Sacramento Midday Express, operating between Marysville and Sacramento. The Sacramento Commuter Express provides three morning and three evening routes with stops in Marysville, Olivehurst, and Plumas Lake. The Sacramento Midday Express offers late morning, noon and early afternoon service each weekday.

Existing Park-and-Ride lots in the County include:

- Yuba County Government Center (Marysville)
- Powerline Road and McGowan Parkway (Olivehurst)
- Feather River Boulevard and SR 70 (Plumas Lake).

A combination of advance reservation and scheduled services are offered from selected rural cities and communities to Marysville, where transfers can be made to other services. Yuba-Sutter Transit operates the Foothills Route and the Wheatland Route within Yuba County, with a combined average of 11 daily riders during the 13 operating weekdays in March 2007. The Foothills Route offers two round-trips every Tuesday, Wednesday and Thursday from Challenge, Brownsville and Dobbins to Marysville and most points in between. The Wheatland Route offers two round-trips each Tuesday and Thursday from Wheatland to Linda and Marysville.

Transit Diagram

In addition to existing transit service, development under the 2030 General Plan would support new and enhanced routes. Exhibit Community Development-15 shows existing routes, along with areas that could potentially support new or expanded transit routes.

While Yuba-Sutter Transit would be charged with establishing and maintaining transit routes, as noted in the policies and actions, the County intends to coordinate with transit providers to encourage greater use of public transit during the buildout of the 2030 General Plan.



Circulation Goals, Policies & Actions

Following are Yuba County's goals, policies, and actions for circulation.

Level of Service

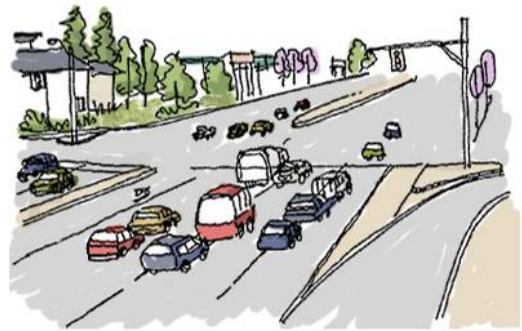
Level of Service is a measure of traffic congestion based on a roadway's traffic volume in relation to its capacity. In addition to the number of travel lanes, roadway capacity is affected by the number and type of controlled intersections.

Level of service (LOS) is determined by comparing a facility's traffic volumes to its capacity. These levels of service are designated "A" through "F," from best to worst, and cover the entire range of potential traffic operations (see Exhibit Community Development-16). Each level of service includes a range of operating conditions based on travel speeds and the ratio of volume to capacity. LOS is meant to indicate the comfort and convenience associated with driving, as well as speed, travel time, traffic interruptions, and freedom to maneuver. The LOS grades are generally defined as follows:

- **LOS A** represents free-flow travel with an excellent level of comfort and convenience and freedom to maneuver.
- **LOS B** has stable operating conditions, but the presence of other road users causes a noticeable, though slight, reduction in comfort, convenience, and maneuvering freedom.
- **LOS C** has stable operating conditions, but the operation of individual users is substantially affected by the interaction with others in the traffic stream.
- **LOS D** represents high-density, but stable flow. Users experience severe restriction in speed and freedom to maneuver, with poor levels of comfort and convenience.
- **LOS E** represents operating conditions at or near capacity. Speeds are reduced to a low, but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Unstable operation is frequent, and minor disturbances in traffic flow can cause breakdown conditions.



Level of Service A/B



Level of Service C/D



Level of Service E/F

**Exhibit Community Development-17.
Illustration of Different Vehicular
Levels of Service**

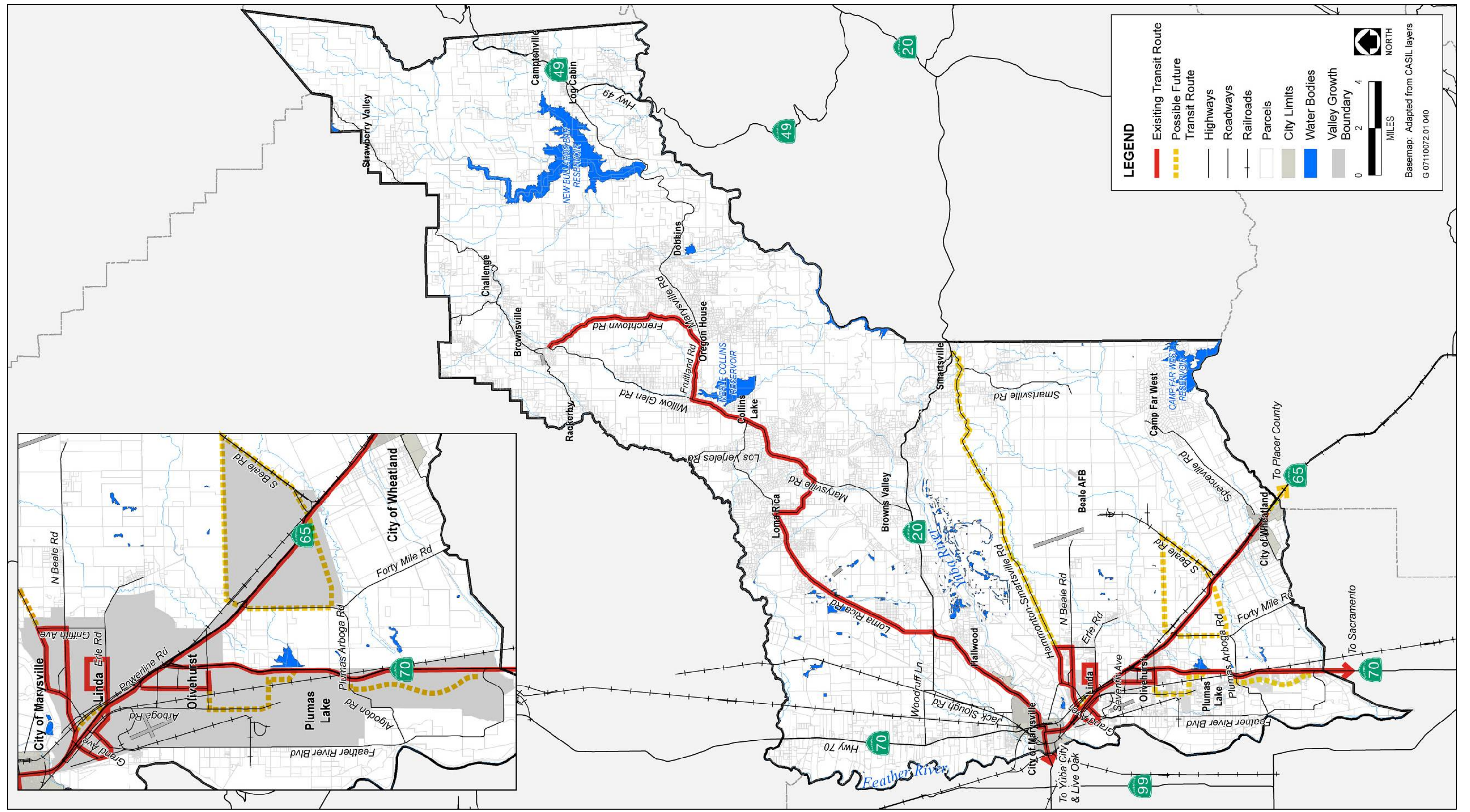


Exhibit Community Development-15. Transit Circulation Diagram



- **LOS F** is used to define forced or breakdown conditions. This condition exists wherever the volume of traffic exceeds the capacity of the roadway. Long queues can form behind these bottleneck points with queued traffic traveling in a stop-and-go fashion.

Roadway service levels are determined by comparing traffic volumes for selected roadway segments with LOS capacity thresholds. These thresholds are shown in Table Community Development-10 and Table Community Development-11.

**Table Community Development-10
Peak-Hour Level of Service Traffic Volume Thresholds**

ROADWAY CAPACITY CLASS	MAXIMUM PEAK HOUR VOLUME AT				
	LOS A	LOS B	LOS C	LOS D	LOS E
Four Freeway Lanes	2,660	4,360	6,180	7,500	8,440
Conv. 4-Lane, Multilane Highway - Level Terrain	1,110	1,830	2,630	3,390	3,760
Conv. Major 2-Lane Highway - Level Terrain	160	410	880	1,640	2,120
Conv. Major 2-Lane Highway - Rolling Terrain	120	290	790	1,600	2,050
Four-Lane Rural Arterial	1,110	1,830	2,630	3,390	3,760
Major Rural Collector or Urban Collector	120	290	790	1,600	2,050
Two-Lane Rural Arterial	160	410	880	1,640	2,120
Minor Collector - Rolling Terrain	90	200	680	1,410	1,740
Minor Collector - Level Terrain	140	360	780	1,470	1,930
Two-Lane Urban Arterial	-	-	970	1,760	1,870
Four-Lane Urban Arterial, Undivided	-	-	1,750	2,740	2,890
Four-Lane Urban Arterial, Divided	-	-	1,920	3,540	3,740
Six-Lane Urban Arterial, Divided	-	-	2,710	5,320	5,600

Notes: “-” indicates LOS threshold is not provided for facility type.

**Table Community Development-11
Daily Level of Service Traffic Volume Thresholds**

ROADWAY CAPACITY CLASS	MAXIMUM DAILY TRAFFIC VOLUME AT		
	LOS C	LOS D	LOS E
Freeway – 4 Lanes	63,600	77,400	86,400
Conventional Highway – 6 Lanes	48,000	54,000	60,000
Conventional Highway – 4 Lanes	32,000	36,000	40,000
Conventional Highway – 2 Lanes (Level Terrain)	7,900	13,500	22,900
Conventional Highway – 2 Lanes (Rolling Terrain)	7,100	12,400	20,500
Arterial (Urban) – 2 Lanes	14,400	16,200	18,000
Arterial (Urban) – 4 Lanes	28,800	32,400	36,000
Arterial (Urban) – 6 Lanes	43,200	48,600	54,000
Arterial (Rural) – 2 Lanes	7,100	12,200	20,000
Collector (Urban) or Major Collector (Rural)	7,000	10,000	13,000
Minor Collector	6,700	7,800	8,900

Some jurisdictions use LOS for assessing significant impacts under the California Environmental Quality Act (CEQA). The County will not use vehicular LOS alone in determining CEQA impacts, but will also examine and characterize indirect impacts of traffic generation (air pollution, noise, stormwater runoff, etc). The County will use LOS to determine fair-share impact fees, road rights-of-way, and facility planning.¹² For projects where Caltrans is a lead or responsible agency, LOS may need to be evaluated and mitigated in the context of CEQA documents.

¹² The County will use its Travel Demand Forecasting Model, County Road Improvement Standards, the Caltrans Highway Design Manual, the Highway Capacity Manual, and other available methods for assessing LOS.



Goal CD16. Level of Service: Roadway System

Maintain a roadway system that provides adequate level of service, as funding allows, and that is consistent with the County's planning, environmental, and economic policies

- Policy CD16.1 The County will maintain roadway levels of service that recognize differences between urban and rural environments and consideration of other community character, economic, and environmental policies of the County.*
- Policy CD16.2 On County roads in the Valley Growth Boundary, Level of Service "D" shall be maintained during the PM Peak Hour at signalized intersections, as feasible.*
- Policy CD16.3 On County roads in rural areas, Level of Service "D" shall be maintained, as feasible, during the PM Peak Hour.*
- Policy CD16.4 On State highways, the level of service goals included in the adopted Yuba-Sutter Congestion Management Plan shall be maintained, as feasible.*
- Policy CD16.5 Where a new development would exceed the County's Level of Service policies, applicants shall first consider feasible revisions to the proposed development that would increase connectivity, enhance bicycle/pedestrian/transit access, provide additional travel demand management measures, and/or provide other revisions that would help to meet LOS standards by reducing vehicle miles traveled on roads exceeding the target LOS, prior to consideration of adding capacity to roadways and intersections.*
- Policy CD16.6 New developments shall analyze and provide fair-share funding of roadway improvements necessary to provide an appropriate Level of Service (LOS) and ongoing operation and maintenance of roadways. New developments abutting General Plan Roads will generally be required to construct and dedicate improved roads.*
- Policy CD16.7 New developments will be required to reserve County and Caltrans rights-of-way necessary to serve the 2030 General Plan at buildout according to County Level of Service policies.*
- Policy CD16.8 The County will maintain and update its traffic fee program designed to fund roadway improvements consistent with General Plan policies throughout the 2030 planning horizon.*
- Policy CD16.9 The County will assess and prioritize its investments in road improvements through periodic updates to capital improvement planning, guided by the policies of the Community Development Element.*
- Policy CD16.10 The County will not use traffic level of service policies to analyze and mitigate CEQA impacts of new developments, but instead will use its level of service policies to assess fair-share funding of transportation facilities necessary to serve new projects.*
- Policy CD16.11 The County will analyze and mitigate transportation impacts in CEQA documents according to their relative increase in vehicular travel demand.*



Policy CD16.12 Proposed specific plans shall identify and describe financing plans for major transportation improvements required to serve them, including railroad overcrossings, highway overcrossings, and other facilities.

Action CD16.1 Capital Improvements Planning

During General Plan buildout, the County will adopt and implement capital improvement plans designed to provide and maintain transportation facilities needed to serve local travel needs, consistent with the General Plan.

The County will monitor land use change in unincorporated areas compared to the assumptions used for the General Plan transportation analysis. If the assumptions used for the General Plan transportation analysis vary substantially from what actually transpires during buildout of the General Plan, the County will consider revising the list of roadway improvement projects necessary to serve the County at buildout.

Capital improvement planning will be structured to achieve desired levels of service specified by the General Plan, where feasible. All projects identified in capital improvements plans will be consistent with General Plan goals and policies.

Related Goals: Goal CD10, Goal CD 11, Goal CD13, Goal CD16, Goal CD22, Goal HS9

Agency/Department: Public Works Department

Funding Source: Capital improvement funds to fund capital improvement plan development; various local, state, and federal funds to construct improvements identified in capital improvement plans.

Time Frame: Update capital improvement planning annually and consider substantial revisions, if necessary, every 5 years; Public Works staff will prepare an annual report for consideration by the Board of Supervisors documenting recent trends, and planned improvements for County roadways.

Action CD16.2 Traffic Impact Fees

Following adoption of the General Plan, the County will revise its Countywide Traffic Mitigation Fee Program based on a nexus study meeting state law requirements. The County will continue to require specific plans to identify funding for transportation facilities needed to serve development within each subject specific plan. The countywide program would focus on improvements needed to serve development within the unincorporated County not within a specific plan.

The County’s impact fee programs will be sensitive to elements of proposed projects that reduce their per-unit and per-employee trip generation rates. Centrally located projects, projects with high densities and employment intensities, located in areas with good transit service, located in mixed-use environments, for example, would be expected to have lower per-unit fees. Commercial traffic impact fees should take into account whether the commercial project is designed to attract drivers or oriented toward providing services to neighborhoods.



Related Goals:	Goal CD2, Goal CD7, Goal CD8, Goal CD13, Goal HS5
Agency/Department:	Public Works Department
Funding Source:	Capital improvement funds
Time Frame:	Update Countywide Traffic Mitigation Fee Program by 2014.

Travel Demand Management

Travel Demand Management refers to policies and programs that change travel activity to increase transport system efficiency. Common mobility management strategies include:

- Transit improvements;
- Walking and cycling improvements;
- Flextime and telecommuting;
- Car/ride sharing and other commute trip reduction programs;
- Congestion pricing;
- Distance-based fees;
- Parking management, cash out, and pricing;
- Vehicle insurance that reflects travel habits;
- Fuel taxation policy;
- Smart growth and new urbanism;
- Traffic calming;
- School and campus transport management; and
- Freight transport management.

Travel demand management is most effective if implemented as a part of an integrated program rather than on an ad-hoc basis. Since much of the County's travel demand is related to regional commute patterns, the County's Travel Demand Management approach should be implemented in collaboration with Caltrans, SACOG, and other agencies in the region.

Demographic and economic trends are changing travel demands, and these trends are expected to continue during buildout of the General Plan. The population is aging, family sizes are decreasing, fuel prices have risen relative to incomes, vehicle ownership is not increasing as quickly as population growth, traffic congestion is increasing in many urban areas, costs of road expansions are increasing, and many communities are increasingly recognizing the public health and environmental concerns created by transportation choices.³³ These trends suggest a future where multi-modal mobility will be increasingly important and a crucial factor in economic competitiveness. General Plan policies are meant to prepare for future demographic and economic trends, as they are expressed in Yuba County, reduce traffic congestion, and provide for the many co-benefits associated with reducing vehicular travel.

Although Travel Demand Management strategies are normally focused on mobility and congestion-reduction objectives, they provide a wide range of co-benefits. Travel Demand Management programs can help local governments and developers save money on constructing and maintaining roads and parking lots, reduce household and business transportation costs, energy conservation, provide public health benefits, reduce air pollution, and improve mobility for non-drivers.

³³ Todd Litman, Victoria Transport Policy Institute. "Are Vehicle Travel Reduction Targets Justified? Evaluating Mobility Management Policy Objectives Such As Targets to Reduce VMT and Increase Use of Alternative Modes." December 2009.



Historically, the implementation of land use and transportation policies has resulted mostly in building more and wider roads, with unintended consequences. For example, roads are expanded to reduce traffic congestion, although this induces additional vehicle travel, even while other congestion reduction strategies are available. Many local codes require excessive parking requirements, which can induce vehicle traffic. Roadway expansions, excessive LOS requirements, and excessive parking induce vehicular travel and breed automobile dependence. Any actions that induce travel demand also increase traffic congestion, increase the risk for traffic accidents, increase energy consumption, and increase greenhouse gas and other pollution. Travel Demand Management and vehicle miles traveled (VMT) reduction targets encourage decision makers to choose the congestion reduction strategies that are comprehensive, strategic, and fully consider efficiency and relative costs and benefits.

Goal CD17. Travel Demand Management

Reduce costs of transportation infrastructure, increase freedom of mode choice, maintain air quality, and improve the local quality of life by managing travel demand

- Policy CD17.1 New developments shall be designed to facilitate safe and convenient travel by pedestrians, bicyclists, transit users, and drivers.*
- 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.*
- Policy CD17.3 The County will coordinate with Yuba College to provide housing and commercial services within walking and bicycling distance of the Linda campus and plan for convenient and safe pedestrian, bicycle, and transit options for students attending Yuba College.*
- Policy CD17.4 The County will provide incentives to businesses that sponsor transit routes or create their own travel demand management programs, which may include, but are not limited, to streamlined permitting, and reduction of parking requirements.*
- Policy CD17.5 The County will review and condition large employment generating projects, defined as new projects that could accommodate more than 50 full-time equivalent employees, according to the provisions of a County Travel Demand Management Ordinance.*
- Policy CD17.6 New developments and specific plans shall analyze and mitigate impacts related to increased travel demand, as feasible and consistent with County General Plan policy.*
- Policy CD17.7 The County will help to manage travel demand within Rural Communities by encouraging the development of services that are needed by, and located convenient to the local population.*

Action CD17.1 Travel Demand Management Ordinance

The County will develop a Travel Demand Management ordinance that provides options for large employers in mitigating the traffic related impacts of proposed projects. Reducing travel demand could be used in-lieu of providing traffic impact fees, where demonstrated to reduce trips, particularly during peak demand periods. Options for reducing travel demand in this ordinance could include, but are not limited to providing incentives for employees to commute via transit, bicycle, on foot, or by carpool, rather than the single-occupant vehicular commute. The County will periodically review the approaches provided under this ordinance



to ensure their effectiveness and make revisions, as appropriate. The County may promote, as a part of this Ordinance, membership in the Yuba-Sutter Transportation Management Association.

Related Goals:	Goal CD4, Goal HS5, Goal CD16, Goal CD17, Goal CD19
Agency/Department:	Public Works; Yuba-Sutter Transit
Funding Source:	General Fund
Time Frame:	Ongoing

Regional Transportation Planning

The County’s transportation facilities are planned in coordination with state, regional, and local transportation investment programs. With development accommodated under the General Plan, state highways and interchanges in Yuba County will need to be improved and expanded. These improvements may include widening, realigning and reconfiguring interchanges and associated ramps. It may also involve realigning and improving the County roads in the vicinity of the state highway system. The scope and timing of these improvements will depend upon the rate of development in the County and the cities.

The *Metropolitan Transportation Plan* (MTP) is a long-range planning document prepared by the Sacramento Area Council of Governments, the federally designated organization for regional transportation planning and projects in the six-county greater Sacramento region. The contents of the MTP are governed by rules established by the U.S. Congress and implemented by the U.S. Department of Transportation. Among these rules are the maintenance of methods to forecast future travel demand, and plans that identify what can be built when financial constraints exist.

The County will use this Element for local transportation investment decisions. Caltrans, other cities, and SACOG should also use this Element to guide investments. Regional transportation planning and infrastructure funding are very important to the County’s circulation goals and the County will coordinate with other local agencies, regional agencies, and state and federal agencies in regional transportation planning efforts.

Goal CD18. Regional Transportation Planning

Improved transportation access throughout the County and surrounding region

- Policy CD18.1 The County will support regional transportation planning for roadway improvements within Yuba County identified by SACOG, Caltrans, and documented in the Metropolitan Transportation Plan and Highway Concept Reports.*
- Policy CD18.2 County staff will seek input from Marysville and Wheatland, Sutter County, Butte County, Nevada County, Placer County, Sierra County and Yuba City during land use and transportation planning efforts that may have regional effects.*
- Policy CD18.3 The County will pursue agreements with Sutter County, Yuba City, Caltrans, and SACOG to construct a third bridge across the Feather River.*
- Policy CD18.4 The County will work cooperatively with Nevada County, Caltrans, and SACOG to improve capacity on State Highway 20 east of Marysville.*



- Policy CD18.5 The County will continue to participate in the maintenance and update of the Metropolitan Transportation Plan.*
- Policy CD18.6 The County will evaluate and consider the effects of future land use changes on regional circulation facilities as part of land use planning decisions.*
- Policy CD18.7 New developments shall analyze impacts to Caltrans facilities and shall provide fair-share funding to address impacts to Caltrans facilities, as feasible.*
- Policy CD18.8 The County will coordinate with Caltrans to implement context-sensitive improvements to State facilities that are keyed to local multi-modal transportation needs.*

Action CD18.1 Regional Traffic Fee Program

The County will coordinate with cities and surrounding counties to develop and implement a regional fee program to address non-County transportation facilities, including vehicular, bicycle, pedestrian, and public transit. The regional mitigation fee program should be designed to address cumulative regional transportation needs on a fair-share basis for new specific plans and new developments. This program should address state highway facilities, as appropriate, and account for outside funding sources for state highway facilities, including but not limited to: State Transportation Improvement Program and State Highway Operation and Protection Plan funding.

The traffic impact fees will be used to fund improvements that will be needed in the future as development occurs. If feasible, the County will use provisions of Streets and Highways Code sections 114 and 130 to bank fees for future highway projects.

Related Goals:	Goal CD13, Goal CD16, Goal CD18, Goal CD22, Goal HSg
Agency/Department:	Community Development and Services Agency
Funding Source:	County mitigation fees, funding from aggregate sales, federal and state funds
Time Frame:	Nexus Fee Study and revised fees by 2014.

Freedom of Travel Mode Choice

This Element of the General Plan provides a balanced approach for a circulation system that will serve the entire community well in the long term. The County has elected to create a more compact, mixed-use development pattern that improves pedestrian and bicycle safety and reduces the environmental impact of cars and the pollution they generate.¹⁴

Unfortunately, transportation planning has too often focused on moving automobiles, effectively reducing the attractiveness of other travel modes. Goals, policies, and actions provided in this element are aimed at balancing the need for motor vehicle movement and parking with the community’s desire to create a sense of place. Too much priority on vehicular travel has drastic implications for neighborhood character, energy demand, global environmental impacts, and fiscal and environmental

¹⁴Please refer to Reid Ewing and Robert Cervero, “Travel and the Built Environment” Transportation Research Record, 1780, Paper No. 01-3515 for a synthesis of studies on multi-modal travel demand in areas with different development patterns and transportation systems.



health. Not all people are able to drive to meet daily needs. For these reasons and others, many communities have revised their general plan policies to better balance consideration of bicycle and pedestrian comfort and safety in the context of land use and transportation planning.

Roads with wide travel lanes create long and sometimes dangerous pedestrian crossing distances. Intersections with a large turning radius enable higher vehicle speeds around corners, which also creates safety issues for pedestrians. In areas near apartments, schools, and shops, where higher levels of pedestrian and bicycle activity would be expected, it is especially important to consider narrower travel lanes, reduced number of lanes, and reduced turning radii.

“Complete streets” are those that are designed to accommodate multiple travel modes. Complete streets have travel lanes for vehicles, but also facilitate travel for bicyclists and provide areas for transit stops, as necessary. Streetscapes along complete streets would also provide sidewalks or walking paths for pedestrians, street trees, and other amenities for pedestrian comfort.

Public transportation in Yuba County includes: public bus service; park-and-ride facilities; and vanpools. Public transportation in Yuba County is operated by Yuba-Sutter Transit, which provides fixed-routes and demand-responsive services to County residents through local, commuter, and rural bus routes. Commercial bus service in Yuba County is provided by Greyhound and Amtrak, with service stops in Marysville. Both Amtrak and Greyhound provide connecting service to Chico and Sacramento, with statewide and national connections.

Goal CD19. Freedom of Travel Mode Choice

Roadway design, development patterns, and circulation systems that encourage walking, bicycling, and transit use

- Policy CD19.1 The County will promote mixed-use, infill development and redevelopment in order to reduce dependence on the private automobile.*
- Policy CD19.2 New developments and specific plans with a buildout population greater than 2,000 dwelling units shall designate Neighborhood Centers, consistent with the policies of the General Plan.*
- Policy CD19.3 New developments in the Valley Growth Boundary should provide focused nodes of population and employment density around transit stops, planned in coordination with Yuba-Sutter Transit, with a target of 9 units per acre of residential development, 20 employees per acre for nonresidential development, or 20 or more persons plus employees per acre for mixed-use development within ¼ mile of existing and planned transit stops.*
- Policy CD19.4 The County will plan its investments and condition new developments to provide pedestrian, bicycle, and transit facilities designed to provide multi-modal connections within neighborhoods, within unincorporated communities, and between communities and cities in the County.*
- Policy CD19.5 New developments shall include the construction or pro-rata funding of transportation infrastructure that may include a connected and integrated system of bicycle and pedestrian facilities, consistent with County standards.*
- Policy CD19.6 New developments shall provide attractive streetscapes with street trees and sidewalks, planting strips, transit shelters, benches, and pedestrian-scale lighting, as required by County standards, as well as safe and frequent crosswalks along roadways, particularly in areas expected to have higher pedestrian traffic.*



- Policy CD19.7 The County’s improvement standards and street classification system will be designed to accommodate the full range of locally available travel modes. Intersection dimensions and turning radii should be minimized in areas where high pedestrian and bicycle activity is expected.*
- Policy CD19.8 The County will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive or high-speed traffic, as appropriate. The County will not support street closures, half closures, or other measures that limit connectivity as a way to calm traffic.*
- Policy CD19.9 Secure bicycle parking shall be located at or near public buildings, business districts, parks, playgrounds, shopping centers, schools, transit terminals, bus stops, and other bicycle traffic generators.*
- Policy CD19.10 The County will collaborate with Yuba-Sutter Transit, other regional transit providers, and local businesses to:*
- *Ensure transit stops are accommodated in the context of new development and redevelopment;*
 - *Encourage local businesses to collaborate with transit providers to develop transit incentive programs for local employees;*
 - *Plan for and condition projects to provide for park-and-ride facilities; and*
 - *Support paratransit and other forms of transit service for those unable to use conventional transit service.*
- Policy CD19.11 The County will support feasible opportunities to provide intra-county and inter-county passenger rail service for Yuba County residents and businesses, including support for expansion of AMTRAK passenger service and transit, along with bicycle, and pedestrian-friendly development around rail and transit stations.*
- Policy CD19.12 The County will encourage programs that facilitate County employees’ use of pedestrian, bicycle, and transit facilities to reach the workplace.*

Action CD19.1 Pedestrian and Bikeway Master Planning

The County will collaborate with other agencies during buildout of the General Plan to maintain pedestrian/bicycle master plans designed to meet growth needs. The master plan updates should be designed to improve bicycle and pedestrian connections between each city in the County, cities in adjacent counties, and each unincorporated community.

Bicycle/pedestrian master planning efforts should be coordinated with local irrigation districts, special districts, and public agencies with easements and rights-of-way, the railroad, other property owners, and other agencies and interested parties to acquire and/or use existing easements and rights-of-way for development of off-street pedestrian and bicycle pathways. Master plans will focus on improving links between neighborhoods and important destinations, such as schools, shops, commercial services, public services, and recreational opportunities.

Related Goals: Goal CD15, Goal CD16, Goal CD17, Goal CD18, Goal CD19



Agency/Department: Community Development and Services Agency
 Funding Source: Grant funding; regional funding
 Time Frame: Adopt Yuba County Bikeway Master Plan by 2013

Action CD19.2 Revise Development Code & Improvement Standards

Following adoption of the 2030 General Plan, the County will revise its development code and improvement standards, where necessary, to encourage a high level of pedestrian, bicycle, and transit-friendliness in new development. In general, the County will consider revisions to its codes and standards to reduce road widths, reduce the amount of paved areas of roadways and parking lots, reduce pedestrian crossing distances, and reduce curb radii at intersections, in consideration of pedestrian and bicycle comfort and safety, while also considering turning templates needed for service and emergency vehicles. The County will consider revisions to its codes and standards that require wider sidewalks in areas where higher pedestrian and bicycle activity would be anticipated.

Related Goals: Goal CD2, Goal CD8, Goal CD13, Goal CD15, Goal CD19, Goal CD 21, Goal HS3, Goal HS5, Goal HS8, Goal HS11, Goal NR7

Agency/Department: Community Development and Services Agency
 Funding Source: General Fund; grant funding
 Time Frame: Revise zoning, development codes, and improvement standards by 2013

Action CD19.3 Transit Planning & Facilities Expansion

During buildout of the General Plan, the County will proactively pursue funding for transit designed to meet the needs of Yuba County children, seniors, persons with disabilities, low-income, and all transit-dependent persons. The County will pursue air quality mitigation efforts that fund transit in coordination with Feather River Air Quality Management District and other interested agencies and nonprofits. The County will plan for, and implement expansion of transit service, as funding is available. Transit projects will be included in the County’s capital improvements planning, as appropriate. The County will examine the need for intermodal transit transfer facilities as the transportation system expands. The County will proactively coordinate with Yuba-Sutter Transit on grant funding opportunities to fund transit expansion, consistent with the General Plan, with a focus on transit in areas with at least 20 persons plus employees per acre.

Related Goals: Goal CD13, Goal CD15, Goal CD16, Goal CD17, Goal CD18, Goal CD19, Goal HS5, Goal HS11

Agency/Department: Community Development and Services Agency
 Funding Source: Grant funding
 Time Frame: As funding is available



Connectivity

Connectivity is a fundamental principal for efficient and safe transportation network. The degree of connectivity in a road system largely determines the usefulness of its transportation network for multi-modal mobility. The traditional grid street pattern represents a highly connected neighborhood. However, modifications to the grid pattern could also provide a highly connected transportation network. In general, highly connected street patterns have:

- A dense system of parallel routes, both east-west and north-south, with many roads providing through connections;
- Frequent intersections; and,
- Frequent points of access.

Highly connected roadway networks are convenient for pedestrians, bicyclists, and drivers. They reduce travel times for emergency responders and can increase the efficiency of different types of public services. With a highly connected roadway network, traffic is dispersed and each individual road is less likely to have high traffic volumes. With lower traffic volumes, roads can be smaller, less expensive to construct and maintain, more pedestrian friendly, and more pleasant public spaces.

Goal CD20. Connectivity

Multiple connections to promote circulation and emergency access throughout valley and foothill communities

- Policy CD20.1 New developments shall be designed to discourage concentration of traffic at a few intersections. Multiple points of access shall be provided, wherever feasible.*
- Policy CD20.2 New developments in the Valley Growth Boundary shall arrange roads in an interconnected block pattern, so that local pedestrian, bicycle, and automobile traffic do not have to use Arterials to circulate within the neighborhood. The maximum average block length in new subdivisions approved in the Valley Growth Boundary should be approximately 450 feet. Smaller block sizes should be used around Neighborhood Centers, Community Centers, and Employment Centers.*
- Policy CD20.3 New developments shall connect with adjacent roadways and stubbed roads and shall provide frequent stubbed roadways in coordination with future planned development areas. Plans and projects shall connect to adjacent planned development areas and adjacent roadways at a minimum of 600-foot intervals. This minimum interval does not apply to development areas that are adjacent to existing or planned future limited-access highways, freeways, or expressways, or other areas where physical constraints would make this level of connectivity infeasible.*
- Policy CD20.4 The County discourages the use of sound walls within neighborhoods. Traffic dispersal on a finely connected network of smaller roadways and other planning and site design solutions should be used instead of sound walls to address noise issues, to the greatest extent feasible.*
- Policy CD20.5 Since gated residential areas discourage connectivity, the County will only allow such developments if multi-modal connectivity and emergency access to and from surrounding areas will not be significantly impaired. The County will not allow gates unless emergency access can be provided consistent with the standards of the relevant fire district.*



- Policy CD20.6 The maximum allowable length of a cul-de-sac within the Valley Growth Boundary is 400 feet unless an exception is approved by the Community Development Director, in consultation with local emergency service providers. Where cul-de-sacs are allowed, they should incorporate bicycle/pedestrian through access, where feasible.*
- Policy CD20.7 The County will seek frequent street and trail connections between new residential developments and established Valley Neighborhoods.*
- Policy CD20.8 Speed bumps, which can inhibit connectivity and emergency access, are discouraged as a method of traffic calming.*

Parking and Loading

Whether people choose to drive, walk, bicycle, or take transit depends on the community design, as well as the quality of transportation facilities. Where land uses are segregated, densities are low, and the distance between homes and daily destinations is great, people tend to drive more and walk, bike, and use public transit less often.

Parking is one element of the built environment that can add to distances between homes and destinations. If too much parking is proposed, or if the parking is not properly designed, there can be adverse effects to pedestrian, bicycle, and transit comfort and convenience. Excessive parking also increases stormwater runoff and the potential for transport of pollutants into County waterways.

There are many commonly used techniques for parking design that are sensitive to pedestrian friendliness and reduce environmental impacts. For example, instead of placing large amounts of surface parking in front of stores, buildings can be constructed near the street and sidewalk, with parking located behind or alongside buildings (Exhibit Community Development-17).

Goal CD21. Parking and Loading

Efficient and well designed parking that considers the convenience of Yuba County's drivers and the needs of pedestrians, bicyclists, and transit users

- Policy CD21.1 New development projects should be designed to minimize the amount of on-site land required to meet parking, internal circulation, and delivery/loading needs.*
- Policy CD21.2 New developments shall break up any proposed surface parking with landscaping and provide pedestrian routes from parking areas to building entrances.*
- Policy CD21.3 Land uses with different parking needs that peak at different times of the day should maximize opportunities to share parking, where feasible.*
- Policy CD21.4 In Rural Communities and the Valley Growth Boundary, parking areas for nonresidential uses should generally be focused to the side or rear of the facility being served.*
- Policy CD21.5 New developments shall plant at least one tree for every four parking spaces or shall demonstrate adequate planting to provide at least 50 percent shading of parking areas at maturity.*
- Policy CD21.6 The County's parking standards will be reduced or eliminated for infill and affordable housing projects in consideration of shared parking, on-street parking, and reduced travel demand attributable to these types of projects.*
- Policy CD21.7 The County will consider adopting parking maximums in areas where high pedestrian and bicycle activity is expected and in areas around transit stops.*



Mixed-use project with parking in back.



Commercial project making use of on-street parking.



Multi-family housing with courtyard parking arrangement.



Commercial development with parking in the back.

Exhibit Community Development-17. Examples of Parking Layouts that are Consistent with the General Plan



Action CD21.1 Revise Development Code & Improvement Standards

Following adoption of the 2030 General Plan, the County will revise its development code and improvement standards. The County will consider reduced surface parking in areas where pedestrians and bicyclists are concentrated and where transit service is planned. The County will consider strategies to optimize parking supply through shared parking; use of on-street parking to meet demand of nearby properties; and other strategies. The County will consider establishing parking maximums, as well as minimums, as part of the development code and improvement standard revisions.

Related Goals:	Goal CD2, Goal CD7, Goal CD8, Goal CD19, Objective CD19.1, Goal CD21, Goal NR11, Goal HS3, Goal HS5
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund; grant funding
Time Frame:	Revise zoning and development codes by 2013, revise improvement standards by 2014.

Goods Movement

A well-designed circulation system that meets all travel needs is important to the local economy. Existing and future local businesses benefit from efficient materials and product delivery. Goods movement in the County can occur by rail, by air, and along County waterways.

Yuba County is served by two freight railroads that are owned and operated by Union Pacific Railroad. Transported commodities include chemicals, coal, food and food products, truck trailers and containers, forest products, grain and grain products, metals and minerals, and automobiles and parts. One of the railroad lines parallels SR 70 through Yuba County, while the other line parallels SR 65 (and then SR 70) from Placer County into Marysville and then northwesterly into Sutter and Butte counties.

In the future, the County and local industries can benefit from additional rail spurs for materials delivery and/or goods shipment. Developing new rail shipping opportunities would require investment in infrastructure and coordination with outside agencies. Local industries could also benefit from expanded use of the Yuba County Airport. Local economic benefits should be balanced with infrastructure costs and other factors.

Goal CD22. Goods Movement

Safe and efficient movement of raw materials and finished goods

- Policy CD22.1 The County will maintain a system of truck routes that provide for the movement of goods.*
- Policy CD22.2 The County will limit truck traffic in the unincorporated area to appropriate routes, with enforcement of maximum weight limits.*
- Policy CD22.3 Specific plans and other development project plans located along rail corridors shall be designed to accommodate rail service or preserve options for future rail service.*



YUBA COUNTY GENERAL PLAN

- Policy CD22.4 The County will promote heavy and light rail in the mix of available transportation options as the County continues to grow.*
- Policy CD22.5 Rail freight services should be integrated into regional transportation and economic development planning.*
- Policy CD22.6 The County will continue to protect and promote full use of Yuba County Airport as a general aviation facility and encourage expanded commuter air carrier traffic.*
- Policy CD22.7 The County will periodically update the Yuba County Airport Master Plan and will consider the feasibility of air cargo transport in future updates.*
- Policy CD22.8 The County will protect and promote Brownsville Aero Pines Airport as a general aviation airport.*

Action CD22.1 Airport Strategic Plan Updates and Master Planning

The County will periodically review and, if necessary, revise the Airport Strategic Plan section of the Yuba County Economic Development Strategic Plan. The County will review economic studies related to the airport to guide updates. The County will coordinate with SACOG on funding and updating of the Yuba County Airport Master Plan.

Related Goals: Goal HS4, Goal CD14, Goal CD22

Agency/Department: Community Development and Services Agency, Economic Development Coordinator, Airport Manager, Administrative Services Department

Funding Source: General Fund; regional funding sources

Time Frame: As needed and as funding is available



Public Health & Safety



Vision

The major themes of this Element are based on the County's General Plan Update Vision, Goals, and Strategies, a document that was approved by the Board of Supervisors prior to preparation of the General Plan. Following are highlights of the County's General Plan Update Vision, Goals, and Strategies document that are related to the Public Health & Safety Element:

- *Have schools, parks, and public gathering places that provide a safe enjoyable environment and promote active, healthy lifestyles.*
- *Provide the highest level of flood protection possible for our residents.*
- *Ensure that existing and future communities are healthy places to live by promoting a physically active lifestyle with clean air to breathe and safe facilities to meet the community's needs.*
- *Ensure that existing residences and resources are protected from hazardous conditions, such as wildfires, flooding, and soil erosion, in the process of evaluating future subdivisions.*
- *Protect our air and water quality by implementing responsible and realistic policies that protect these precious resources.*
- *Provide public services, such as law enforcement, fire protection, public transportation, and civic facilities, at appropriate levels for urban and rural communities.*
- *Ensure that existing residences and resources are protected from hazardous conditions, such as wildfires, flooding, and soil erosion, in the process of evaluating future subdivisions.*



Introduction

The goals, policies, and actions in this Element ensure that public health and safety are considered in the County's decisions related to the provision of services, proposed plans, development projects, and public investments. This Element also informs changes to County codes and ordinances, such as the Zoning Ordinance, and the County's grading, building, and construction standards.

This Element addresses issues required under state law as mandatory for the safety element of a general plan.¹ Following are the County's goals, policies, and actions addressing:

- Flooding and dam inundation;
- Fire risk;
- Water quality;²
- Airport operations;
- Air quality and climate change;
- Hazardous materials;
- Geologic and soils stability hazards, including seismic issues;
- Emergency preparedness, response, and evacuation;
- Noise; and
- Healthy communities.

The General Plan establishes the overall policy framework to guide various implementation actions. One of the most pertinent implementation actions for this Element is the Multi-Jurisdictional Multi-Hazard Mitigation Plan. Yuba County was a participant in the development of the Multi-Jurisdictional Multi-Hazard Mitigation Plan, and this plan is hereby incorporated by reference.

Relationship to other Elements

Public health and safety issues and the County's policy response to these issues are embodied not only in this Element, but also the Community Development and Natural Resources Elements. The issues addressed in this Element feed into the County's land use strategy, which is designed, in part, to avoid development in areas prone to natural hazards. The Circulation section of the Community Development Element is also closely tied to public health and safety issues. A highly connected circulation network allows for multiple routes to a given location for emergency services personnel and evacuation in the event of a disaster. The Circulation section of the Community Development Element and implementing standards also address road width, turning radii, and other aspects of the circulation network that are related to emergency access. With approximately 40,000 traffic fatalities per year nationally, vehicular transportation is a major public health and safety issue. Since transportation corridors are a major source of noise, there is a strong relationship between the noise section of this Element and the circulation section of the Community Development Element, as well.

Air quality and climate change are addressed in this Element, but most policies that would address air quality issues are included in the Community Development Element. The transportation sector is the largest source of greenhouse gas emissions in Yuba County and in California, and mobile sources (vehicles) are the source of the majority of overall air pollution within the Feather River Air Quality Management District. The Community Development Element describes the development of land use patterns and transportation facilities that will reduce dependence on automobile travel and reduce the length of vehicle trips, which has major implications for improvements to air quality and greenhouse gas

¹ Please refer to Government Code Section 65302 (g) (1) for more details.

² Water quality is addressed in this Element both relative to public health and environmental health.



emissions. Achieving air quality goals requires supportive land use patterns, community design, transportation systems, and the location of highways, railroads, industries, and other sources of air emissions in relation to houses, schools, and other sensitive land uses. The Natural Resources Element policies on energy efficiency also have the potential to reduce indirect air pollutant emissions. The Housing Element includes policies and programs to address housing conditions, which can have health and safety repercussions for County residents.

These are just a few examples of the many important relationships between public health and safety issues and those policy topics addressed in other General Plan Elements. The County is aware of complementary policies in other Elements and has developed an internally consistent General Plan with these important connections in mind.

Public Health & Safety Goals, Policies & Actions

Following are the County's goals, policies, and actions related to public health and safety.

Flooding and Dam Inundation

Flood hazards affecting developed and planned development areas in the County primarily relate to high flows on the Feather, Bear, and Yuba rivers, as well as other creeks and drainage channels. Localized flooding has also been a problem for the unincorporated communities of Linda and Olivehurst. Flooding can also be an issue for some agricultural activities and storage.

There have been 10 major flood events that have impacted low-lying valley areas along the Yuba and Feather Rivers in the last 100 years. A levee failure in 1950 along the Yuba River affected Hammonton, Linda, and Olivehurst and flooded approximately 43,000 acres. A levee failure along the Yuba River in 1986 inundated 7,000 acres and 3,000 homes in Linda and Olivehurst. In 1997, a levee failure along the Feather River flooded 16,000 acres and 840 homes in Arboga, Linda, and Olivehurst.³

The County has been making substantial investments in both drainage and flood control facilities to benefit portions of Linda and Olivehurst (including the Plumas Lake Specific Plan Area). Extensive levee systems have been constructed along the Feather, Yuba, and Bear Rivers, and Western Pacific Interceptor Canal to provide flood protection. The objectives of local and areawide flood protection facilities and drainage infrastructure include reducing the instance of flooding, improving local drainage, and enhancing flood protection for developed and developing areas near the Yuba, Feather, and Bear Rivers. These improvements have had the co-benefit of protecting important agricultural areas of the County from flooding.

The County and Reclamation District 784 signed a joint powers agency agreement to create the Three Rivers Levee Improvement Authority (TRLIA) to finance and construct levee improvements designed to protect developed and developing portions of south Yuba County from flooding from the Yuba, Feather, and Bear rivers and the Western Pacific Interceptor Canal. Levee improvements are designed to provide protection against the 0.5% Annual Exceedance Probability (AEP) event (otherwise known as 200-year flood protection). Most of the necessary improvements to protect south Yuba County from wide-scale flooding have been completed, as of the writing of this document.⁴ Areas prone to flooding have

³ Yuba County Water Agency. Integrated Regional Water Management Plan. 2008.

⁴ For a description of other flood improvements, please refer to Section 4.4.1 of the Yuba County Water Agency's Integrated Regional Water Management Plan, available online at: <http://www.ycwa.com/projects/detail/7>.



changed over time as flood protection has improved. Current floodplains are shown in Exhibit Public Health & Safety-1.

In addition to an extensive levee system, Lake Oroville (located in Butte County) and New Bullards Bar Reservoir provide flood protection to large portions of Yuba County. New Bullards Bar Reservoir has a capacity of 966,000 acre-feet, of which 170,000 acre-feet is reserved for flood control purposes on a seasonal basis. Oroville Dam has a capacity of 3,537,000 acre-feet, of which up to 750,000 acre-feet is dedicated to flood control between October and March. Lake Almanor, located on the North Fork of the Feather River can provide incidental flood storage, thereby saving storage space in Lake Oroville.⁵

The Department of Water Resources released interim criteria for levees and floodwalls, with the expectation that these criteria will be superseded by regulations in the California Code of Regulations for urban and urbanizing areas of the Sacramento and San Joaquin Valleys. It will be important for the County to maintain consistency with State and federal regulations as they change during buildout of the 2030 General Plan.⁶

In the event of a major earthquake, these waterbodies could inundate certain areas in the County. There are several dams in and outside the County that could affect lands addressed in this General Plan if they were to become severely damaged or fail (see Exhibits Public Health & Safety-2 and Public Health & Safety-3). However, according to the Yuba County Multi-Jurisdictional Multi-Hazard Mitigation Plan, "failure of these dams during a catastrophic event such as a severe earthquake is considered a very unlikely event. Due to the method of construction, they have performed well and failure is not expected to occur."⁷

Goal HS1. Flood Protection

Reduce flood risk for the County's people and property

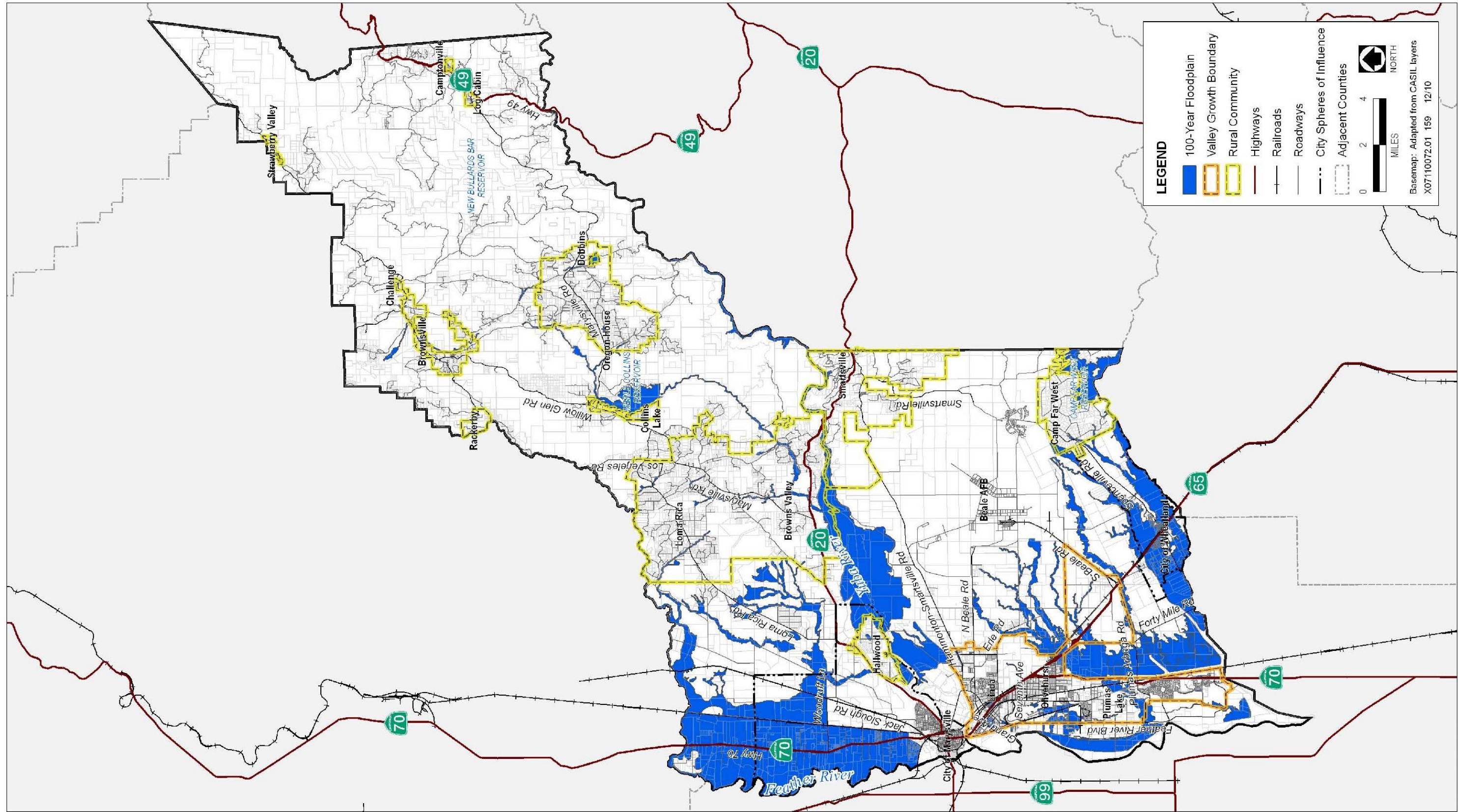
Policy HS1.1 The County will not approve new housing development that would have a finished floor within the 100-year floodplain, as defined by the Federal Emergency Management Agency.

Policy HS1.2 For areas under the jurisdiction of the Central Valley Flood Protection Board, the County will not approve new developments within a flood hazard area or an area of moderate flood hazard without demonstrating adequate flood protection according to Government Code Sections 65865.5, 65962, and 66474.5.

⁵ Yuba County Water Agency. Integrated Regional Water Management Plan. 2008.

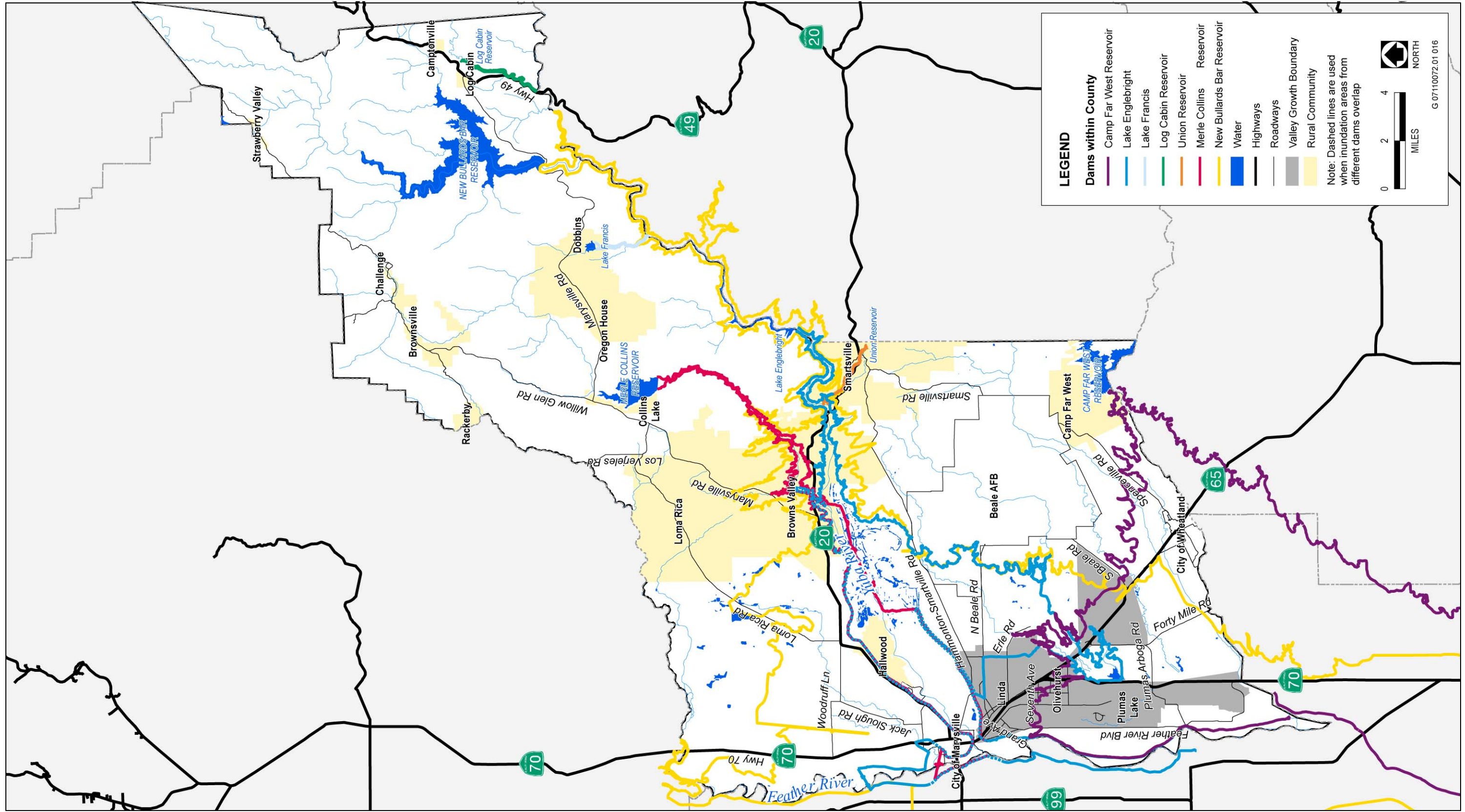
⁶ Department of Water Resources. 2010 (December 15th). Interim Levee Design Criteria for Urban and Urbanizing Areas in the Sacramento-San Joaquin Valley, Version 4.

⁷ Yuba County. Multi-Jurisdictional Multi-Hazard Mitigation Plan. Section 4, page 86.



Source: Federal Emergency Management Agency geographic information systems layers received 2010, to become effective February 18, 2011.

Exhibit Public Health & Safety-1. Floodplain



LEGEND

Dams within County

- Camp Far West Reservoir
- Lake Englebright
- Lake Francis
- Log Cabin Reservoir
- Union Reservoir
- Merle Collins Reservoir
- New Bullards Bar Reservoir
- Water
- Highways
- Roadways
- Valley Growth Boundary
- Rural Community

Note: Dashed lines are used when inundation areas from different dams overlap

0 2 4
MILES

NORTH

G 07110072.01 016

Exhibit Public Health & Safety-2. Dam Inundation (Dams inside County)

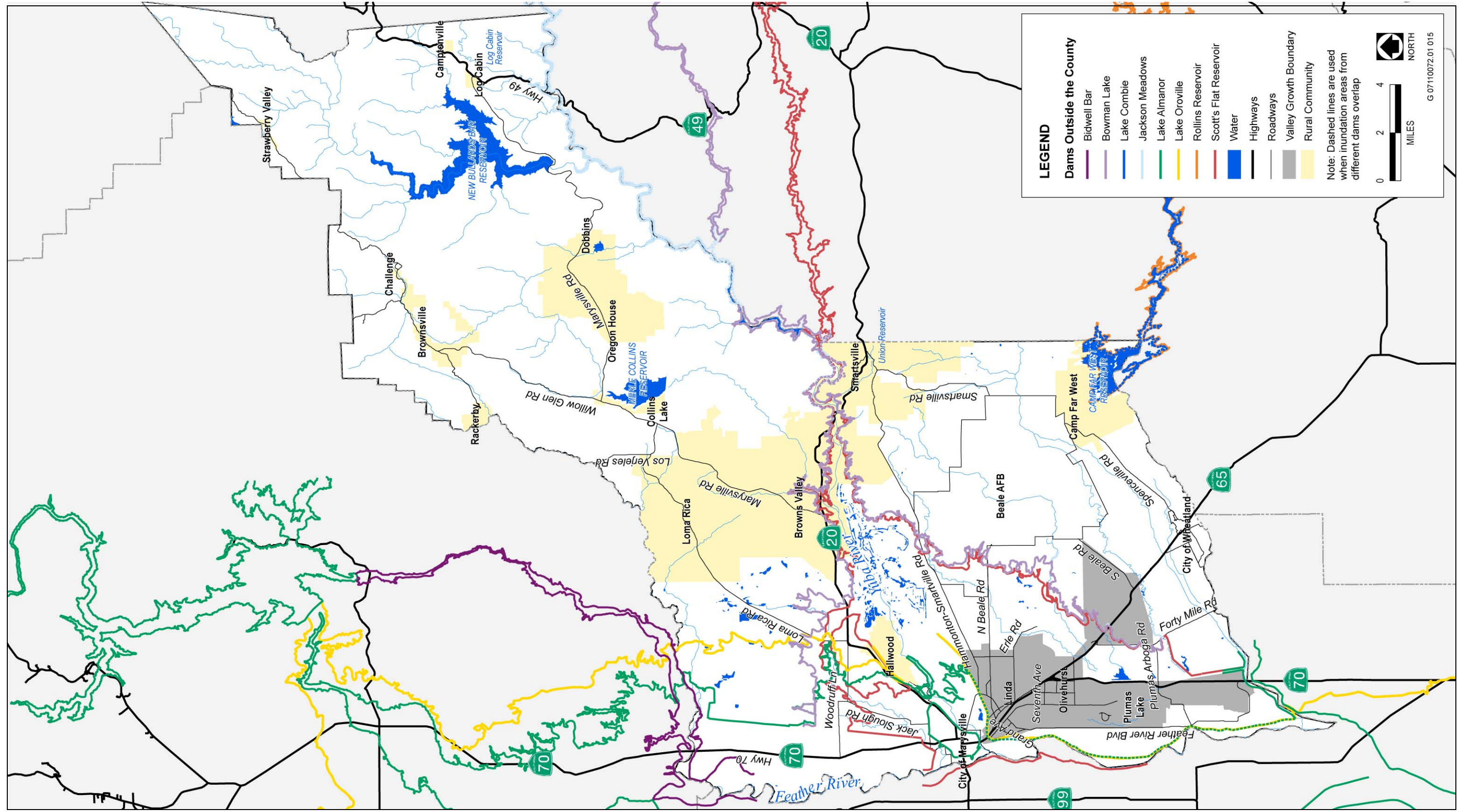


Exhibit Public Health & Safety-3. Dam Inundation (Dams outside County)



- Policy HS1.3 The County may allow non-residential improvements within the 100-year floodplain so long as the proposed improvements do not:*
- *Increase flood heights or velocities;*
 - *Inhibit emergency access;*
 - *Create excessive costs in providing governmental services during or after flooding;*
 - *Interfere with the existing waterflow capacity of the floodway;*
 - *Substantially increase erosion and/or sedimentation; or*
 - *Contribute to the deterioration of any watercourse or the quality of water in any body of water.*
- Policy HS1.4 Public buildings are discouraged in the 100-year flood zone, but if they are constructed, they should be flood-proofed to a point at or above the base flood level elevation.*
- Policy HS1.5 The County will continue to collaborate with the Yuba County Water Agency, local reclamation districts, levee commissions, and U.S. Army Corps of Engineers to improve, certify, and maintain the levee system that protects developed and planned development areas in Linda and Olivehurst, including the Plumas Lake Specific Plan Area. Urban areas in Yuba County should have 200-year flood protection or greater.*
- Policy HS1.6 The County will prohibit construction near levees that would adversely affect the integrity of the subject levee or would impede maintenance, inspection, or planned levee expansion.*
- Policy HS1.7 The County will use the best available flood hazard information and mapping from regional, state, and federal agencies to inform land use, zoning, and public facility investment decisions.*
- Policy HS1.8 The County will update its policies and standards, if necessary, to remain consistent with state and federal standards for floodplains, levee design criteria, and urban development in areas subject to flooding during General Plan buildout.*
- Policy HS1.9 New developments shall evaluate potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.*
- Policy HS1.10 New developments shall provide drainage improvements according to County standards.*
- Policy HS1.11 Natural waterways should be protected from unnecessary alteration whenever flood protection structures or other forms of construction are proposed.*

Action HS1.1 General Plan and Zoning Updates

The County will monitor maps issued by the State Department of Water Resources and the Federal Emergency Management Agency and will amend the General Plan, as necessary, to ensure compliance with state and federal standards for development in flood hazard areas.

The County will communicate with staff from the Central Valley Flood Protection Board to ensure that local policies and standards are consistent with state law and



regulations. The County will amend the Public Health & Safety Element and Community Development Element, if necessary, to ensure adequate flood protection is provided in areas anticipated for urban development or to provide demonstration of adequate progress toward the requisite level of flood protection.

Policies and actions in the General Plan related to flood protection will integrate data from the State Plan of Flood Control. For flood-related revisions to the Public Health & Safety Element, the County will consult with the Central Valley Flood Protection Board and local flood protection agencies serving the County.

Following flood-related updates to the General Plan, the County will, if necessary, amend applicable development standards, including the Zoning Ordinance, Subdivision Ordinance, improvement standards, and other codes to ensure consistency with flood protection policies. Subdivision approvals, development agreements, permits, and other County and special district approvals should incorporate amended flood policies and regulations.

Related Goals: Goal HS1, Goal CD15, Goal NR12
Agency/Department: Community Development and Services Agency
Funding Source: General Fund and/or Permit fees
Time Frame: Annually, following issuance of official updated flood hazard maps from the Federal Emergency Management Agency and the State Department of Water Resources

Action HS1.2 Flood Emergency Plan

The County will collaborate with the cities of Wheatland and Marysville to develop a flood emergency plan, consistent with the adopted Central Valley Flood Protection Plan. The flood emergency plan should also be consistent with local hazard mitigation plans and the local flood protection planning.

Related Goals: Goal HS1, Goal HS9, Goal CD15, Goal NR12
Agency/Department: Community Development and Services Agency
Funding Source: General Fund
Time Frame: Within 24 months of the adoption of the Central Valley Flood Protection Plan, which is required to be adopted by July 1, 2012



Fire Risk

The County's policy approach to fire risk is multi-faceted. In addition to ensuring adequate emergency access and evacuation routes, water for fire suppression, avoiding development in high wildfire risk, and fire resistant materials in appropriate areas, there is the need to be more fire resilient. Whereas "fire resistant" can be defined as being resistant to ignition, "fire resilient" has to do with the ability of a community to respond positively to, and recover quickly from the effects of a wildfire.⁸



Fire hazard is greatest in the foothill and mountain areas of the County. Many of Yuba County's residential communities—Smartsville, Dobbins, Oregon House, Collins Lake, Browns Valley, Loma Rica, Rackerby, Camptonville, Log Cabin, Brownsville, and Challenge—are located in areas of high or very high fire hazard (see Exhibit Public Health & Safety-4). The Dobbins-Oregon House area has been affected by several wildfires, including: Bullards Fire (2010); Yuba Fire (2009); Marysville Road Fire (2006); Pendola Fire (1999); and Williams Fire (1997).⁹

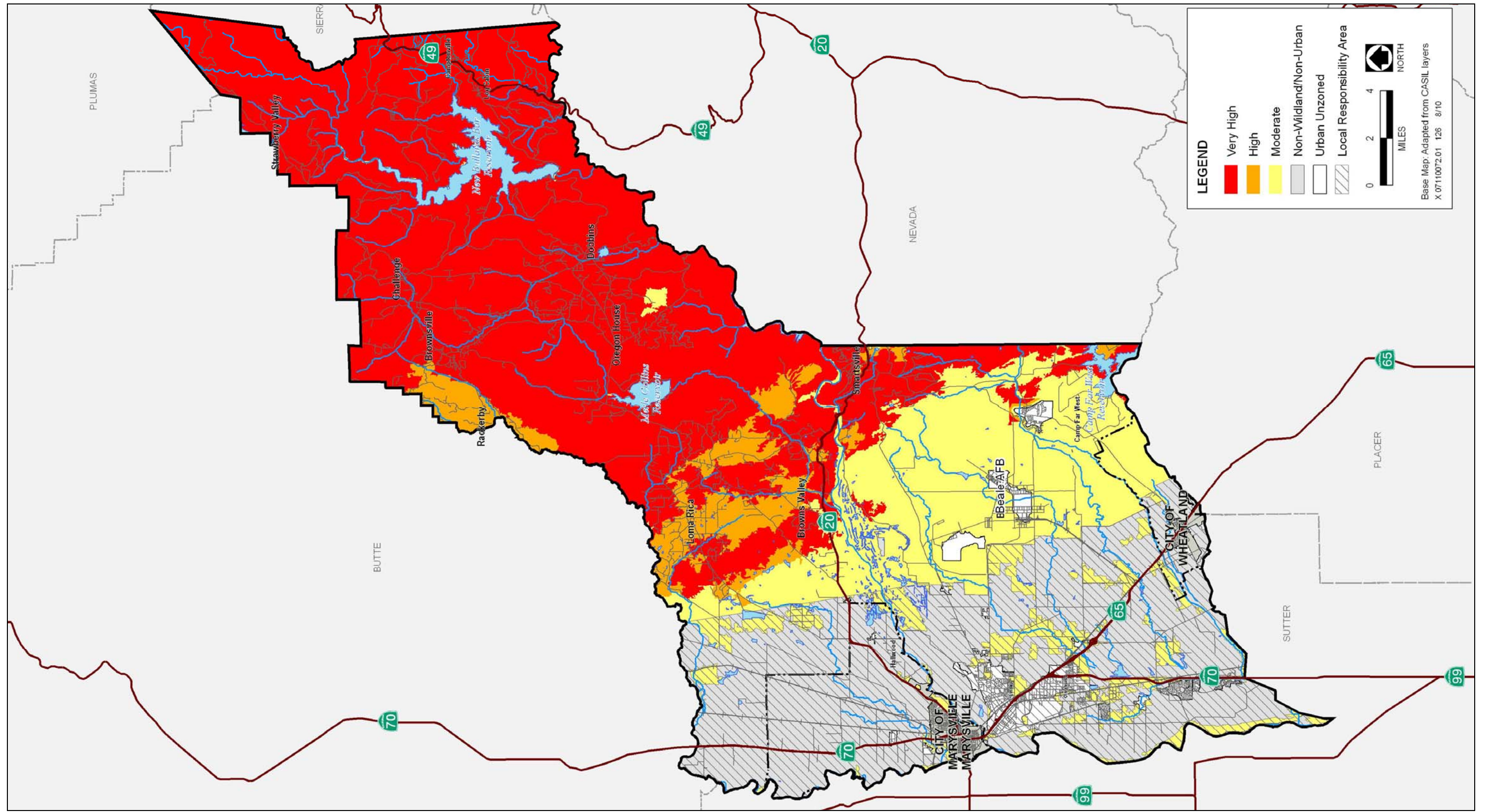
The Yuba Watershed Protection & Fire Safe Council has recently targeted fuel reduction along roads as a focus of activity in the foothills of Yuba County. The Council has partnered with Yuba County Public Works Department to reduce fuels along public roadways that prevent or slow the spread of vehicle fires into adjacent wildlands. Reduction of fuels along roads has slowed the spread of recent fires and increased the effectiveness of the initial response from fire fighters.

Reducing wildfire risk during buildout of this General Plan will require similar collaboration among agencies and property owners to reduce fuels, ensure emergency access, coordinate response efforts, and manage how and where people and property are introduced into areas with high fire risk.

Grassland fires are a concern within urban areas, but the greater fire threat in the core of Yuba County's urban areas is from structural fires. Fire and building codes are designed to reduce overall risk to fire risk related to structural fires. Older buildings can be retrofitted to current safety standards. Fire stations, equipment, and personnel must be planned in coordination with development to ensure adequate fire suppression in the County's growing areas. Connected transportation networks are important to ensuring emergency access to both the County's urban and rural areas, to facilitate rapid response to fires.

⁸ For more information, please see "The Strategic Fire Plan for California," available online at: http://www.bof.fire.ca.gov/board_committees/resource_protection_committee/current_projects/resources/2010_fire_plan_1-27-10version.pdf

⁹ Letter from Michael Lee, Director of the Dobbins/Oregon House Fire Protection District to Dan Cucchi, Project Planner, Yuba County dated December 19th, 2010.



Source: California Department of Forestry and Fire Protection (Cal Fire), California Fire Hazard Severity Zone Map Update Project, 2008.

Exhibit Public Health & Safety-4. Fire Risk Severity Zones



Goal HS2. Fire Risk

Protect people and property from wildland and urban fire risk and create more fire-resilient communities

- Policy HS2.1 Prior to approval, new developments proposed in areas of very high, high, or moderate fire hazard, as designated on maps maintained by Cal Fire, shall demonstrate compliance with Fire Safety Regulations and local regulations for defensible space, ignition-resistant construction materials, property maintenance to reduce fuels, natural hazards disclosure requirements, emergency access and multiple access points, availability of water for fire suppression, and other relevant building and development standards.*
- Policy HS2.2 The County will communicate with appropriate local, state, and federal fire protection personnel during the development review process and will condition projects considering input from these agencies to require defensible space, fire-wise landscaping, fuel breaks, emergency access, fire flow, hydrants, sprinkler systems, fire stations and other improvements and conditions, as appropriate.*
- Policy HS2.3 New development projects shall pay on a fair-share basis for fire stations, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.*
- Policy HS2.4 All community water systems serving new development projects are required to meet or exceed County minimum standards for provision of water for fire flows.*
- Policy HS2.5 Road and building construction on slopes of more than 15% is strongly discouraged and will only be approved if consistent with County standards and the Yuba County Wildfire Safety Plan.*
- Policy HS2.6 The County will seek funding for, and cooperate with efforts to protect watersheds, reforest areas, and restore ecosystems affected by wildfire.*
- Policy HS2.7 The County will use the best available science to evaluate and protect people and property from changes in fire risk attributable to climate change, insects, and disease.*
- Policy HS2.8 Communication and electricity infrastructure in areas prone to wildfire should be located and designed to avoid interruptions during periods of fire activity.*
- Policy HS2.9 Public trails and unimproved roads should be maintained, where feasible, to provide emergency access, including evacuation and wildfire response. These rights-of-way are not considered primary evacuation or emergency access routes and vehicles that cannot successfully navigate these routes shall not make use of them.*
- Policy HS2.10 New developments shall provide access that will allow safe evacuation and movement of firefighting equipment during a wildfire. Evacuation routes shall have the capacity to accommodate traffic in relation to the population served.*
- Policy HS2.11 New developments in moderate, high, or very high fire hazard areas cannot propose limited access roads unless such access limitations do not adversely affect fire response and suppression.*



Policy HS2.12 Property owners may manage fuel load on County road easements and rights-of-way adjacent to their properties with prior approval of the County and in compliance with applicable County standards.

Policy HS2.13 Clustered developments in Rural Community portions of the foothills are encouraged to take advantage of natural and manmade fire breaks, provide defensible space for clusters of buildings (rather than individual buildings), locate and orient buildings and pervious areas to reduce fire risk, avoid areas of steep topography and dense vegetation, and otherwise use a site plan review process in coordination with County staff to ensure that wildfire risk is minimized.

Policy HS2.14 The County will encourage the retrofitting of older buildings to current safety standards in coordination with proposed major remodeling or additions.

Policy HS2.15 Developments in the Valley Growth Boundary shall be planned and constructed to resist the encroachment of uncontrolled fire.

Action HS2.1 Fire Standards

The County will maintain a planning and entitlement review process that documents compliance with state and local standards for fire safety. The County will update zoning, development, improvement standards, and building standards, as necessary, to maintain compliance with relevant fire codes, including those maintained by Cal Fire. County codes would be anticipated to address such topics as landscaping standards and fire-resistant plant materials, fire resistant building materials for exterior walls and other exterior features of structures, defensible space standards for different topographic conditions, sprinklers, emergency access, water supply and pressure for firefighting, building and road construction in areas prone to fire risk and greater slopes, and other relevant topics.

Related Goals:	Goal HS2
Agency/Department:	Community Development and Services Agency; Office of Emergency Services; Yuba Watershed Protection and Fire Safe Council
Funding Source:	Grants, development fees, and other funding sources, and if necessary, General Fund
Time Frame:	Ongoing, as necessary to maintain consistency with relevant fire codes

Action HS2.2 Yuba County Wildfire Safety Plan

The County will prepare, adopt, and implement a comprehensive wildfire safety plan for foothills portions of the County with high and very high wildfire risk. This plan will be designed to reduce fuel loads, ensure emergency access and evacuation routes, and provide incentives for property owners to improve properties in order to reduce wildfire risk and improve fire resiliency for existing developed areas.

As a part of this planning effort, the County will collaborate with other public agencies and nonprofits to implement fire breaks and fuel reduction projects in areas of high and very high fire risk, including removal of invasive species that increase understory fuel loads. Areas of particular focus could include County roads, ridges surrounding rural communities, and defensible space around existing



structures. The County will seek funding from sources, such as the Bureau of Land Management and the U.S. Department of Agriculture for fire fuel reduction projects.

The County will collaborate with land owners in fire prone areas without adequate secondary access to improve access, add water tanks, or otherwise improve fire safety conditions. The County will seek funding to provide incentives for property owners to retrofit existing structures in high and very high fire risk areas to reduce combustibility.

Planning for emergency access and evacuation routes will take into account records of historic fire activities affecting foothills portions of the County. Emergency access and evacuation will also take into account fire behavior modeling, including consideration of wildfire driven by winds that could limit the use of existing evacuation routes. The County will analyze and consider planning and fair-share funding of improvements needed to provide for emergency access and evacuation routes generally leading away from the head of a wildfire that has the characteristics of the worst-case predicted wildfire and secondary access allowing egress oriented in a direction of approximately 180 degrees from the previously described route.

The County would examine fair-share funding approaches and grant funding approaches for improvements needed to provide adequate emergency access and evacuation.

Related Goals:	Goal HS2
Agency/Department:	Community Development and Services Agency; Office of Emergency Services; Yuba Watershed Protection and Fire Safe Council
Funding Source:	State and federal grants, other State or federal funding, and private funding from landowners of affected properties
Time Frame:	As funding is available



Water Quality

In general, surface water and groundwater quality in Yuba County is good.¹⁰ Different watershed areas have different water quality characteristics. Major watershed areas in the County are shown in Exhibit Public Health & Safety-5).



The Yuba River has excellent water quality by most measures, although gold mining activities have left a legacy of mercury contamination. Mercury is routinely detected in both the Feather and Yuba Rivers, but the concentrations have not exceeded regulatory limits. Pesticides have been detected in the Feather River more frequently than in the Yuba River, but with the exception of the drinking water standard for carbofuran (a pesticide), there are no applicable regulatory criteria established for the pesticides that have been detected.

A series of special districts and private water companies provide domestic, commercial, and irrigation water in unincorporated Yuba County. Beale Air Force Base (AFB) provides water for its operations. For the most part, municipal providers do not serve irrigation needs and irrigation districts do not provide municipal water. Today, agricultural users rely mostly on surface water and urban users rely mostly on groundwater.

Yuba County Water Agency (YCWA) was formed as an independent special district to provide wholesale water and flood control. Linda County Water District provides domestic water service, water for fire protection, and wastewater services to residents of the community of Linda. The Olivehurst Public Utility District (OPUD) provides domestic water, wastewater, drainage services, parks, and fire protection services to people in the community of Olivehurst (which includes Plumas Lake). Both OPUD and Linda County Water District anticipate substantial growth in demand as a result of County-approved plans and projects.

Water provided by Linda County Water District and OPUD is routinely tested, as required by State regulations. The Health & Safety Code requires public water systems to periodically report on water quality. Water samples are analyzed against established pollutant limits that protect the public and environmental health. A source water assessment was completed for wells serving Olivehurst and Plumas Lake. This assessment illustrates the variety of potential sources of pollution for Yuba County water supplies, which include: manufacturing and railroad operations; agricultural drainage and livestock; gas stations; sewer and septic systems; auto body shops; and airports.

¹⁰ Yuba County Water Agency. Integrated Regional Water Management Plan. 2008.

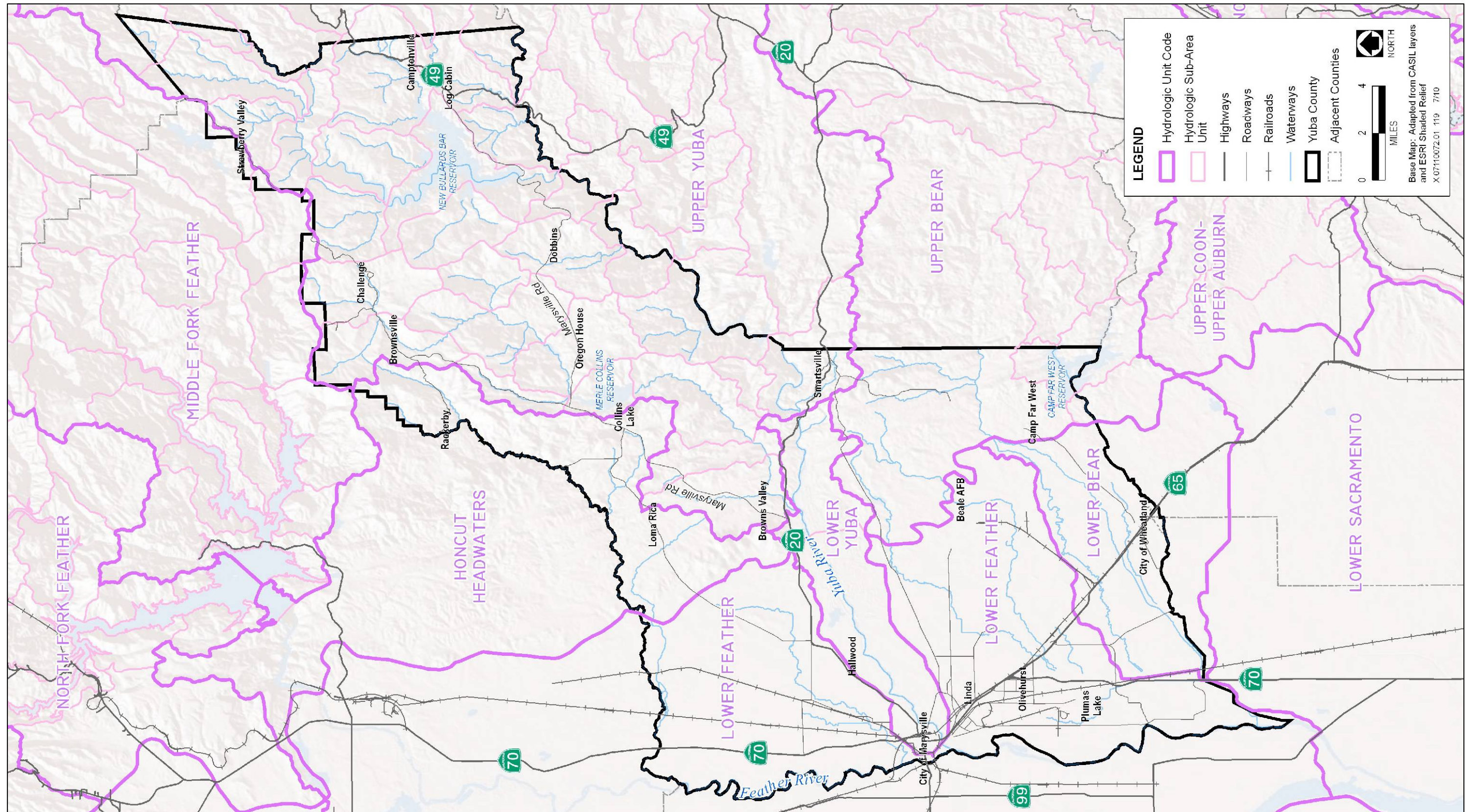


Exhibit Public Health & Safety-5. Yuba County Watersheds



As the County grows, there is the potential for impacts to water quality and natural habitat from surface runoff. As natural areas or agricultural land is converted to rooftops, driveways, parking lots, roads, and other impervious surfaces, rain and snowmelt no longer soak into the ground. Instead, drainage systems carry runoff that may contain sediment, oil, grease, pesticides, nutrients, bacteria, trash, and heavy metals to streams and other water bodies.¹¹



In order to reduce impacts to hydrology and water quality, many local governments are applying “low impact development” (LID) or “natural drainage systems” (NDS) concepts within the context of new development or redevelopment. These concepts reduce the rate of surface water runoff, filter pollutants out of runoff, and facilitate infiltration of water into the ground. Rather than collecting runoff in piped or channelized networks and controlling the flow downstream in large stormwater management facilities, NDS and LID take a decentralized approach to disperse flows and manage runoff closer to where it originates (see Exhibit Public Health & Safety-6).



LID incorporates a set of site design strategies and decentralized source control techniques that can be used in buildings, infrastructure, or landscape design. The goal of moving stormwater away from buildings is combined with strategies to slow down, disperse, and filter stormwater runoff. NDS and LID include many different techniques for controlling runoff that can be customized for the local regulatory environment and according to specific site conditions. These systems can be less costly to construct and maintain compared to a traditional piped drainage systems, while also providing water quality benefits and using stormwater as a community amenity.



Exhibit Public Health & Safety-6. Low Impact Development and Natural Drainage Systems

Top Photo: Vegetated areas can be used in parking lots to slow stormwater and promote groundwater infiltration.

Middle Photo: Streetscapes can be constructed or redeveloped to slow down, filter, and infiltrate stormwater.

Bottom Photo: Swales are used for filtering and conveying stormwater runoff.

It is also important to look for opportunities to reduce the amount of impervious surfaces added in the context of new development, since impervious surfaces increase runoff and can contribute to water pollution. Different types of

¹¹ For more information, please refer to the Governor’s Office of Planning and Research Technical Advisory, “CEQA and Low Impact Development Stormwater Design: Preserving Stormwater Quality and Stream Integrity Through California Environmental Quality Act (CEQA) Review.” This is available online at: http://www.opr.ca.gov/ceqa/pdfs/Technical_Advisory_LID.pdf



projects in different locations will have different needs for parking, loading areas, driveways, and other types of impervious surfaces. Sometimes construction standards, parking ratios, and other standards do not consider opportunities to consolidate paved areas for multiple uses, provide shared parking, or otherwise reduce impervious surfaces. Roads and parking lots are sometimes designed to handle the peak demand (such as the rush hour or shopping activities on the day after Thanksgiving), without properly considering the more typical daily demand and the consequences of over-planning for these improvements. The County's intent is for projects to demonstrate feasible means to reduce the amount of impervious surfaces added in new development.

The County implements a Storm Water Management Plan designed to control runoff and pollutant discharge into waterways (and implement federal and state law and permitting requirements for water quality). Current County code requirements address stormwater quality, as well as drainage requirements for proposed developments.¹² Future code requirements will need to be revised based on evolutions in state law related to water quality, as well as the goals and policies in the General Plan.

Goal HS3. Water Quality

Preserve, protect, and improve the quality of regional water supplies

- Policy HS3.1 The County will collaborate with relevant service providers to ensure that municipal water supply, treatment, and delivery within unincorporated areas meet or exceed Maximum Contaminant Levels (MCLs) specified in Title 22 of the California Code of Regulations.*
- Policy HS3.2 County and regional water supply providers should monitor and proactively address water quality problems, with a focus on achieving and maintaining adequate water quality for "beneficial uses" of area waterways identified in the Yuba County Integrated Regional Water Management Plan. "Beneficial uses" in Yuba County include municipal and domestic supply, agricultural supply, industrial service supply, and industrial process supply.*
- Policy HS3.3 The County will regulate new developments, as necessary, and collaborate with irrigation districts to address Regional Water Quality Control Board requirements intended to protect agricultural use and sustain the agricultural economy.*
- Policy HS3.4 New developments shall be designed to control surface runoff discharges, in compliance with the permit requirements and the receiving water limitations administered by the Regional Water Quality Control Board.*
- Policy HS3.5 The County will cooperate with local, state, and federal agencies to remediate issues related to groundwater contamination and increases in total dissolved solids.*
- Policy HS3.6 New developments shall comply with streambed alteration standards and shall be designed to avoid harmful discharge that would substantially affect wetlands and riparian areas.*
- Policy HS3.7 Valley Neighborhoods, Employment Village areas, Commercial Mixed Use areas, and Employment areas should have coordinated drainage master planning and avoid a site-by-site approach to detention and drainage. Drainage master planning should implement an areawide approach that incorporates existing and constructed swales for conveyance and planned open space and parkland for detention.*

¹² Please refer to the General Plan Update Hydrology and Water Quality Background Report for a more detailed description of applicable regulations.



- Policy HS3.8 New developments in areas with moderate, severe, and very severe erosion potential shall provide technical documentation, to the satisfaction of the County, that adequate measures have been taken in site planning, design, and/or mitigation to avoid erosion and sediment loss (Exhibit Public Health & Safety-7).*
- Policy HS3.9 The County will evaluate available septic system technologies and shared leach field systems to serve planned Rural Centers and allow their use if proven to be protective of water quality.*
- Policy HS3.10 New developments proposing private well and septic systems shall demonstrate compliance with the County's standards for water wells and sewage disposal systems, which are designed to protect the public and environmental health.*
- Policy HS3.11 New community wastewater disposal systems are discouraged, but if considered, projects proposing a new system shall provide bonding or other financial mechanisms that are adequate for ongoing maintenance and periodic replacement, subject to County approval.*
- Policy HS3.12 New developments shall comply with applicable state siting, design, and monitoring standards for on-site wastewater treatment (septic) systems, including standards intended to protect the beneficial use of potentially affected waterbodies.*
- Policy HS3.13 Proposed residential property subdivisions that would create lots of 1 acre or less shall be served by a public water and sewer system designed in compliance with County standards. Projects that propose parcels of between 1 and 2.5 acres shall provide either a public sewer system or public water supply, as determined by the County Environmental Health Director.*
- Policy HS3.14 The County will encourage the preservation, creation, or restoration of riparian corridors, wetlands, open space buffers, and other types of open space that provide water quality benefits.*
- Policy HS3.15 New projects and plans in the Valley Growth Boundary should employ runoff collection strategies located close to the point where water initially meets the ground to minimize urban runoff, where feasible.*
- Policy HS3.16 New developments are encouraged to incorporate open, vegetated swales to filter, slow down, and convey stormwater and encourage groundwater infiltration.*
- Policy HS3.17 New developments shall limit construction of new impervious surfaces, such as parking lots, travelways, vehicle waiting areas, and vehicle loading areas to the minimum amount needed to implement the subject project.*
- Policy HS3.18 New developments shall break up parking areas, intersperse parking with vegetated areas, and incorporate other best management practices that filter and slow down runoff and promote infiltration.*

Action HS3.1 Ongoing Monitoring and Corrective Actions

During General Plan buildout, the County may conduct water quality monitoring along key waterways and watersheds. The County may require more stringent water quality standards for developments that may affect waterways or watersheds with identified water quality problems.



The County, in collaboration with regional water supply providers, will conduct ongoing monitoring to ensure the application and effectiveness of construction and environmental policies and standards. Ongoing monitoring would be designed to identify problems that may require corrective actions. The County will collaborate with regional and state agencies on the need for corrective actions for ongoing uses that pollute the County's water supply.

Related Goals: Goal HS3, NR12

Agency/Department: Community Development and Services Agency

Funding Source: State and federal grants, other State or federal funding, and private funding for projects near the County's waterbodies

Time Frame: Ongoing, with corrective actions, as needed

Action HS3.2 Improvement Standards and Design Guidelines

As discussed in the Community Development Element, the County will revise its development, subdivision, grading, and improvement standards to allow or require natural drainage systems and low impact development drainage strategies for new developments. The County will revise its improvement standards to encourage naturalized drainage swales, pervious driveways, pervious parking areas, tracked (or "Hollywood") driveways, and other stormwater management and landscaping best practices that maximize on-site infiltration and treatment of stormwater. The County's standards and guidelines will be designed to limit disturbances to natural water bodies, reduce short- and long-term water pollution, and incorporate natural drainage systems. The County will adopt design guidelines that provide certainty for new development, regarding acceptable approaches to drainage and erosion control methods.

Related Goals: Goal HS3, Goal NR12

Agency/Department: Community Development and Services Agency

Funding Source: General fund, applicable fees

Time Frame: Adopt by 2013

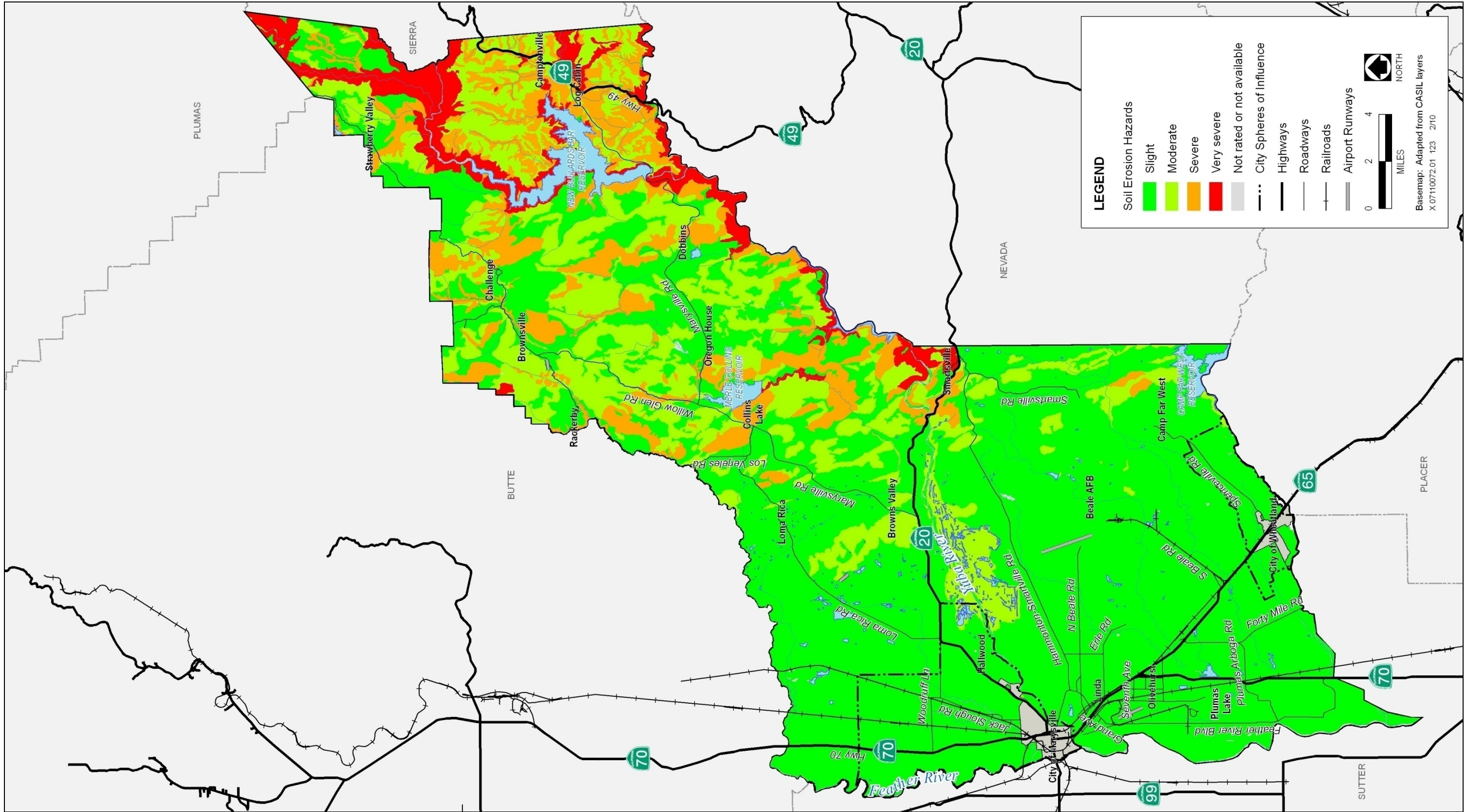


Exhibit Public Health & Safety-7. Erosion Potential



Airports

Yuba County has three airports (Exhibit Public Health & Safety-8). The largest and most active of these facilities is Beale AFB, located approximately 10 miles east of Marysville. A Joint Land Use Study (JLUS) for Beale AFB was completed in May 2008, and an Air Installation Compatible Use Zone (AICUZ) Study was completed in 2005. The AICUZ identifies constraints from flight operations, including noise zones and accident potential zones. These documents encourage collaborative planning efforts and consultation between local governments and Beale AFB when making land use decisions to ensure compatibility and safety.

The Yuba County Airport is owned and operated by Yuba County and is located in the community of Olivehurst, roughly three miles south of Marysville. The airport is a general aviation facility adjacent to residential, agricultural, and industrial lands. The airport has a Clear Zone and an Approach/Departure Zone, which extend north and south of the airport boundary into developed areas in the western portion of Linda and Olivehurst. Appropriate land uses are limited in these zones to ensure that airport crash hazards are minimized.

The Brownsville Aeropines Airport is located in the northeastern portion of the County along La Porte Road in the community of Brownsville. The airport has a single paved runway. The Clear Zone and the Approach/Departure Zone extend east and west of the runway.





Goal HS4. Airports

Avoid land use conflicts with, and reduce exposure of people and property to risks from the County's airports

Policy HS4.1 The County will collaborate with the Airport Land Use Commission to update local airport land use compatibility plans and will condition projects, as necessary, to ensure compliance with these plans.

Policy HS4.2 New developments shall be located and designed to avoid conflicts with current and potential future operations at Beale Air Force Base, including Beale's Phased Array Warning System.

Policy HS4.3 New construction within the Air Installation Compatibility Use Zone 65 dB CNEL noise contours for the existing and potential future missions shall use building materials and construction techniques to mitigate noise impacts.

Action HS4.1 Airport Land Use Compatibility Planning

During General Plan buildout, the County will collaborate with the Airport Land Use Commission and local airports to update compatibility plans. The County will regulate and condition new development according to restrictions of local airport land use compatibility plans.

Related Goals: Goal HS4, Goal HS7, Goal HS10, Goal CD3, Goal CD22

Agency/Department: Community Development and Services Agency

Funding Source: State and federal grants, other State or federal funding, General Fund

Time Frame: Adopt Yuba County and Beale CLUPs by 2012 with periodic revisions during General Plan buildout

Action HS4.2 Beale Air Force Base Coordination

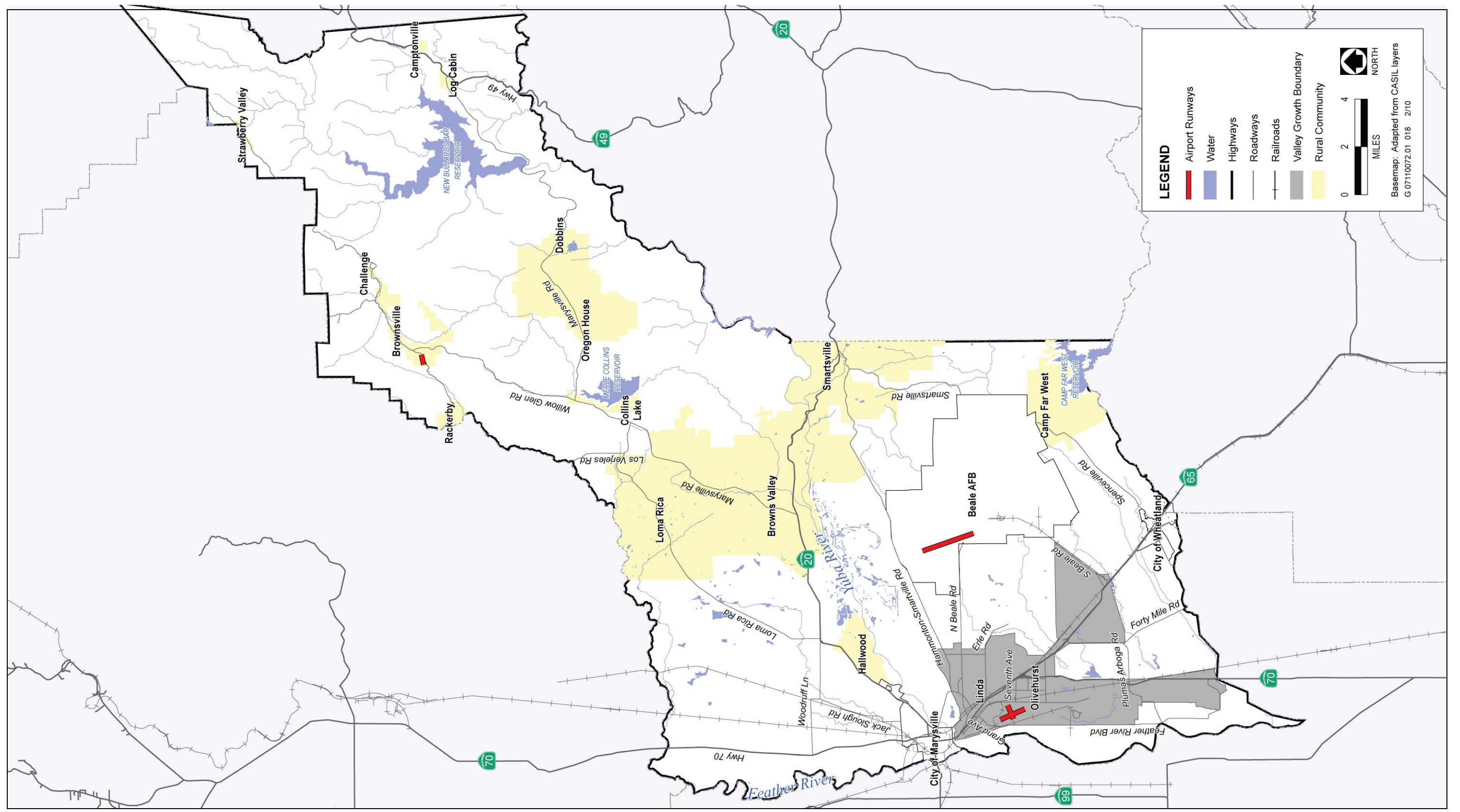
The County, along with the cities and other public service agencies, will coordinate with Beale Air Force Base representatives to ensure continued land use compatibility between County lands and base operations. The County will involve Beale representatives in development project review and conditions.

Related Goals: Goal HS4, Goal CD3, Goal CD10








Agency/Department: Community Development and Services Agency

Funding Source: General Fund, project applicant funds


Time Frame: Ongoing, and as needed, in response to project proposals near Beale AFB



LEGEND

-  Airport Runways
-  Water
-  Highways
-  Roadways
-  Railroads
-  Valley Growth Boundary
-  Rural Community

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MILES

 NORTH

Basemap: Adapted from CASIL layers
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Exhibit Public Health & Safety-8. Yuba County Airports



Air Quality and Climate Change

Yuba County is located within the Northern Sacramento Valley Air Basin, a multi-county area that shares some characteristics relative to air quality, topography, meteorology, and climate. Air quality is monitored and regulated in Yuba and Sutter Counties by the Feather River Air Quality Management District (FRAQMD).

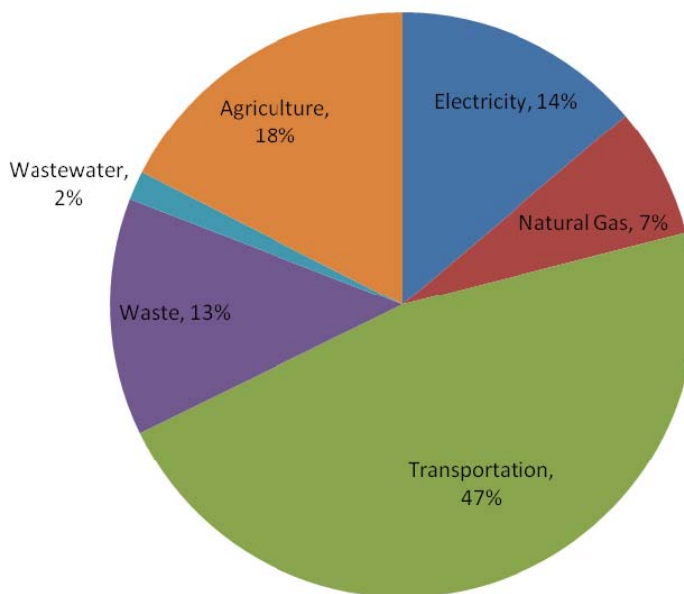
Approximately 60–70% of the air pollution in the FRAQMD area comes from mobile sources. The remaining 30–40% of the air pollution in the FRAQMD area is a result of stationary sources that include agricultural operations, open burning of vegetative wastes, wood burning for residential heating, industrial operations, and other sources.¹³ In addition to ambient air quality issues related to ozone and particulate matter, toxic air contaminants (TACs) are a concern for local air quality officials. TACs include a variety of substances from many different sources, such as gasoline stations, highways and railroads, dry cleaners, industrial operations, power plants, and painting operations. The effects of TACs are mostly experienced locally (close to the source).

Evidence has shown that emissions of greenhouse gases (GHGs) from locations around the world likely will contribute to global climate change, which could have drastic impacts related to flooding and other natural disasters, agriculture, habitats, water supply, and the global economy. In response to the environmental, economic, and social threats posed by climate change, California approved The Global Warming Solutions Act (AB 32) in September of 2006. AB 32 requires that statewide GHG emissions must be reduced to 1990 levels by 2020. Future planning efforts that do not consider GHG emissions reduction strategies could conflict with AB 32, impeding California’s ability to comply with the statewide mandate. The primary GHGs of concern include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated compounds.

Sources of GHG Emissions

Since transportation is the largest source of ozone in the region and of GHGs in Yuba County and California, land use and transportation planning to reduce vehicular travel is needed to achieve air quality goals (see Exhibit Public Health & Safety-9).

A reduction in vehicle emissions is necessary to achieve significant GHG reduction, especially since improvements in building energy efficiency can be overwhelmed by increases in vehicle miles traveled. The effectiveness of a local GHG reduction program for a growing area like Yuba County is contingent on development patterns and transportation systems that reduce emissions from the transportation sector.



**Exhibit Public Health & Safety-9
2007 Yuba County GHG Emissions Sources**

¹³ Feather River Air Quality Management District. State and National Area Designations. Available online at: <http://www.fraqmd.org/Programs.htm>. Accessed March 8, 2010.



GHG-Sensitive Planning

A variety of land use, transportation, and design approaches, when used together, can substantially reduce vehicular travel (and therefore protect air quality and reduce GHG emissions). Policies included in other Elements of the 2030 General Plan have GHG-reducing effects. Policies in the Community Development Element are designed, in part, to reduce GHG emissions. The County employs several approaches to managing travel demand, including:

- **Connectivity.** A highly-connected transportation network shortens trip lengths and allows land uses to be placed closer in proximity to one another and along direct routes. A roadway network that is not well-connected requires users to travel long distances to destinations that are relatively close by, increases trip lengths, and creates obstacles for walking, bicycling, and transit access.
- **Compactness.** Compact development, by its nature, can increase the efficiency of infrastructure, enable travel by modes other than by car, and reduce trip lengths. If communities can place the same amount of development in a smaller area closer together, GHG emissions would be reduced concurrently due to less travel by car and avoid unnecessary conversion of agricultural land and other open space.
- **Diversity.** Placing a variety of land use activities in proximity to each other (housing, shopping, employment, recreation, schools, etc) provides greater choice of mobility—people can walk, bike, or take transit to meet daily needs. This strategy also makes the trips that must occur in a car shorter.
- **Facilities.** Safe and convenient bike lanes, pedestrian pathways, transit shelters, and other transportation facilities that are incorporated into a comprehensive transportation network can also encourage more travel by other means, thereby reducing air pollution and GHG emissions.
- **Reinvestment and Revitalization.** One way to avoid GHG emissions is to facilitate more efficient and economic use of the lands in already-developed portions of a community. Reinvestment in existing neighborhoods and retrofit of existing buildings is GHG efficient, and can even result in a net reduction in GHG emissions.
- **Housing and Employment.** By planning for, and placing jobs and housing closer to one another, communities can reduce work-related trips. The most effective local strategies seek to attract businesses and industries that are a good match for the current and anticipated labor force and to accommodate a variety of housing types that meet the needs of that labor force.

In addition to land use/transportation planning, another way to address global climate change and other air pollution is to promote energy efficiency and use of renewable (and low emission) sources of energy. Please see the Natural Resources Element for goals and policies addressing energy conservation and efficiency.

Legal Authority

Land use entitlement authority, which largely rests at the local government level in California, has a great influence on development patterns, community design, transportation facilities planning, and other factors that influence vehicle miles traveled (VMT). The number of VMT in a city or county, in turn, directly relates to the amount of GHG emissions. However, local government does not have control over vehicle emissions technology or fuel economy standards, which are factors in calculating greenhouse gas emissions from the transportation sector. Similarly, local government standards can have some influence on the solar orientation of buildings and other components related to building and public realm energy efficiency. However, energy generation, renewable energy requirements, and other components of electricity related emissions are outside of local government's control.



Co-Benefits of Planning to Reduce Greenhouse Gas Emissions

Even if avoiding contributions to dangerous climate change is not a priority for a given jurisdiction, there are many local co-benefits of planning to reduce greenhouse gas emissions.¹⁴ Land and transportation policies that reduce VMT and promote alternatives to automobile travel also can reduce household and business transportation costs, reduce harmful air pollution (other than GHGs), enhance mobility, reduce time spent commuting, and provide other benefits. Compact development (which reduces GHGs) can also be more efficient to serve with public infrastructure and services. Measures that promote energy efficiency reduce GHGs, but also save on household and business utility costs. Encouraging reinvestment and revitalization of existing developed areas can reduce VMT and GHGs, but also helps to conserve important open space functions, such as agriculture, recreation, watershed protection, and others.

Approaches to GHG Reduction Standards

Local governments across the globe have been taking a variety of approaches to addressing climate change. Jurisdictions have used various approaches for GHG target setting that depend on the community context, the political dynamics at play, and the applicable regulatory setting. A mixture of incentives and regulations is normally appropriate for achieving greenhouse gas reduction targets.

Oftentimes, the simplest approach is some type of percentage reduction for community-wide emissions or government operations. California's GHG mandate requires that statewide GHG emissions be reduced to 1990 levels by 2020, which would represent a roughly 10% reduction from 2006 levels and a roughly 30% reduction from forecast "business as usual" 2020 emissions.¹⁵ Some agencies have adopted a GHG reduction target of between 10 and 30% based on these statewide estimates. However, AB 32 addresses a *statewide* emissions target that is not necessarily appropriate for application at the city or county level (unless the community's growth rate is expected to be identical to that of the state). Also, the "business as usual" scenario developed by the California Air Resources Board (ARB) is based on many complex, long-range assumptions regarding statewide growth in VMT, energy prices and demand, modeling of change in different industrial sectors, and many other factors and assumptions, many of which are themselves correlated. The "business as usual" scenario is useful in illustrating the ambitious nature of California's GHG goals, but is only indirectly related to the actual AB 32 target (1990 emissions by 2020). A percentage reduction from the "business as usual" scenario also is difficult to objectively apply at the project level.¹⁶ The assumptions used to build the hypothetical project could be subject to artificial inflation in order to improve the performance of the proposed project, by comparison. Comparing a project's per-unit emissions against a local or regional per-unit average would improve on the the percentage reduction approach, but this would still have only an indirect relationship with AB 32 targets.

Greenhouse Gas Efficient Communities

The intent of AB 32 is to accommodate population and economic growth in California, but do so in a way that achieves a lower *rate* of GHG emissions. Neither state legislation nor executive order suggests that

¹⁴ Bollen, J. et al. "Co-Benefits of Climate Change Mitigation Policies: Literature Review and New Results", OECD Economics Department Working Papers, No. 693, OECD Publishing. 2009.

¹⁵ Estimates of 2006 CO₂ equivalent are provided by the California Air Resources Board, online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf.

¹⁶ Since the location of the project itself is a major factor in the GHG emissions, analysis of a hypothetical project on the same site would mask much of the GHG efficiency or inefficiency of the site in question. Percentage reduction approaches, depending on their implementation, could mask other fundamental characteristics of land development needed to achieve AB 32 objectives such as density, intensity, and mixing of land uses. GHG-efficient locations, such as downtowns and other centrally located, relatively dense, mixed-use areas, generally have higher land costs. Projects with GHG-efficient locations have already invested in relatively dear land, and in doing so have substantially "mitigated" their GHG impacts in the site selection process. Therefore, it would be inappropriate to require similar percent reductions for projects with GHG-efficient locations and projects proposed at the fringe.



California intends to limit population or employment growth as a way to reduce the state's GHG emission levels. In achieving the state's targets, some communities will experience an *increase* in mass emissions, while others may experience a *decrease*. The key point, however, is that to achieve AB 32 targets, communities will need to achieve a lower *rate* of emissions per capita and/or per employee.¹⁷ With a reduced *rate* of emissions per capita and per employee, California can accommodate expected population growth and achieve economic development objectives, while also abiding by AB 32's emissions target. Focusing on *per-unit* rather than *mass* emissions levels is sometimes called "GHG efficiency." For land development projects, the use of an efficiency approach that considers emissions per capita or per employee correlates well with the activities accommodated by development.

Using an efficiency-based approach based on achieving 1990 GHG emission levels is tied to the science of climate change. Avoiding dangerous climate change would require ambient global CO₂ concentrations to stabilize at a level between approximately 350 and 400 ppm. Ambient global CO₂ concentrations in 1990 were approximately 353 ppm and 1990 is the year to which the AB 32 legislative mandate is tied. One may calculate the GHG efficiency required to meet AB 32 goals by taking 1990 emissions and dividing by the projected population and employment.

The "fair share" of GHG emissions per person, using this approach, is currently estimated to be between 6.4 and 6.6 metric tons of CO₂ equivalent emissions.¹⁸ Using current estimates, new development in unincorporated Yuba County should not generate greater than 6.6 net metric tons of CO₂ equivalent per person, using this fair-share approach.¹⁹ "Service population" is a term used to express the total population plus employment. The "fair share" of GHG emissions per service population needed to achieve AB 32 mandates is approximately 4.6 net metric tons CO₂ equivalent. For residents and employees accommodated in new development, emissions should not be more than 4.6 metric tons CO₂ equivalent per service population.²⁰ New development that generates GHG emissions at levels equal to or less than these levels could be considered part of the solution to the problems related to cumulative GHG emissions and would not hinder the state's ability to meet its goals of reduced statewide GHG emissions. These estimates consider only GHG emissions associated with land use sectors, including transportation, electricity, natural gas, solid waste, and domestic wastewater treatment and does not

¹⁷ Important local components in increasing GHG efficiency relate to the location, density, and design of development and the transportation facilities serving that development. There are also important state or federal actions that will be needed to increase communities' GHG efficiency, such as uniform building codes (with energy efficiency elements), renewable energy portfolio requirements, emissions standards, and regulations on industry and energy producers.

¹⁸ The estimate of GHG emissions efficiency required to be consistent with AB 32 may change if future population and/or employment estimates are parsed out more finely to, for example, remove industrial, agricultural, or other employment types from the denominator of the GHG efficiency calculation (1990 GHG emissions for land use related sectors divided by estimated 2020 population plus employment). Whether AB 32-consistent emissions are 6.4 or 6.6 metric tons CO₂e per capita or whether they are 4.4 or 4.6 metric tons CO₂e per service population is mostly dependent on whether or not electricity related emissions from cogeneration are included.

¹⁹ Use of the term "net" emissions in this context simply connotes a flexible approach that would consider both on-site and off-site emissions reduction strategies. Net emissions would consider plans and projects that reduce emissions through selection of a centrally located project site, mixing land uses, thoughtful urban design, and other on-site strategies, as well as taking actions that are demonstrated to reduce existing emissions levels off-site or through added sequestration potential.

²⁰ The efficiency standards presented here are based only on land use related emissions sectors: transportation; electricity; natural gas; water and wastewater; and recycling and waste (but not landfill related emissions). GHG emissions produced by manufacturing and agriculture are not included since the emissions characteristics of these sectors are mostly outside of the County's entitlement authority and policy purview. For example, the County does not approve or deny specific manufacturing processes or materials used in industry (unless they have demonstrated public health, safety, or welfare effects). The efficiency targets are based on those sectors over which the County would exercise some influence through its planning and development policies and standards. This fair-share approach applies to new development over which the County would have some control, but assumes equal responsibility for existing development in becoming more GHG efficient. This would occur through infill and reinvestment, as well as federal and state actions related to emissions standards, renewable energy generation, and other regulations over activities beyond the County's authority.



include manufacturing emissions, emissions related to industrial process, agricultural emissions related to fertilizer application, and other sources unrelated to the County's entitlement authority.

For most cities and counties, it would not be feasible to require or fund extensive retrofitting of existing building stock and development patterns to achieve GHG reductions. Local governments normally have limited authority for, and a limited interest in adopting planning or building regulations that would substantially affect existing businesses and residences. For this reason, in built-out communities where development patterns are somewhat fixed, there are substantial challenges for achieving ambitious greenhouse gas reduction targets. However, for growing areas like Yuba County, there is great opportunity to address climate change goals, while also decreasing household travel costs; improving air quality and public health; and achieving variety of other economic, environmental, and social objectives by incorporating greenhouse gas objectives into the location and design of new projects, plans, and public investments.

The County's approach to climate change in this General Plan addresses transportation-related emissions in the framework components of the Plan, as well as electricity, agriculture, solid waste, and other sectors. This General Plan addresses air quality and climate change for both new development areas and existing developed communities. Policies with air quality benefits are also designed to provide economic, fiscal, social, and other environmental benefits. For example, policies that encourage compact, phased development also reduce up-front and ongoing infrastructure and service costs. Policies that reduce VMT can also save household travel costs. Compact development conserves farmland by accommodating population and employment growth within smaller development footprints. Infill development concepts promoted in this General Plan are designed to attract outside funding for infrastructure and other public facilities, improving the County's fiscal position. In sum, there are extensive co-benefits associated with the wide variety of air quality related policies found throughout the General Plan.

In addition to GHG emissions, another important component of climate change for local governments is adapting to the future effects of a changed climate. Changed climate conditions are expected to have serious repercussions for public health, biodiversity, water supply and flooding, agriculture and forestry, wildfire risk, public infrastructure and facilities, and other issues. Communities prone to these effects will need to identify areas most vulnerable to these impacts and develop risk reduction strategies. The State of California intends to work collaboratively to address these impacts, as noted in the 2009 California Climate Adaptation Strategy.²¹ This General Plan address locally important aspects of climate change adaptation through water conservation strategies in the Natural Resources Element, fire and flood risk measures in the Public Health & Safety Element, evacuation and emergency response policies in the Public Health & Safety Element, preservation and restoration policies in the Natural Resources Element, and other topics addressed throughout the General Plan.

Goal HS5. Greenhouse Gas Emissions & Climate Change

Provide greenhouse-gas efficient development patterns and successfully adapt to future changes in Yuba County's climate

- Policy HS5.1 The County will guide land use change, direct investments, and apply its fees and programs to encourage more GHG-efficient development patterns, as feasible.*
- Policy HS5.2 The County's regulations, investments, and fee programs should be structured to reduce net greenhouse gas emissions for new development in the unincorporated County consistent with the level of emissions needed per-capita or per service population to achieve the County's fair share of the state's emissions mandate.*

²¹ Available online at: <http://www.climatechange.ca.gov/adaptation/>.



- 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).*
- Policy HS5.4 The County will use an efficiency-based threshold (net emissions per-capita + employee) to evaluate proposed urban land uses, such as homes, retail, office, and other uses where the location, density, and mix of uses in the project area is important to the level of greenhouse gas generation.*
- Policy HS5.5 For proposed industrial projects, including those with new stationary sources of emissions, and other uses where location, land use mix, and density is not an important indicator of GHG emissions rate, the County will require incorporation of feasible technologies or management practices and best available control technologies, in coordination with Feather River Air Quality Management District, and in compliance with regulations effective at the time of project review.*
- Policy HS5.6 The County relies, in part, on infrastructure planning and funding controlled by regional, state, and other local agencies, and will work cooperatively with these agencies to provide infrastructure and public facilities needed to support GHG-efficient development patterns.*
- Policy HS5.7 The County will work collaboratively with state agencies and public/private utility providers charged with regulating building efficiency, mobile-source emissions controls, energy sources and uses, and other components of GHG emissions to create the opportunity for more GHG-efficient local development.*
- 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.*
- Policy HS5.9 The County will partner with local agricultural groups to create voluntary and incentive-based programs designed to help farmers reduce their greenhouse gas emissions.*
- Policy HS5.10 The County should collaborate with Marysville, Wheatland, and other local and state agencies to identify risks posed by climate change and implement appropriate adaptation strategies.*
- Policy HS5.11 Rural Community Plans should address strategies to diversify the local land use mix to meet more resident needs within each community, increase energy efficiency, shorten trips, and encourage non-vehicular travel, as feasible, to increase greenhouse gas efficiency.*

Action HS5.1 Greenhouse Gas Reduction Plan

The County will prepare and adopt a Plan to reduce greenhouse gas (GHG) emissions. This Plan may be structured to address GHGs alone, or may also be designed to address other important County objectives that also promote climate change adaptation and GHG reduction, such as energy conservation, renewable energy development and use, economic development, transportation and other public infrastructure, infill and mixed-use development, or other topics.



The County will choose a GHG reduction target for countywide emissions (existing and new growth) that is consistent with state and regional regulations and plans, such as those adopted to implement The California Global Warming Solutions Act of 2006 (AB 32) and California's Sustainable Communities and Climate Protection Act (SB 375).

The County's GHG Reduction Plan will be designed to be consistent with AB 32, as appropriate and applicable within the unincorporated County. The County will ensure that the GHG emissions reductions targets represent the unincorporated County's "fair share" of statewide GHG reduction, consistent with legislation and regulations with AB 32 (i.e., reduce statewide GHG emissions to 1990 levels by 2020). This does not mean that the County will attempt to literally reach its own 1990 emissions level by 2020, as this would be a misreading of legislation. As noted, the County's overall objective is to plan for new growth in a way that is as GHG-efficient as would be needed statewide to achieve AB 32 mandates.

The County's GHG reduction target and Plan will address only those GHG emission sectors that are applicable to the County and over which the County can have influence – either through entitlement authority, public investments, incentives, or other feasible means. It would not be appropriate for the County's GHG reduction target to address GHG sources that are beyond the County's influence.

The County's GHG Reduction Target and Plan can "credit" future regional, statewide, or federal regulations and would reduce GHG emissions, as applicable. For example, vehicle emissions standards and low carbon fuel standards would substantially reduce emissions associated with the 2030 General Plan, just as it would reduce mobile source emissions throughout California communities. The effect of future regulations will be taken into account through implementation of the County's GHG Reduction Plan. The GHG reduction target may need to be revised occasionally as new legislation or regulations become effective. With emerging transportation modeling tools, it may become necessary to re-analyze the County's GHG emissions to better account for the benefits of transit investment, infill and mixed-use development, roadway connectivity, and other elements of the 2030 General Plan and implementing actions.

In addition to policies included in the General Plan and implementing actions, the County's GHG Reduction Plan will identify additional plans, policies, projects, actions, mitigation measures, and regulations that are necessary to reduce GHG emissions to a level consistent with the County's GHG reduction target.

The GHG Reduction Plan may include, but is not limited to:

- Regulations;
- Infrastructure investment strategies;
- Development streamlining and other incentives;
- Contributions to (and/or local use of) carbon offset programs;
- Infill and redevelopment plans and projects;
- Affordable housing projects or other higher-density housing and mixed-use projects near existing or planned future transit stops and along existing or planned pedestrian/bicycle networks;
- Bicycle and pedestrian master plans and infrastructure projects;
- Other public facilities and infrastructure projects in areas targeted for reinvestment;
- Financing programs for installation and use of renewable energy infrastructure in new and/or existing development;



- Programs to assist existing property owners in making energy efficiency upgrades;
- Travel demand management programs for new nonresidential projects; and
- Other plans and projects consistent with the 2030 General Plan that would improve per-capita and per-employee GHG efficiency in the County.

If a carbon offset program is developed locally, funding from this program should be used for revitalization, land assembly, transit improvements, pedestrian/bicycle facilities, and similar efforts in already-developed parts of the Valley Growth Boundary, where GHG-efficient land use and transportation environments will be provided.²² The offset should be tied to a County GHG efficiency target for new land use projects. If developments are proposed that would exceed the GHG efficiency target, the County could require a GHG offset at a level necessary to achieve the County’s GHG efficiency threshold for the lifetime of the subject project. The County could also participate in a regional or statewide offset program, as appropriate.

Since transportation is the largest sector contributing to GHG emissions both locally and at the statewide level, land use/transportation projects that manage travel demand are crucial to achieving the state’s GHG emissions reduction target. The County will prioritize and seek grant funding to promote planning and development projects that increase housing/employment density, place homes in closer proximity with destinations, increase accessibility to transit, or otherwise decrease vehicle miles traveled (per household, per capita, per job).

The County will periodically monitor progress toward its GHG reduction target and, if necessary, consider revisions to the GHG Reduction Plan and implementing actions. As a part of ongoing monitoring, the County will follow changes in the regulatory environment and technology, as well as grant and other funding programs that could be used to fund different components of the County’s GHG Reduction Plan.

Related Goals:	Goal HS1, Goal HS2, Goal HS3, Goal HS5, Goal HS11, Goal CD2, Goal CD4, Goal CD5, Goal CD6, Goal CD7, Goal CD8, Goal CD10, Goal CD15, Goal NR2, Goal NR7
Agency/Department:	Community Development and Services Agency
Funding Source:	General fund, grant funding
Time Frame:	Adopt by 2013, monitoring reports and needed revisions in coordination with Housing Element updates and updates to the Regional Transportation Plan

²² Carbon offset programs are designed to achieve a net emissions objective by allowing additional emissions but also requiring purchase of offsetting credits. A factory or development may not be able to feasibly reduce its own carbon footprint, but would instead achieve some “net” carbon emissions objective through funding emissions reducing activities elsewhere. Funds from these credits are used for a variety of projects, such as planting trees (which absorb carbon dioxide), converting vehicle fleets to more efficient/less polluting technologies, funding for energy efficiency retrofits of existing buildings, renewable energy projects, and other activities. For a discussion of the potential for carbon offsets in the context of “indirect” GHG emissions and the California regulatory context, see Timothy P. Duane and Joanna D. Malaczynski, “Reducing Greenhouse Gas Emissions from Vehicle Miles Traveled: Integrating the California Environmental Quality Act with the California Global Warming Solutions Act,” Ecology Law Quarterly, Vol. 36:71.



Action HS5.2 Assist Farmers to Reduce Greenhouse Gas Emissions

The County will meet with local agricultural groups, such as the Yuba-Sutter Farm Bureau, UC Davis Extension representatives, local organic farming groups, and other public and private groups representing farmers to discuss programs to reduce agricultural greenhouse gas (GHG) emissions. Methods to be explored may include, but are not limited to reduction strategies from changes in crop management, animal wastes, energy use, crop residue burning, livestock management, soil management, solid waste management, fertilizers, and off-road equipment. The County will seek funding, through carbon offsets or other sources, to provide incentives that encourage farmers to participate in consensus GHG reduction programs for agriculture.

Related Goals:	Goal HS5, Goal NR3
Agency/Department:	Community Development and Services Agency and Agricultural Commissioner, in collaboration with local farming groups
Funding Source:	General fund, grant funding, carbon offset fees
Time Frame:	Ongoing, as funding is available

Goal HS6. Construction Emissions

Use construction practices and operational strategies that minimize air pollution

Policy HS6.1 New developments shall implement emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition, to the maximum extent feasible.

Hazards and Hazardous Materials

Hazardous waste, toxic releases, leaking underground storage tanks, and contaminated soils have the potential to adversely affect human and environmental health. Yuba County has sites that generate and store hazardous waste and permitted operations that produce or use hazardous materials, including oils, solvents, fertilizers, pesticides, welding gases, manufacturing/ processing chemicals, and products that are flammable, toxic, reactive, or corrosive.

Unexploded ordnance (ammunition for weapons) is a potential hazard at the site of the former Camp Beale, located in the southeastern portion of Yuba County and western Nevada County (Exhibit Public Health & Safety-10). This former Army base was historically used for bombing ranges, and there is still the potential for discovering munitions or explosives in this area.²³

Goal HS7. Hazards and Hazardous Materials

Protect the community from the harmful effects of hazards and hazardous materials

Policy HS7.1 The County will assess risks associated with public investments and other County-initiated actions, and new private developments shall assess and mitigate hazardous materials risks and ensure safe handling, storage, and movement in compliance with local, state, and federal safety standards.

²³ For more information on Camp Beale, please refer to the web site managed by the Army Corps of Engineers: <https://www.campbeale.org/>.

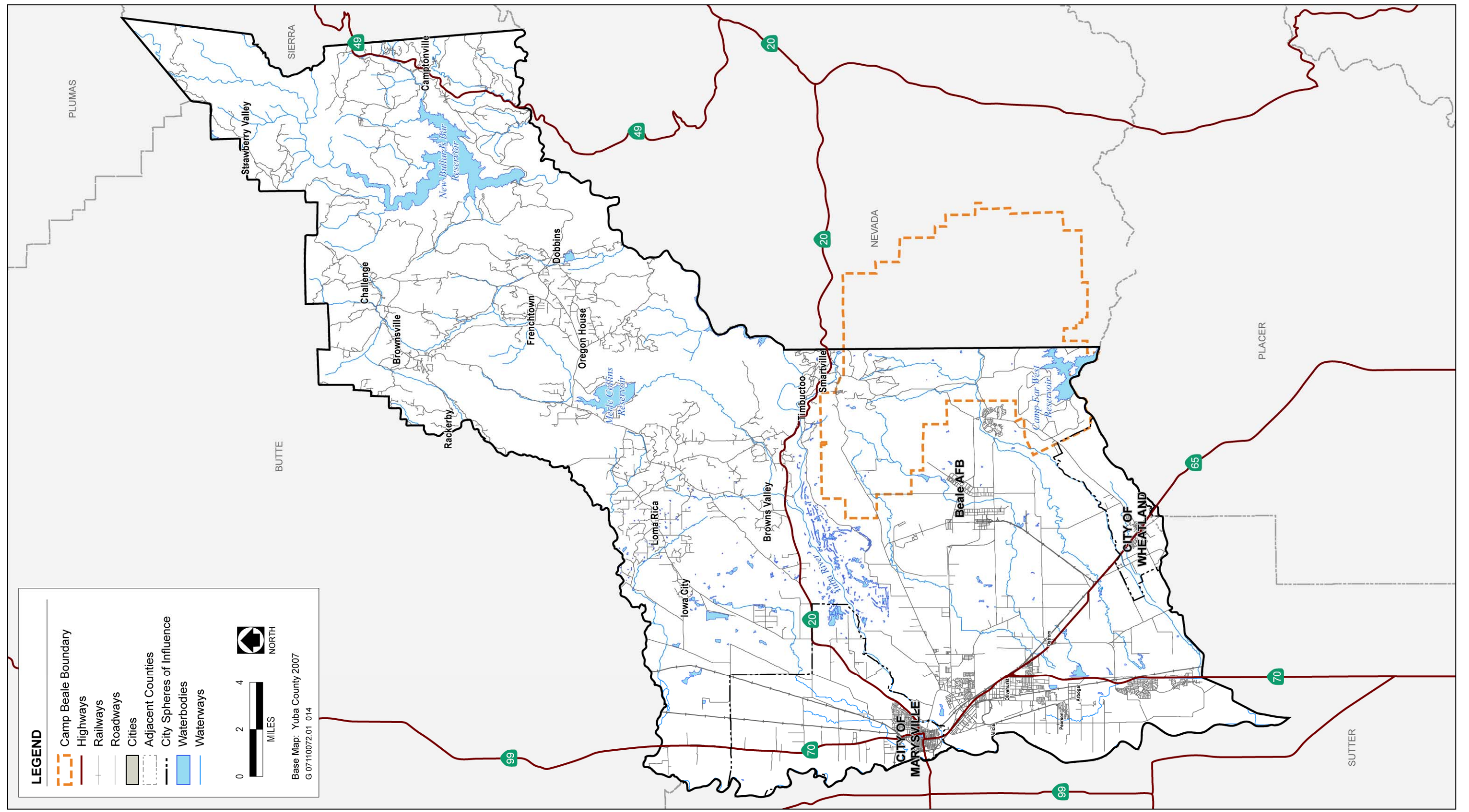


- Policy HS7.2 Hazardous materials waste sites and areas of contamination shall be remediated in conformance with applicable federal and state standards prior to new development that could be substantially and adversely affected by the presence of such contamination.*
- Policy HS7.3 The County will collaborate with appropriate federal, state, and regional agencies in an effort to identify and remediate soils and groundwater contaminated with toxic materials and to identify and eliminate sources contributing to such contamination.*
- Policy HS7.4 New residential developments proposed in areas adjacent to ongoing agriculture shall provide buffers or other design features adequate to protect residents from harmful effects of agricultural chemical use.*
- Policy HS7.5 The County will support compliance with state law regarding the location of school sites and sources of hazardous air emissions to ensure against endangerment of public health.*
- Policy HS7.6 The County’s entitlement review procedures should be updated to ensure the public safety in the former Camp Beale area.*
- Policy HS7.7 The County will coordinate with the Army Corps of Engineers regarding cleanup of the former Camp Beale Army Base.*
- Policy HS7.8 New developments and public investments involving earth disturbance in the former Camp Beale Army Base area shall incorporate permit requirements in coordination with the State Department of Toxic Substances Control to reduce risk associated with munitions or explosives.*










Action HS7.1 Revise County Standards for Camp Beale Area

Following adoption of the General Plan, the County will revise its standards to address the potential for residual buried munitions in the former Camp Beale area. The intent of these revisions would be to ensure that public safety is considered in County approvals for any type of earth disturbance, such as grading, installation of foundations, trenching for underground utilities, installation of septic systems, and other actions. The County would revise its Ordinances to clarify the process for entitlements in areas identified as having a high probability to contain munitions or other hazardous materials associated with the former Army Base.


Related Goals:	Goal HS7
Agency/Department:	Community Development and Services Agency
Funding Source:	General fund
Time Frame:	Adopt by 2015



LEGEND

-  Camp Beale Boundary
-  Highways
-  Railways
-  Roadways
-  Cities
-  Adjacent Counties
-  City Spheres of Influence
-  Waterbodies
-  Waterways

0 2 4
MILES

 NORTH

Base Map: Yuba County 2007
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Exhibit Public Health & Safety-10. Camp Beale



Geology and Soils

Yuba County is located within an area of relatively low seismic activity and is not located within a highly active fault zone. No Alquist-Priolo Earthquake Fault Zones are located in the County. Faults include primarily inactive faults of the Foothills Fault System, running south-southeastward near Loma Rica, Browns Valley, and Smartville. Faults include the Prairie Creek Fault Zone, the Spenceville Fault, and the Swain Ravine Fault.

A number of soils within Yuba County are considered to have high potential for erosion. Highly erosive soils can damage roads, bridges, buildings, and other structures. Areas that have erosion hazards with moderate to very severe potential are located in the foothills and mountain areas of the County.

Expansive or shrink-swell soils contain significant amounts of clay minerals that swell when wet and shrink when dry, which can result in damage to foundations, buildings, infrastructure, and other structures. Soils having high shrink-swell potential are more common on the western end of the county, with some soils with moderate shrink-swell potential also located in valleys in the eastern portion of the County.

Landslide susceptibility is a function of various combinations of factors including rainfall, rock and soil types, slope, aspect, vegetation, seismic conditions, and human activities, such as construction. In Yuba County, landslides would likely be limited to foothills and mountain areas where slopes are greater.

Soil liquefaction results from loss of strength during earthquake shaking. The soils most susceptible to liquefaction are clean, uniformly graded, loose, saturated, fine grained sands. Soil layers with high potential for liquefaction include unconsolidated sands and fine-grained material. Foothill and mountain areas have a low potential for liquefaction, except in areas of unconsolidated sediments (generally adjacent to stream channels).

No asbestos is mined in Yuba County, but small areas of potentially asbestos-bearing ultramafic rock are located in foothills and mountain portions of the County.

Goal HS8. Geology and Soils

Reduce risk to people and property from geologic hazards and soil limitations

- Policy HS8.1 Development projects shall implement applicable state and local building code requirements, including structural and seismic safety measures, in order to reduce risks associated with seismic events and unstable or expansive soils.*
- Policy HS8.2 New developments that could be adversely affected by geological and/or soil conditions shall include project features that minimize these risks.*
- Policy HS8.3 A grading permit from the County is required for movement of dirt, soil, rock, debris or other material on over one acre of land and construction of retaining walls, bridges, and fill operations exceeding four feet, unless the activity is listed in the County Code as exempt from grading requirements.*
- Policy HS8.4 Grading permits generally require submittal of grading plans and drainage study for review and approval by the Community Development and Services Agency, and where requested, a revegetation and winterization plan, and geotechnical investigation report.*



YUBA COUNTY GENERAL PLAN

- Policy HS8.5 An erosion and sediment control plan meeting County standards for preventing to increased discharge of sediment is required for:*
- *Projects that propose to grade more than ten thousand (10,000) square feet of area having a slope greater than ten (10) percent;*
 - *Clearing and grubbing areas of one acre or more regardless of slope;*
 - *Projects where more than two thousand five hundred (2,500) square feet will be inadequately protected from erosion during any portion of the rainy season;*
 - *Projects that involve grading will occur within fifty (50) feet of any watercourse; or*
 - *Where the County determines that the grading will or may pose a significant erosion, or sediment discharge hazard for any reason.*
- Policy HS8.6 Project applicants may be required to show evidence of coverage, or application for coverage, under an NPDES general construction permit and a Storm Water Pollution Prevention Plan (SWPPP) with a State issued W.D.I.D. number, if applicable. Grading activities shall be located and designed to avoid contributing to the violation of provisions of any applicable NPDES stormwater discharge permit.*
- Policy HS8.7 Grading activities shall be designed, per County standards, to avoid obstructing or impeding the natural flow of stormwaters, causing accelerated erosion, or aggravating any existing flooding condition.*
- Policy HS8.8 For engineered grading, the peak off-site storm water discharge from the project site shall not exceed pre-construction conditions unless the applicant demonstrates that downstream storm water conveyance systems have sufficient capacity to handle the increased flow rate without exceeding established design standards, subject to County approval.*
- Policy HS8.9 Grading activity and land disturbance shall be conducted such that the smallest practicable area of erodible land is exposed at any one time.*
- Policy HS8.10 Grading activities shall preserve natural features, including vegetation, terrain, watercourses and similar resources, wherever feasible.*
- Policy HS8.11 Grading activities within four hundred (400) feet of a landside levee toe shall require a registered geotechnical engineer to submit a stamped report demonstrating that the proposed action will not have an adverse impact on the integrity of the levee system. Agricultural practices are generally exempt from setback requirements except for the storage of agricultural waste.*
- Policy HS8.12 Proponents of new developments shall notify owners of adjacent and abutting utilities prior to approval of a grading permit. The subject utility must either approve the permit, or, if 30 days pass after notifying the utility, or if the Agency Director waives the need for utility approval, the permit may also be approved.*
- Policy HS8.13 Grading permittees shall be responsible for the prevention of damage to any adjacent public utilities or services and adjacent properties. No person(s) shall excavate or fill close to the property line without supporting and protecting such property from damage which may result. It shall be the responsibility of the permittee to control discharge of sediment and hazardous materials to any watercourse, drainage system, or adjacent property.*



Policy HS8.14 New developments that would involve earth disturbance of areas with slopes exceeding 5 percent shall prepare and implement an erosion control plan, subject to County approval.

Action HS8.1 Grading Permits, Erosion Control Plans, Drainage Studies, and Geotechnical Evaluations

The County will update and maintain standards designed to avoid geologic hazards, mitigate for soils related constraints, reduce impacts to hydrological and drainage conditions, and minimize erosion resulting from site grading and preparation, construction, and ongoing operations. Projects will be conditioned to include measures to avoid geologic and soils related impacts, as necessary.

The County will require a geotechnical evaluation prior to construction of buildings meant for public occupancy in areas with potential risk related to geologic condition or soil limitations, as identified on maps maintained by the County. The geotechnical evaluation shall evaluate all relevant risks, which may include but are not limited to liquefaction, erosion, landslide, expansive soils, subsidence, and seismic activity. Recommendations from the geotechnical evaluation shall be incorporated into the subject project or plan in order to reduce risk to levels acceptable to the County. The County will also incorporate geotechnical evaluations and recommendations into its own public investments, as appropriate.

Related Goals:	Goal HS8, Goal HS3
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funding
Time Frame:	Ongoing, as projects are proposed

Emergency Preparedness and Response

In Yuba County, a number of different agencies and special districts provide emergency response services. The Yuba County Office of Emergency Services was established to coordinate emergency management between the various public safety and service providers.

During General Plan buildout, the County will frequently communicate with emergency service providers on issues of mutual interest. However, the focus of General Plan policy, given the County’s jurisdiction and the role of general plans, is on the location of development, design of circulation systems, and other physical elements that are required for emergency response, as opposed to programmatic elements of emergency preparedness and response. For more information, please consult the County’s Multi-Hazard Mitigation Plan.²⁴

Goal HS9. Emergency Preparedness and Response

Minimize the loss of life and damage to property from natural and human-caused hazards by ensuring adequate emergency routes and response

Policy HS9.1 The County will review development projects, plans, and public investment decisions to ensure consistency with the Multi-Jurisdictional Multi-Hazard Mitigation Plan.

²⁴ The Multi-Hazard Mitigation Plan is available online at: <http://www.co.yuba.ca.us/Departments/OES/pdm/background.aspx>.



Policy HS9.2 The County will provide public access to emergency response procedures in such locations as the Government Center, the County library, and public schools and will otherwise promote awareness of emergency response and evacuation plans.

Policy HS9.3 The County will coordinate with Caltrans to maintain Highways 20, 70, 49, and 65 in the lower half of the County and the County will maintain Marysville Road, Frenchtown Road, and La Porte–Quincy Road in the upper half of the County as primary emergency access and evacuation routes and improve other roads, as necessary, such as Plumas Arboga Road, to create additional evacuation routes (Exhibit Public Health & Safety-11).

Policy HS9.4 The County’s development and improvement standards will require a circulation system with multiple access points, adequate provision for emergency equipment access, and evacuation egress.

Action HS9.1 Emergency Access and Evacuation Routes

The County will seek funding to implement Action Items listed in the Multi-Hazard Mitigation Plan and future revisions to this Plan, including those actions intended to avoid flooding over emergency access routes. The County will consider, as a part of future revisions to the Multi-Hazard Mitigation Plan, whether new growth accommodated under the General Plan will require improvements to circulation or drainage in order to ensure adequate emergency access and evacuation egress, even in the event of a flood. As noted in Action HS1.2, the County will collaborate with Wheatland and Marysville on development of a flood emergency plan.

Related Goals:	Goal HS9
Agency/Department:	County Office of Emergency Services
Funding Source:	Grant funding
Time Frame:	Ongoing, as funding is available

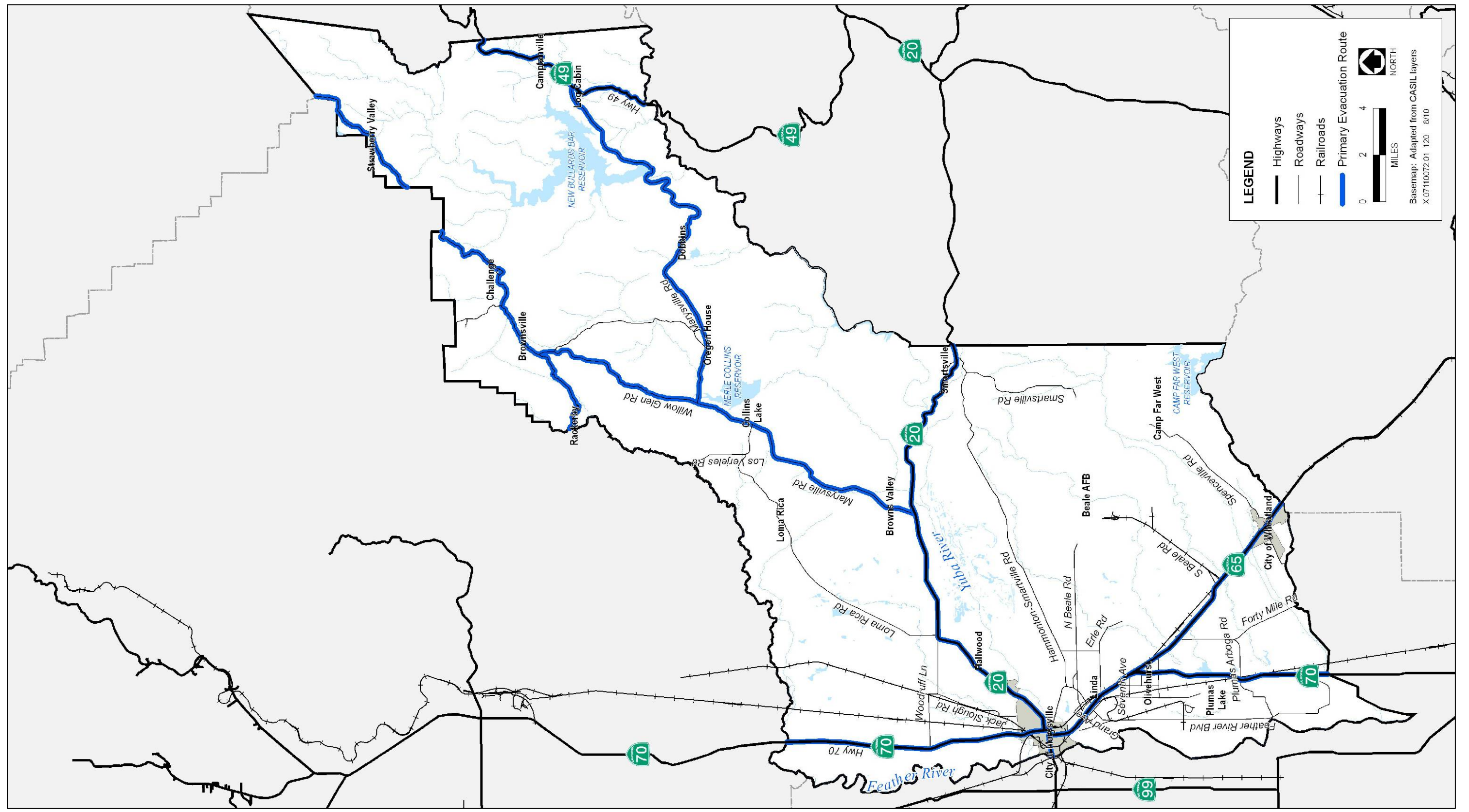


Exhibit Public Health & Safety-11. Primary Evacuation Routes



Noise and Vibration

Unregulated noise can cause stress and strain on the general well-being of the County's residents. With proper planning, mitigation, and cooperation, unwanted noise can be managed to preserve the overall well-being of the people within the County.

Sound pressure levels are expressed in decibels (dB). The dBA scale is used to correlate noise measurement with human sensitivity. Community noise is commonly described in terms of the "ambient," or all-encompassing noise level in a given environment. The Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL) are common community noise descriptors.

- **L_{eq}** (Equivalent Noise Level): The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. In noise environments determined by major noise events, such as aircraft overflights, the L_{eq} value is heavily influenced by the magnitude and number of single events that produce the high noise levels.
- **CNEL** is an average of 24-hour L_{eq} with a 10 dBA 'penalty' for noise events that occur during noise-sensitive hours of the day (10:00 p.m. to 7:00 a.m.). An additional 5 dBA 'penalty' is added to noise events that occur between 7:00 p.m. to 10:00 p.m.

The County's major transportation corridors are a primary existing source of noise. This includes State Highways 20, 65, and 70, major County roads, and two railroad lines operated by Union Pacific Railroad. The County also includes several ongoing stationary noise sources, including quarries and mining operations, manufacturing operations, agricultural operations, the Marysville Raceway Park, Ostrom Road Landfill, Sleep Train Amphitheater, a concrete plant, Beale Air Force Base, and the County's airports. In addition to the noise contours surrounding the County's major noise sources, ambient noise levels throughout the County were evaluated in a community noise survey conducted to support this General Plan. Specific information on ambient noise levels and noise contour maps can be found in the General Plan Update Noise Background Report, under separate cover.

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or intermittent, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS, as in root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a 1-second period. As with airborne sound, the RMS velocity is often expressed in decibel notation as VdB, which serves to compress the range of numbers required to describe vibration.

The background vibration-velocity level in typical residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.



Noise policies will be used to guide decisions concerning land use and the location of roads, industrial developments, agricultural operations, and other common sources of noise. Noise sensitive land uses will be planned with existing and future estimate noise levels in mind. For the purposes of this Element, noise- and vibration-sensitive uses include: residences; schools; hospitals; rest homes; long-term medical or mental care facilities; and similar uses.

Noise policies seek to avoid the planning mistakes of the past. For example, the County will ensure a network of connected, smaller-volume roadways that disperse traffic and therefore lower noise along such roadways. Buffers should separate noise-sensitive uses from large-volume roadways and railroads. Noise generating industrial and commercial uses should be designed to avoid impacts on noise-sensitive receptors. In general, the County will plan intelligently in order to reduce substantial noise conflicts and avoid the need for soundwalls and other reactive fixes that create unnecessary barriers, prohibit community connectivity and cohesiveness, and reduce the opportunities for casual surveillance.

Goal HS10. Noise and Vibration

Ensure that noise does not substantially reduce the local quality of life

- Policy HS10.1 New developments that generate traffic or are affected by traffic noise shall provide design and mitigation, if necessary, to ensure acceptable daytime and nighttime land use/noise environment at outdoor activity areas of affected properties, as defined in Table Public Health & Safety-1.*
- Policy HS10.2 If existing noise levels exceed the acceptable levels listed in Table Public Health & Safety-1, new developments are required to incorporate mitigation to reduce noise exposure in outdoor activity areas to the maximum extent feasible and include mitigation designed to achieve acceptable interior noise levels, as defined in Table Public Health & Safety-1.*
- Policy HS10.3 New developments that would generate or be affected by non-transportation noise shall be located, designed, and, if necessary, mitigated below maximum levels specified in Table Public Health & Safety-2, as measured at outdoor activity areas of affected noise-sensitive land uses.*



**Table Public Health & Safety-1
Maximum Allowable Noise Exposure from
Transportation Noise Sources at Noise-Sensitive Land Uses**

LAND USE	INTERIOR SPACES		OUTDOOR ACTIVITY AREAS (DBA L _{DN})					
	DBA L _{DN}	DBA L _{EQ}	55	60	65	70	75	80
Residences	45	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Hotels, Motels	45	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Schools, Libraries, Museums, Places of Worship, Hospitals, Nursing Homes	45	45	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Theaters, Auditoriums, Concert Halls, Amphitheaters	35	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Outdoor Spectator Sports	-	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Playgrounds, Parks	-	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Golf Courses Riding Stables, Water Recreation, Cemeteries	-	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Office Buildings, Retail, and Commercial Services	45	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray
Industrial, Manufacturing, Utilities, Agriculture	-	-	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray	Light Gray

Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise requirements.

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.

Clearly Unacceptable – New construction or development clearly should not be undertaken.

Notes: dBA = A-weighted decibels; L_{dn} = day-night average noise level; L_{eq} = energy-equivalent noise level. This table does not apply to existing transportation noise sources affecting existing land uses. Outdoor activity areas are the portion of a property where activities are normally expected. This would include portions of backyards, decks, balconies, pools, sports or game courts, and patios, but would not include front yards, spaces next to parking, roads, driveways, or vehicular loading areas. Hospitals and nursing homes use the L_{dn} interior standard, whereas schools, libraries, museums, and places of worship use a L_{eq} interior standard. Office buildings have an interior standard, but retail and commercial service uses do not have an interior standard.

Source: Governor’s Office of Planning and Research 2003 General Plan Guidelines.



**Table Public Health & Safety-2
Maximum Allowable Noise Exposure from Non-Transportation Noise
Sources at Noise-Sensitive Land Uses**

NOISE LEVEL DESCRIPTOR	DAYTIME (7 A.M.–10 P.M.)	NIGHTTIME (10 P.M.–7 A.M.)
Hourly L_{eq}	60 dBA	45 dBA
L_{max}	75 dBA	65 dBA

Notes: dBA = A-weighted decibel; L_{eq} = energy-equivalent noise level; L_{max} = maximum noise level.

Each of the noise levels specified shall be lowered by 5 dBA for simple tone noises, noises consisting primarily of speech, music, or for recurring impulsive noises. These noise-level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). Noise-sensitive land uses include schools, hospitals, rest homes, long-term care facilities, mental care facilities, residences, and other similar land uses.

**Table Public Health & Safety-3
Performance Standards for Non-Transportation Noise Sources**

CUMULATIVE DURATION OF A NOISE EVENT ¹ (MINUTES)	MAXIMUM EXTERIOR NOISE LEVEL STANDARDS ²	
	DAYTIME dBA L_{MAX} ^{2, 4}	NIGHTTIME dBA L_{MAX} ^{3, 4}
30–60	50	45
15–30	55	50
5–15	60	55
1–5	65	60
0–1	70	65

Notes: dBA = A-weighted decibel; L_{max} = maximum noise level.

- 1 Cumulative duration refers to time within any 1-hour period.
- 2 Daytime = hours between 7:00 a.m. and 10:00 p.m.
- 3 Nighttime = hours between 10:00p.m. and 7:00 a.m.
- 4 Each of the noise level standards specified may be reduced by 5 dBA for tonal noise (i.e., a signal which has a particular and unusual pitch) or for noises consisting primarily of speech or for recurring impulsive noises (i.e., sounds of short duration, usually less than one second, with an abrupt onset and rapid decay such as the discharge of firearms).

Policy HS10.4 If existing noise levels exceed the maximum allowable levels listed in Table Public Health & Safety-2, projects are required to incorporate mitigation to reduce noise exposure in outdoor activity areas to the maximum extent feasible and include mitigation to achieve acceptable interior noise levels, as defined in Table Public Health & Safety-1.

Policy HS10.5 The maximum noise level shall not exceed the performance standards shown in Table Public Health & Safety-3, as measured at outdoor activity areas of any affected noise-sensitive land use except:

- *If the ambient noise level exceeds the standard in Table Public Health & Safety-3, the standard becomes the ambient level plus 5 dBA.*
- *Reduce the applicable standards in Table Public Health & Safety-3 by 5 decibels if they exceed the existing ambient level by 10 or more dBA.*

Policy HS10.6 New developments shall provide all feasible noise mitigation to reduce construction and other short-term noise and vibration impacts as a condition of approval.



- Policy HS10.7 New developments shall ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications.*
- Policy HS10.8 Noise attenuation barriers are strongly discouraged, except to attenuate noise for existing developed uses, and may be used in the context of new developments only when no other approach to noise mitigation is feasible.*
- Policy HS10.9 New developments shall disperse vehicular traffic onto a network of fully connected smaller roadways and minimize funneling of local traffic onto large-volume, high-speed roadways near existing or planned noise-sensitive land uses to the maximum extent feasible.*
- Policy HS10.10 Proposed noise-generating industrial and other land uses shall be located away from noise-sensitive land uses, shall enclose noise sources, or shall use other site planning or mitigation techniques to ensure acceptable noise levels, to the greatest extent feasible.*
- Policy HS10.11 Lands within the 65 CNEL noise contour of Beale Air Force Base, Yuba County Airport, and Brownsville Airport shall be maintained in agricultural, open space, commercial, industrial, or other uses permitted by the subject airport's adopted Comprehensive Land Use Plan (CLUP) and consistent with the recommendations of the Beale Joint Land Use Study, including noise contours associated with future hypothetical missions, as appropriate.*
- Policy HS10.12 The County supports the construction of rail crossings designed to reduce or eliminate the use of rail horn blasts in areas with existing and planned noise-sensitive land uses.*
- Policy HS10.13 New developments that propose vibration-sensitive uses within 100 feet of a railroad or heavy industrial facility shall analyze and mitigate potential vibration impacts, to the greatest extent feasible.*
- Policy HS10.14 Public events, such as school sporting events, festivals, and other similar community and temporary events are exempt from the noise standards outlined in this Element.*
- Policy HS10.15 New developments that would generate substantial long-term vibration shall provide analysis and mitigation, as feasible, to achieve velocity levels, as experienced at habitable structures of vibration-sensitive land uses, of less than 78 vibration decibels.*
- Policy HS10.16 Mining, forestry, and agricultural noise will not be considered a nuisance when generated in areas designated by the General Plan for these uses.*

Action HS10.1 Airport Land Use Planning

The County will coordinate development requests in areas addressed by Airport Comprehensive Land Use Plans (CLUPs) according to the land use restrictions embodied in those plans and will initiate amendments to the General Plan and revisions to zoning, if necessary, following updates to local CLUPs.

Related Goals:	Goal HS10
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funding
Time Frame:	Ongoing, as projects are proposed within zones addressed by local CLUPs



Action HS10.2 Noise Generating Projects

Where development projects or roadway improvement projects could potentially create noise impacts, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. Such analysis shall be the financial responsibility of the applicant and be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. Mitigation strategies shall emphasize site planning and design over other types of mitigation.

Related Goals:	Goal HS10
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funding
Time Frame:	Ongoing, as projects are proposed

Action HS10.3 Revise County Noise Standards

The County will maintain noise control regulations consistent with the stated policies of this plan and within the capacity of the County to equitably enforce. The County’s building, zoning, and subdivision, and public peace & safety codes will be revised to incorporate these policies. The County’s code updates will provide construction noise guidance and will define special public events that are exempt from noise policies and standards.

Related Goals:	Goal HS10
Agency/Department:	Community Development and Services Agency
Funding Source:	General fund
Time Frame:	Adopt by 2013, update as needed

Healthy Communities

As noted previously, most issues related to the development of healthy communities are addressed in other sections of this Element, the Community Development Element, and the Natural Resources Element. For example, the County has provided for convenient and safe pedestrian and bicycle access in the Community Development Element. Separation between sensitive and potentially polluting uses (such as agriculture, heavy industry, high-volume roadways, and railroads) is addressed in the Community Development and elsewhere in the Public Health & Safety Element. Water quality, air quality, and climate change are also addressed elsewhere in the Public Health & Safety Element. Recreational open space is covered in the Natural Resources Element. Other public health issues are integrated throughout this General Plan.

The Yuba County Health Committee has been discussing several issues and programs that are important to citizen health and welfare. Topics currently discussed before this committee include:

- Access to healthy food;
- School wellness programs;
- Access to transit;
- Safe walking and bicycling routes to school;
- Recreational programming;
- Agricultural education; and



- Drug abuse prevention.

Many of these topics are related to the General Plan. In particular, ensuring access to recreational open space (Natural Resources Element), encouraging transit access (Community Development), and providing for bicycle and pedestrian travel (Community Development Element) are important points of emphasis for the 2030 General Plan. Water quality and air quality (addressed in this Element) are very important components of healthy communities. This section addresses the County's policy on healthy communities not addressed in other portions of the General Plan.

Healthy community principles can address a wide range of factors, including access to health care, healthy food, recreation, education, and other factors. The County is committed to pursuing healthy community objectives in the context of its decision making and programs, in collaboration with many local and regional partners. It is anticipated that future collaboration would occur between County departments and health care providers, school districts, nonprofit foundations, and other public and private groups.

Goal HS11. Healthy Communities

Improve the overall health of Yuba County's residents

- Policy HS11.1 The County will encourage access to grocery stores in Yuba County's neighborhoods.*
- Policy HS11.2 The County should coordinate with school districts and other local agencies to incorporate local agricultural products into government food programs, including the County jail, as feasible.*
- Policy HS11.3 The County should collaborate with area health providers and other stakeholders to provide targeted education regarding the importance of nutrition and exercise in a healthy lifestyle.*
- Policy HS11.4 County health statistics should be periodically monitored and used to guide the activities and focus of the County Health and Human Services Department.*
- Policy HS11.5 The County's standards will promote the establishment of community gardens, farm stands, and farmer's markets.*



YUBA COUNTY GENERAL PLAN

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Natural Resources



Vision

The major themes of this Element directly correlate with the County's General Plan Update Vision, Goals, and Strategies, a document which was approved by the Board of Supervisors prior to preparation of the 2030 General Plan. Following are some of the issues addressed in the County's General Plan Update Vision, Goals, and Strategies document that are related to the Natural Resources Element:

- *Protect agricultural lands, rural landscapes, air and water quality, and natural resource areas.*
- *Link new transportation, water and sewer infrastructure to sound and sustainable policies.*
- *Support rural communities in the development of economic opportunities such as use of natural resources, recreation, and agricultural & ecological tourism.*
- *Include a process to ensure foothill community boundaries will continue to enhance and allow for open space, grazing lands, deer herds and oak woodlands which define the rural character of the foothills and the County as a whole, while meeting the needs and vision of local residents.*
- *Increase the viability of our agricultural areas by allowing for compatible agricultural related businesses such as, but not limited to, processing facilities, agro-tourism, and boutique farming.*
- *Encourage and promote the use and harvesting of natural resources in ways that benefit the County as a whole.*
- *Protect agricultural lands from residential encroachment.*



Introduction

The Natural Resources Element presents the County's overarching conservation, open space, and resource management policy framework. This Element combines two mandatory General Plan Elements: Conservation and Open Space. This Element describes the County's approach to the:

- Preservation of open space;
- Extraction and use of natural resources;
- Conservation of agricultural, cultural, and natural resources; and
- Restoration of natural resources.

Management strategies are identified for important County open spaces and resources, including recreational areas, biological resources, farmland and forests, water supply, energy, cultural resources, mineral resources, and visual resources.

The goals, policies, and actions in this Element will be used by the County in its decision making on project approvals in developing areas, public investments in infrastructure, and public investments on renewable energy generation, ecological restoration, and other actions. This Element also will be used to direct changes to County codes and ordinances, such as the Zoning Ordinance.

Relationship to other Elements

Natural resources are important to ensuring a high quality of life for current and future generations. There is an unavoidable relationship between the local quality of life and the health of our environment. Interrelationships between the County's development, health and safety, and environmental resource policies are reflected in the structure of the 2030 General Plan.

Many conservation and open space-related topics are addressed in the Community Development Element. The County's conservation policies are related to land use policies that establish a framework for development during the General Plan time horizon. For example, the Land Use Diagram identifies open space areas that should be preserved for their natural resource value, or where development should be avoided due to a public health or safety issue.

Open space and conservation are addressed in other ways in the Community Development Element, as well, including policies that promote efficient use of land. Using land more efficiently allows the County and other service providers to provide for growth, while reducing the use of energy and other resources, and without unnecessarily converting farmland and other important open spaces to urban use.

Natural resource policies are also an important part of the County's economic development strategy, as described in the Community Development Element. Future growth industries in the County will include mining, timber, agricultural products and services, renewable energy generation, natural resource-oriented tourism, and other resource-related business.

There is also overlap between this Element and the Public Health & Safety Element on issues of open space and conservation. For example, water supply is addressed here, while water quality issues are covered in the Public Health & Safety Element. Open space preserved for buffering or other open-space oriented use also protects water quality, separates sensitive uses from sources of air pollution, keeps housing out of the floodplain, and addresses other issues addressed in the Public Health & Safety Element. The County's greenhouse gas emissions goals, policies, and actions are addressed in the Public Health and Safety Element, while carbon absorption by the County's forests is also addressed in this Element. There are many other topics that are covered in some way in both the Natural Resources and Public Health & Safety Elements.



Open Space Framework

Open Space lands in the County include agricultural lands (cropland, grazing, and processing areas), wetlands and riparian areas, grasslands, woodlands, and forests. These open spaces are important for resource production and extraction, buffering between incompatible uses, biological habitat, recreation, cultural resources, aesthetics, and other functions. Agricultural, forest, and mining lands are crucial to the County's economic standing, as well.



Open Space Diagram

The County describes its general intent for land use in the Community Development Element. The County has also developed an Open Space Diagram to illustrate the County's intent for important open spaces. Several open space designations are defined in Table Natural Resources-1 and illustrated on the Open Space Diagram (see Exhibit Natural-Resources-1), including:

- Cropland;
- Forest;
- Grazing Lands;
- Critical Habitat;
- Water and Groundwater Recharge Areas;
- Mineral Resources;
- Private Recreation; and
- Public Lands

The designations depicted on the Open Space Diagram are intended to accommodate multiple functions (recreational, aesthetic, habitat, etc).

While many of the open space categories included on the Open Space diagram provide some recreational benefits, the County has also developed a separate Recreational Open Space Diagram (see below).



Open Space lands in the County include wetlands, reservoirs, and riparian areas; rich farmland; and other lands.



Open spaces provide habitat and scenic value, as well as opportunities for recreation.



**Table Natural Resources-1
Open Space Designations**

OPEN SPACE DESIGNATION	INTENT
Cropland	<p>To provide for growing, processing, transporting, and selling cultivated crops, dairies, and other types of agricultural and agriculture-related uses. In these areas, the County's standards will be applied in a way that is protective of agricultural operations. Incompatible uses are those that prevent or interfere with agricultural operations or that may create pressure to convert from agriculture to another use. Other beneficial uses provided on Croplands are consistent with the General Plan, including habitat preservation and mitigation, agricultural and ecological tourism, levees and other public facilities, recreation, and other public purposes.</p>
Forest	<p>To provide for growing and harvesting of timber and forest products, camping and other recreation, water supply protection, carbon sequestration¹, and other forest-related uses. Other beneficial uses, such as habitat mitigation, ecological tourism, watershed management, fish and wildlife habitat management, exploration and extraction of mineral resources, public facilities, and other public purposes are consistent with the General Plan.</p>
Grazing Lands	<p>To provide for grazing, viticulture, dairies, livestock management, and a variety of other agriculture-related uses. Other beneficial uses, such as habitat preservation, habitat mitigation, ecological tourism, recreation, public facilities, and other public purposes are also consistent with the General Plan.</p>
Critical Habitat	<p>To provide habitat for rare, threatened, and endangered species located in Yuba County. Although certain recreational and other public uses may be consistent with the intent to provide for natural habitat, the County anticipates that these lands would remain mostly undeveloped. Critical Habitat includes areas designated by the U.S. Fish & Wildlife Service for vernal pool species and California red-legged frog and critical habitat identified by the California Department of Fish & Game. The U.S. Fish & Wildlife Service also identifies Critical Habitat along segments of the County's streams and rivers for use by steelhead and Chinook salmon. These habitat areas are covered under the designation "Water and Groundwater Recharge Areas," described below.</p>
Water and Groundwater Recharge Areas	<p>To protect water quality and habitat associated with rivers, lakes, reservoirs, and streams. Recreational uses and public access are appropriate along the County's waterways, so long as the design and use does not substantially and adversely affect groundwater recharge, scenic views, cultural or biological resources, or natural habitat.</p>
Mineral Resources	<p>To maintain areas with significant mineral resources for ongoing mineral extraction, processing, and mining-related activities. Compatible uses are those that require a minimum of public and private investment in structures and land improvements, and therefore would allow ongoing mining activities. Incompatible uses are also those that would present conflicts related to noise, dust, truck traffic, or other issues, or those that would require substantial public or private investment in structures, land improvements, and landscaping, and that may prevent mining because of the greater resulting economic value of land and improvements. Incompatibles uses are also those that interfere with flood protection programs or would substantially degrade water quality.</p>
Private Recreation	<p>To maintain existing private recreational areas in their current or expanded use in a way that is sensitive to habitat, aesthetic, and other important open space functions. This Open Space Designation represents existing recreational resources under private ownership with an important open space component. Public parks and recreation is described in the County's Recreational Open Space Diagram.</p>
Public Lands	<p>To remain under public ownership and provide hazard protection, habitat, water supply protection, recreation, and other important public functions. Many of these areas were acquired to provide for habitat preservation. Other areas provide habitat value, but are owned and managed for other purposes, such as timber harvest, recreation, or other resource-oriented use. The County anticipates that Public Lands would continue to provide habitat, aesthetic, recreational, resource extraction, and other values through buildout of this General Plan.</p>

¹ "Carbon sequestration" involves the removal and storage of carbon from the atmosphere in oceans, forests, soils, or physical/biological processes. Trees and other carbon-absorbing vegetative material have what is called "carbon sequestration" potential. Planting substantial vegetation can be used to increase the level of carbon sequestration potential and reduce the net greenhouse gas emissions.

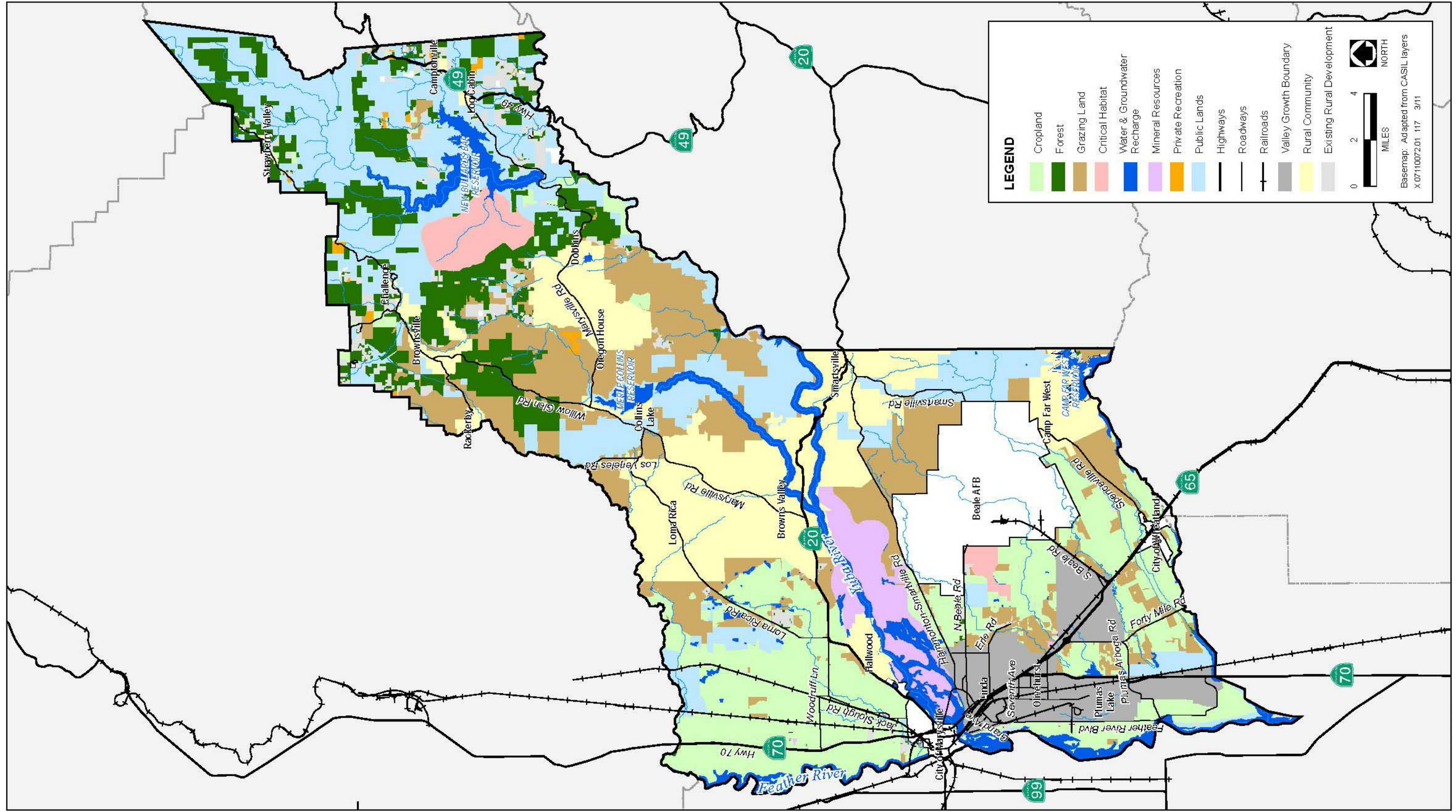


Exhibit Natural Resources-1. Open Space Diagram

Recreational Open Space Diagram

The Recreational Open Space Diagram (Exhibit Natural Resources-2) depicts the general location of existing and future parks, trails, and other types of recreational open space needed to serve County residents and visitors during this General Plan time horizon. Please refer to the County's Parks Master Plan for more detailed information.

Conceptual locations for regional and local parks are identified on the Recreational Open Space Diagram. Parks will be sized, located, designed, and developed with amenities suited to local needs and preferences.

The Recreational Open Space Diagram includes a conceptual representation of a park and countywide trail system that would accommodate multiple activities, such as horseback riding, bicycling, walking, and hiking. The actual alignment of trails will depend on land availability, natural features, property configurations, and optimal connections between communities and destinations. In addition to the countywide trail system, Valley Neighborhoods and Rural Communities will provide a network of internal pathways, sidewalks, and off-street trails that would connect to the countywide trail system. Please refer to the Bicycle and Pedestrian Diagram in the Community Development for more information.

Realization of the Recreational Open Space Diagram will involve coordination among other entities, such as levee districts, reclamation districts, the Central Valley Flood Protection Board, Olivehurst Public Utilities District, private utilities, and the cities of Marysville and Wheatland. Basic guidance for recreational open space is provided in Table Natural Resources-2 below.



Source: Yuba County Parks Master Plan, 2008

**Table Natural Resources-2
Recreational Open Space Guidelines**

TYPE	DESCRIPTION	SERVICE AREA	SIZE	SITE SELECTION
Local Parks	Provide nearby residents with active and passive recreation	Up to ½ mile for smaller parks and up to 1 and ½ miles for larger parks	2 to 15 acres	At least 50% should be level and usable for recreation.
Regional Parks	Provide access to unique features that appeal to residents from throughout the County and beyond, including large group activities, camping, special events, and festivals.	Yuba County and beyond	25 to 100 acres	Access should be along Collector level roadway or above. Regional parks should provide access to natural features such as reservoirs, streams and rivers, if available.
Trails	Single- or multi-use trails and integrated parkspace for recreational use, as well as reaching destinations	Yuba County and beyond	Hiking trails: Minimum easement - 10', minimum surface - 4'. Urban bicycle/pedestrian trail: Minimum easement - 12' (preferably 20'), minimum surface width - 10'	Use existing public rights-of-way and other public lands. Locate trailheads near existing or planned transit stops. Trails should link to schools, parks, and other destinations. Incorporate parkspace into trail corridors in "nodes" along the trail route.
Recreational and Natural Open Space	Permanent, undeveloped natural or green spaces managed for natural, recreational, educational use	Yuba County	Depends on the natural resource to be preserved and proposed activities	Could include wetlands, stream corridors, and other types of habitat.

Source: Yuba County Parks Master Plan, 2008. Adapted by AECOM, 2010.

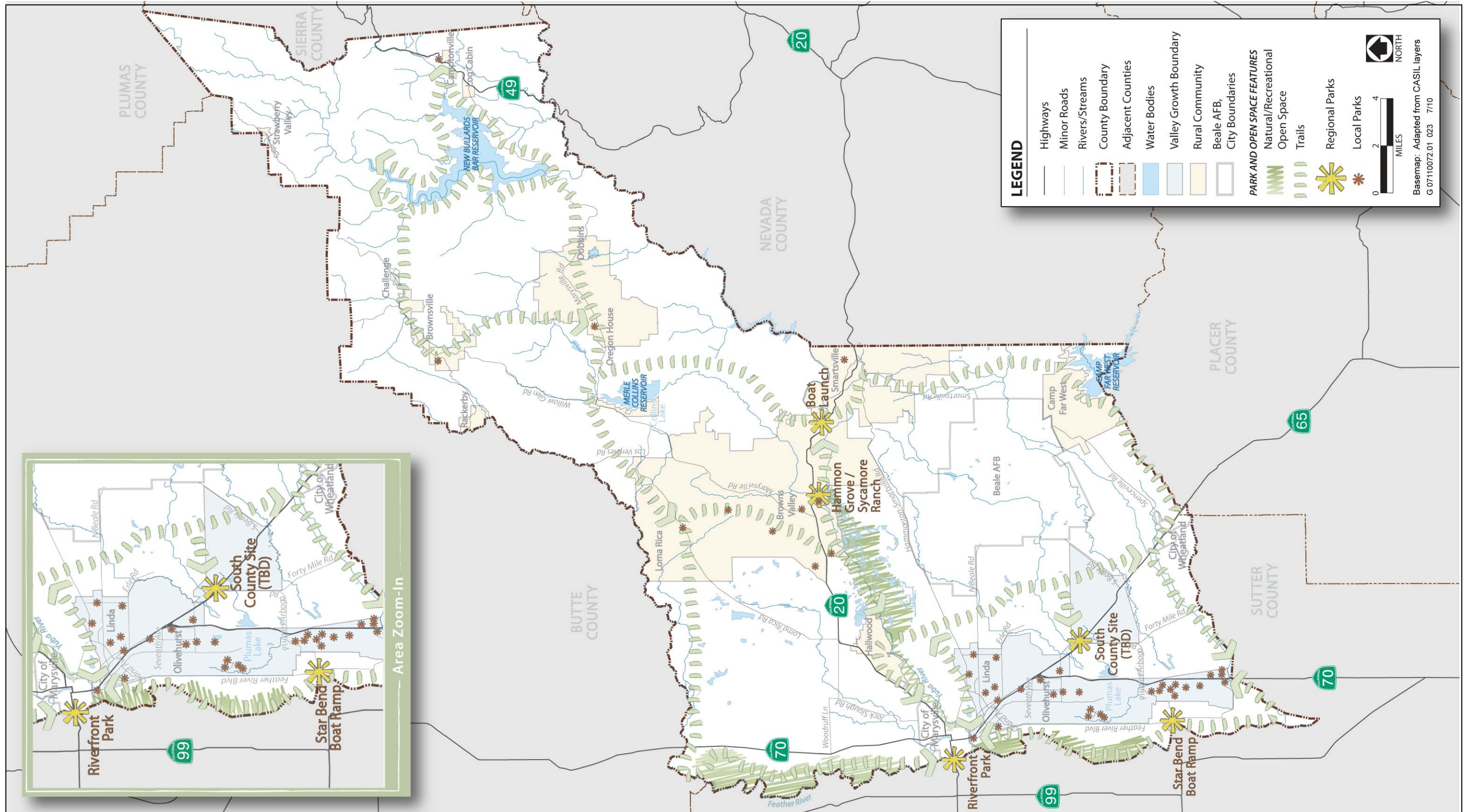


Exhibit Natural Resources-2. Recreational Open Space Diagram



Natural Resource Goals, Policies & Actions

Following are the County's goals, policies, and actions addressing open space and resource conservation.

Recreational Open Space

Parks and recreational facilities contribute significantly to community livability, environmental resource management, and economic development. High-quality recreational open space enhances individual and community health, and attracts residents and employers searching for communities with a high quality of life. At General Plan buildout, Yuba County will be an attractive place to live, work and play, in part, due to its passive and active recreational opportunities.



Today, the County plans for and maintains some local parks and provides regional parks and facilities, such as Hammon Grove Park, Sycamore Ranch, and Star Bend Boat Ramp. Some of Yuba County's unincorporated communities have no parks or recreation facilities, while in others, there are community groups that maintain parks that were created with County assistance. Other areas have parks that were developed and are maintained by the County.

In addition to the County's parks, which are planned and maintained by the Community Development & Services Agency, there are state and federal agencies, other local agencies, and special districts that provide recreational services in the County. State and federal agencies, such as the California Department of Fish & Game, the Federal Bureau of Land Management, and the U.S. Forest Service own land in the County that provides both recreational value and natural open space. The cities of Marysville and Wheatland have park systems of their own with a variety of park types. The Olivehurst Public Utility District has developed and maintains a park system to serve the Olivehurst and Plumas Lake areas. Schools in the Camptonville, Marysville Joint Unified, Plumas Lake, Wheatland and Wheatland High School Districts include playgrounds, playfields, gymnasiums, and other recreational facilities. Private recreational and entertainment facilities are provided at Sleep Train Amphitheatre, Collins Lake Campground, Lake of the Springs, Timbuctoo Sporting Estate, and Lake Francis Resort, as well as other unique areas of the County.

The County's Parks Master Plan considers existing facilities and future population growth in recommending a series of parks and trails to be developed throughout the County. The Parks Master Plan identifies additional recreational facilities that will be required during General Plan buildout, as well as funding strategies that cover up-front capital costs, as well as costs associated with ongoing maintenance.

In addition to parks and trails identified in the Parks Master Plan, the County will pursue grant funding to construct urban greening projects in the Linda and Olivehurst areas, which are identified by this General Plan for reinvestment and revitalization between present and 2030.



Goal NR1. Recreational Areas

High-quality, accessible public recreational open space

- Policy NR1.1 The County will collaborate with other agencies to ensure a quality park, recreation, natural open space, and trail system that is efficient to administer and cost-effective to maintain.*
- Policy NR1.2 Local parks should be developed according to local needs, including those identified in the County's Parks Master Plan and the Olivehurst Public Utilities District Park Master Plan.*
- Policy NR1.3 New developments shall contribute in-lieu fees and/or set aside land and dedicate improved, publicly accessible parkland and trails in locations and amounts dictated by applicable park standards, the County's Parks Master Plan, and the County Code.*
- Policy NR1.4 The County's requirements for parkland provision may allow parkland credit for passive recreational open space, but at a reduced rate, compared to improved active parkland.*
- Policy NR1.5 New developments shall provide for open space corridors consistent with the County's Parks Master Plan, and as needed to provide naturalized drainage and bike/pedestrian connections to nearby neighborhoods and destinations.*
- Policy NR1.6 Specific Plans and Community Plans shall provide for publicly accessible parkland and trails, consistent with the General Plan and applicable standards.*
- Policy NR1.7 Valley Neighborhoods should provide a diversity of park types at a ratio of at least 5 acres for every 1,000 residents.*
- Policy NR1.8 Local parks should be located central to the neighborhood they serve and designed to encourage pedestrian and bicycle access.*
- Policy NR1.9 The County will encourage collaboration among recreation providers and local school districts on planning, financing, and development of joint-use parkspace and recreational facilities.*
- Policy NR1.10 The County's recreational open space should be designed to provide multiple benefits, including recreational, circulation, and stormwater drainage conveyance and detention. Applicable impact and in-lieu-fees will be reduced to reflect these overlapping uses for developments that include multi-use open space.*
- Policy NR1.11 Recreational open space along rivers and streams should incorporate flood control objectives, habitat preservation, and habitat restoration, as appropriate.*
- Policy NR1.12 The County will incorporate trails along canals, transmission lines, and other easements and rights-of-way, where feasible, including trail development atop levees, so long as flood protection facilities are not adversely affected.*
- Policy NR1.13 The County will communicate with neighboring counties and cities to explore connections with Yuba County's planned regional trail system.*
- Policy NR1.14 Recreational facilities and open space should be designed to use recycled materials and green building techniques, minimize surface runoff, reduce water demand,*



provide habitat for native species, reduce the need for ongoing maintenance, and incorporate universal access principles to facilitate use by people of all ages and abilities. Active portions of parks that may generate light and noise should be located and designed to promote compatibility with the surrounding neighborhood.

Policy NR1.15 The County will support the establishment and expansion of ecological and agricultural tourism and recreation activities, consistent with the General Plan.

Policy NR1.16 Natural and recreational open space areas should be provided along the Feather River, the Yuba River and Gold Fields, federal- and state-owned lands, and other river channels, river corridors, and reservoirs in collaboration with relevant agencies and willing property owners.

Policy NR1.17 The County will collaborate with other service providers and/or a future regional parks and recreation authority to provide youth and adult recreation programming.

Action NR1.1 Regional Park Authority or District

In order to address regional parks and recreation demand, the communities of Yuba County should take a leadership role in forming a new regional parks and recreation authority and managing recreational programming. This effort will involve close cooperation and coordination among local park authorities, City of Marysville, Olivehurst Public Utilities District, City of Wheatland, Yuba Feather Community Services District, school districts, levee districts, and community service groups. The County will initiate the process for forming the regional authority/district in collaboration with partner agencies and the Yuba Local Agency Formation Commission. There are a variety of organizational and legal forms that this new authority could assume, although an independent park district with its own board of directors may be the best fit for Yuba County.

The new park and recreation authority should take on regional-scale projects within Yuba County. The regional authority should provide assistance to community groups, county and city staff, and any other interested parties regarding how to improve their local and regional parks. The regional authority should circulate information about potential park funding sources to these interested parties. It is anticipated that the regional authority's staff would be an important resource for connecting local parks and recreation projects to available funding sources.

Following the creation of the regional authority, Yuba County could continue to plan for local parks in unincorporated areas, consistent with the General Plan and Parks Master Plan, using in-lieu fees and other funding approaches. Maintenance and operation would be funded using county service areas, landscape and lighting districts, or other local funding mechanisms. The two cities and the Olivehurst Public Utility District (along with any future utility districts or incorporated cities) could continue to be responsible for planning, development, maintenance, and funding for local parks within their boundaries. Each agency should also be a part of the preliminary cooperative efforts leading up to the creation of a regional park authority/district.

A park district can secure funding for capital and operations in a variety of ways. A park district has taxation and bonding authority, subject to voter approval, and can create benefit assessment districts. Regional funding will need to be clearly differentiated from local funding.



Related Goals:	Goal NR1, Goal NR2
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund, grant funding, fees, and other funding sources, as available
Time Frame:	Initiate regional discussions regarding feasibility of regional authority by 2013

Goal NR2. Urban Greening

Improve Yuba County’s urban areas and the environment through development of green public spaces

- Policy NR2.1 The County will encourage urban greening projects that are designed to:*
- *Improve air and water quality;*
 - *Protect natural resources;*
 - *Increase the attractiveness of affordable housing and existing developed areas;*
 - *Promote public health and the development of a healthy community;*
 - *Increase access to safe areas for physical activity;*
 - *Improve access to healthy, local food sources;*
 - *Improve and use existing infrastructure systems and other community resources;*
 - *Promote public health;*
 - *Reduce greenhouse gas emissions; and*
 - *Adapt to future climate conditions.*
- Policy NR2.2 The County will encourage urban greening projects to be developed in underserved areas of Linda and Olivehurst, such as tree planting and maintenance, natural drainage systems improvements, ecological restoration, park development, renewable energy development and energy conservation projects, trail development, community gardens, and other appropriate project types.*
- Policy NR2.3 Urban greening projects shall be designed to improve access to recreational spaces for existing residents and improve existing developed areas of the County.*
- Policy NR2.4 Urban greening projects can also be designed to integrate open spaces in existing developed areas with open spaces designed to connect with planned development areas.*
- Policy NR2.5 The County will coordinate with local and regional agencies on the identification of potential urban greening projects.*
- Policy NR2.6 The County will invite local service agencies, residents, property owners, and other organizations and individuals to contribute ideas for local urban greening projects.*

Action NR2.1 Urban Greening Projects

During this General Plan time horizon, the County will identify and seek funding for urban greening projects that provide for a range of benefits, such as:



- Reducing greenhouse gas emissions;
- Decreasing air and water pollution;
- Reducing the consumption of natural resources and energy;
- Increasing the reliability of local water supplies, and/or
- Increasing adaptability to climate change.

The County’s urban greening projects will be designed to promote infill development and social equity, protect environmental resources, including agricultural lands, and encourage efficient development patterns. The County will coordinate with local school districts, local utility providers, cities, and other local and regional agencies, where appropriate, for Urban Greening Projects of mutual benefit. Urban greening projects will be identified that improve air and water quality, increase the attractiveness and availability of affordable housing, improve infrastructure systems or their function, and promote public health.

Related Goals:	Goal NR1, Goal NR2, Goal CD8, Goal CD11, Goal CD12, Goal CD19
Agency/Department:	Community Development and Services Agency
Funding Source:	Grant funding, as available
Time Frame:	Throughout General Plan implementation, as funding is available

Farmland and Forests

The 2030 General Plan is designed to ensure that agriculture, forestry, and related industries will continue to play a significant role in both the County’s economic development prospects and its rural character. In order to protect the County’s agriculture and forestry, while also accommodating growth, development must avoid the most productive lands and be designed to use land efficiently, avoiding the need to unnecessarily convert agricultural and forest lands to urban use. Issues related to land use and compact community design are addressed in the Community Development Element.



Many components of the County’s approach are addressed in this section, including:

- Preserving an adequate land base for agriculture and forestry;
- Protecting against encroachment of development;
- Promoting diversification of these industries;
- Identifying additional revenue sources and methods to reduce costs of operations;
- Marketing of local products; and
- Research and development opportunities that increase overall productivity.



Agriculture represents the single most important economic activity and most prevalent land use in Yuba County. Agriculture directly contributes to the local economy through job development, production, and exports. Agricultural production in the County and throughout the state is also closely linked to many other industries. For every 100 jobs in agriculture, it is estimated that another 94 additional jobs are created in related industries.²

Cropland and grazing lands account for approximately 60% of the County's total land area. Cropland dominates the valley floor, and although there is some grazing land present in the valley, the majority of the grazing lands are located in the foothills. Most of the County's Prime Farmland is located on the valley floor, particularly along the rivers, while most of the Unique Farmland is located in the areas east of Marysville, Linda, Olivehurst-Plumas Lake, but west of the foothills and Beale Air Force Base (Exhibit Natural Resources-3).

There are large forested areas of Yuba County that provide habitat, surface water supply, visual resources, and timber resources. Most forests are in the foothills and mountain areas of eastern and northeastern Yuba County, which include portions of Tahoe National Forest and Plumas National Forest. Timber production and harvesting is a major component of the local economy, and the County has an interest in maintaining timber harvesting as a viable industry, along with the other open space co-benefits of the County's forest lands. The County's forests also capture and remove carbon dioxide from the atmosphere. Efforts to enhance forest resources to increase carbon sequestration will be a part of California's strategy to achieve greenhouse gas reduction targets.

Goal NR3. Farmland

Provide for long-term, vibrant local agricultural operations

- Policy NR3.1 The County's zoning and development standards, including allowable uses and minimum lot sizes, will be designed to support agriculture-related economic activities and avoid conflict with ongoing viable agricultural operations.*
- Policy NR3.2 New developments adjacent to ongoing agricultural operations shall provide written notice to landowners and residents regarding potential noise, dust, odors, and other effects of adjacent agriculture.*
- Policy NR3.3 The County will not consider agricultural operations to be a nuisance in cases where new development occurs in areas near ongoing agricultural operations.*
- Policy NR3.4 New developments adjacent to ongoing agriculture shall incorporate design, construction, and maintenance techniques to minimize conflicts with adjacent agricultural uses, including, but not limited to the use of agricultural buffers.*
- Policy NR3.5 Agricultural buffers are only required at the edges of Rural Community Boundary Areas and the Valley Growth Boundary where there are adjacent ongoing agricultural operations. Buffers are not required in areas adjacent to planned urban development shown on the General Plan Land Use Diagram.*
- Policy NR3.6 Agricultural buffers are not required for portions of developments adjacent to existing rural residential development or adjacent to other types of development on parcels of primarily 5 acres or less.*

² University of California Agricultural Issues Center. "The Measure of California Agriculture." November 29, 2006

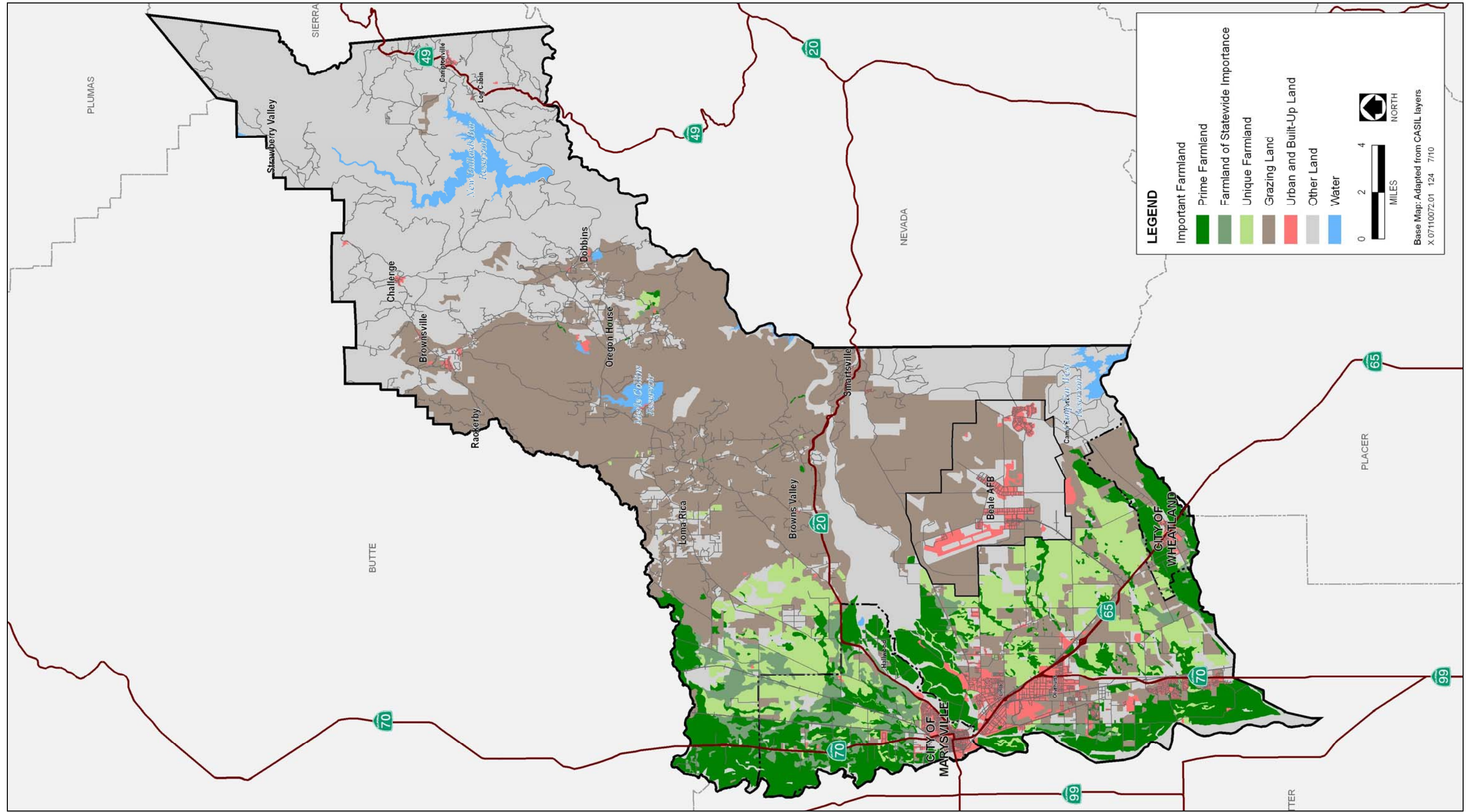


Exhibit Natural Resources-3. Important Farmland



- Policy NR3.7 Agricultural buffers should be designed to accommodate drainage, trails, roads, other facilities or infrastructure, community gardens, native landscaping, and other uses that would be compatible with ongoing agricultural operations and provide valuable services or amenities.*
- Policy NR3.8 The County will support small-scale farming on Valley Neighborhood properties, where such operations are compatible with surrounding uses.*
- Policy NR3.9 The County will support agricultural tourism, small-scale agriculture and agricultural processing, such as olive oil production and wineries, in Rural Community Boundary Areas, where compatible with surrounding uses.*
- Policy NR3.10 Cropland and grazing land may be used for habitat conservation and mitigation purposes, consistent with the Yuba-Sutter County Natural Community Conservation Plan/Habitat Conservation Plan, once adopted.*
- Policy NR3.11 Residential dwellings developed in cropland areas shall be secondary to, and supportive of ongoing agricultural operations.*
- Policy NR3.12 The County will support the incorporation of renewable energy generation and distribution projects into agricultural operations.*
- Policy NR3.13 The County's Economic Development Strategy and Work Plan should include as a focus the expansion of existing agriculture and agriculture-related industries and development of new value-added activities, agricultural processing, distribution, marketing and sales, and other agriculture-related economic activities.*
- Policy NR3.14 The County's entitlement process for agricultural operations and improvements will be designed and managed in a way that is efficient and predictable.*
- Policy NR3.15 The County will support efforts to agree on a regional approach in the Yuba-Sutter area among counties and cities to protect local agricultural resources and the local agricultural economic base.*

Action NR3.1 Agricultural Zoning

As a part of the comprehensive Zoning Ordinance update that will follow adoption of the General Plan, the County will establish minimum parcel sizes on Cropland and Grazing Land designed to promote their long-term viability for agricultural use. In general, higher per-acre value agricultural operations could accommodate relatively smaller long-term viable parcel sizes, depending on the crop type. Lower per-acre value types of agricultural activity, such as grazing, would need larger parcel sizes in order to be viable on a long-term basis. Determining the minimum viable agricultural parcel size depends on several factors that are subject to change over time. A recent study by the UC Davis Department of Agricultural and Resource Economics does not establish minimum viable parcel size, but suggests that for walnuts in Yuba and Sutter counties, the minimum viable parcel size is more than 20 acres.³ County staff will collaborate with local experts from UC Cooperative Extension, the Yuba-Sutter Farm Bureau, and other organizations, as well as local farmers for guidance on minimum parcel sizes required to support ongoing viable operations within the context of local crop types and grazing operations. The County's Zoning Ordinance will be revised to regulate land use and

³ Karen Klonsky, Department of Agricultural and Resource Economics, UC Davis. Economically Viable Parcel Size. August 28, 2006.



parcel size on Cropland and Grazing Lands outside the Valley Growth Boundary and Rural Communities, based on this guidance.

Related Goals: Goal NR3

Agency/Department: Community Development and Services Agency; Agricultural Commissioner

Funding Source: General Fund and/or permit fees

Time Frame: The County's zoning and development standards will be revised following the General Plan Update. The target date for approving a revised zoning code is 2013.

Action NR3.2 Agricultural/Urban Interface

The County will develop and approve guidelines for the required location and design of agricultural buffers (Exhibit Natural Resources-4). Allowed land uses within buffer areas would include drainage swales, trails, roads, other facilities and infrastructure, community gardens, native landscaping, linear parkland, and other uses that are compatible with ongoing agricultural operations. Buffer guidelines will illustrate methods to avoid conflicts between ongoing agricultural uses and encroaching urban development. Buffers will be designed to avoid nuisance complaints related to dust, spraying, noise, and other relevant issues. The County's guidelines will provide guidance on the appropriate width of buffers. The width will depend on such factors as prevailing winds, crop types, agricultural practices, and other relevant factors. The width of roads, trails, drainage ways, other rights-of-way, and easements may count as part of the buffer.

Related Goals: Goal NR3, Goal HS1

Agency/Department: Community Development and Services Agency and Agricultural Commissioner

Funding Source: General Fund and/or fees

Time Frame: The target date for approving guidelines for agricultural buffers is 2014



Above: Agricultural buffers should provide public uses and amenities such as trails, naturalized drainage areas, community gardens, and other compatible uses.

Exhibit Natural Resources-4: Agricultural Buffer



Goal NR4. Forestry

Ecologically and economically sustainable local forestry and timber harvest operations

- Policy NR4.1 The County's zoning and development standards for Forest areas will be designed and implemented to support and avoid conflict with ongoing timber harvest operations and forestry-related economic activities.*
- Policy NR4.2 Uses in Timberland Preserve Zones (TPZs) shall be compatible with ongoing forestry and timber harvest operations.*
- Policy NR4.3 The County will generally defer to the State for timber harvest plan review, but will assist with efforts to address land use conflicts in the context of timber harvest plan review, where possible.*
- Policy NR4.4 Any new residences constructed in or near timber harvest areas shall mitigate impacts on adjacent timber harvesting operations.*
- Policy NR4.5 The County will discourage location of public improvements and utilities in Timberland Preserve Zones, where the public improvements or the land acquisition required for the improvements would have a substantial adverse affect on timber production.*
- Policy NR4.6 The County will encourage conservation easement programs that combine sustainable forest management with timber production.*
- Policy NR4.7 The County will support forest management and product certification, as well as new forestry related economic practices and product development, including renewable energy development and sawmills.*
- Policy NR4.8 The County will support carbon offset programs within Yuba County's forests, according to established protocols, and will support local carbon sequestration programs as an important aspect of local and regional greenhouse gas reduction requirements.*

Action NR4.1 Carbon Sequestration Programs

The County will proactively coordinate with local and regional agencies to investigate the feasibility of setting up a carbon offset program. The County will coordinate with the U.S. Forest Service, Bureau of Land Management, Yuba County Water Agency and water districts, and private timber companies and nonprofits to encourage local development of state-certified carbon sequestration projects. The County should encourage local application of regional greenhouse gas (GHG) offset fees, if feasible. If the County implements a GHG mitigation program tied to its GHG policies, local GHG fees collected for projects that do not achieve GHG efficiency policies on a per-capita, per-employee, or per-service population basis should be able to mitigate impacts using local, verified, GHG offset programs, if feasible.

Related Goals:	Goal HS5, Goal NR4
Agency/Department:	Community Development and Services Agency
Funding Source:	Mitigation fees, grant funding, other available funding sources
Time Frame:	Implement program, if feasible, by 2020



Biological Resources

Yuba County contains many different habitat types capable of supporting a wide variety of species and wildlife and plant communities. Habitat ranges from highly disturbed areas, such as those in agricultural production adjacent to urban development, to high-quality native habitats that have experienced little disturbance, such as in the remote mountainous areas of the County (Exhibit Natural Resources-5).



Due to the wide range of habitat types, the County contains a wide range of species supported by these habitats. Wildlife diversity is high in the eastern portions of the County, particularly in the lower mountain forest and woodlands, including amphibians, reptiles, birds, and mammals. Habitats in the middle elevations of the County are also considered to be important for wildlife and contain a wide variety of species. Habitat found in the County's floodplains and within its riparian forests in the western portion of the County is important for many different species of plants and wildlife and is considered to have high biological value. Chaparral habitats support some important species, and similarly, annual grasslands generally have lower levels of wildlife diversity, but are important for grassland-dependent species. Rice fields in Yuba County are considered to be an important wildlife habitat since the County is located within the Pacific Flyway, a major migration route for millions of birds.



The waterways, lakes, and reservoirs of Yuba County support a wide range of fish, birds, and other native and non-native species. Yuba County waterways and riparian areas support resident species and migrating birds, fish, and other species. The sensitive natural communities of concern to organizations like the California Department of Fish & Game and California Native Plant Society are riparian forest and woodland, northern hardpan vernal pools, and fresh emergent wetlands. These communities are primarily located in the western portion of the County in the valley and foothills.

Yuba and Sutter counties (with city partners) are in the process of preparing the Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), which will cover areas in the western portion of Yuba County and protect habitat for wildlife. The Yuba-Sutter NCCP/HCP is a cooperative planning effort initiated by the counties in connection with future development. This landscape-wide approach to conservation can be a more effective means to protect substantial areas, which in turn have a higher likelihood of conserving special-status species over the long term. The benefits of large-scale conservation planning for various stakeholders include acceleration and integration of the permitting process, reduction of applicant permitting costs, while improving regulatory certainty, and facilitation of needed public infrastructure projects. The program provides economic incentives for willing private landowners to conserve and act as stewards of valuable resources, and enables local governments to play a leadership role in natural resource conservation and permitting within a framework established in partnership with regulatory agencies. The Yuba-Sutter Regional NCCP/HCP will provide a way to accommodate economic and community development; retain the economic vitality of the local agricultural community; maintain recreation, hunting, fishing, and other public uses of the local open space; simplify and expedite land use and conservation planning in the plan area; protect threatened and endangered species; and preserve plant and wildlife communities.



For more information on the relevant regulatory environment, please refer to the General Plan Biological Resources Background Report, under separate cover.



Goal NR5. Biological Resources

Protect and restore habitat for special-status species that have the potential to occur in Yuba County

- Policy NR5.1 New developments that could adversely affect special-status species habitat shall conduct a biological resources assessment and identify design solutions that avoid such adverse effects. If, after examining all feasible means to avoid impacts to special-status species habitat through project design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate state or federal agency charged with the protection of the subject species, including pre-construction surveys conducted according to applicable standards and protocols, where necessary.*
- Policy NR5.2 The County will coordinate its environmental review and mitigation requirements with the Yuba-Sutter NCCP/HCP, once adopted.*
- Policy NR5.3 The County will support the continued development and implementation of the Yuba-Sutter NCCP/HCP, once adopted.*
- Policy NR5.4 New developments shall be located and designed to preserve and incorporate existing native vegetation to the maximum extent feasible. Fire safety standards may override consideration of retaining existing vegetation in certain circumstances.*
- Policy NR5.5 The County will support cooperative restoration, development, and promotion of natural resources with the U.S. Fish and Wildlife Service, the Army Corps of Engineers, the Bureau of Reclamation, the U.S. Forest Service, and other public agencies with an interest in the Yuba County's water and wildlife assets.*

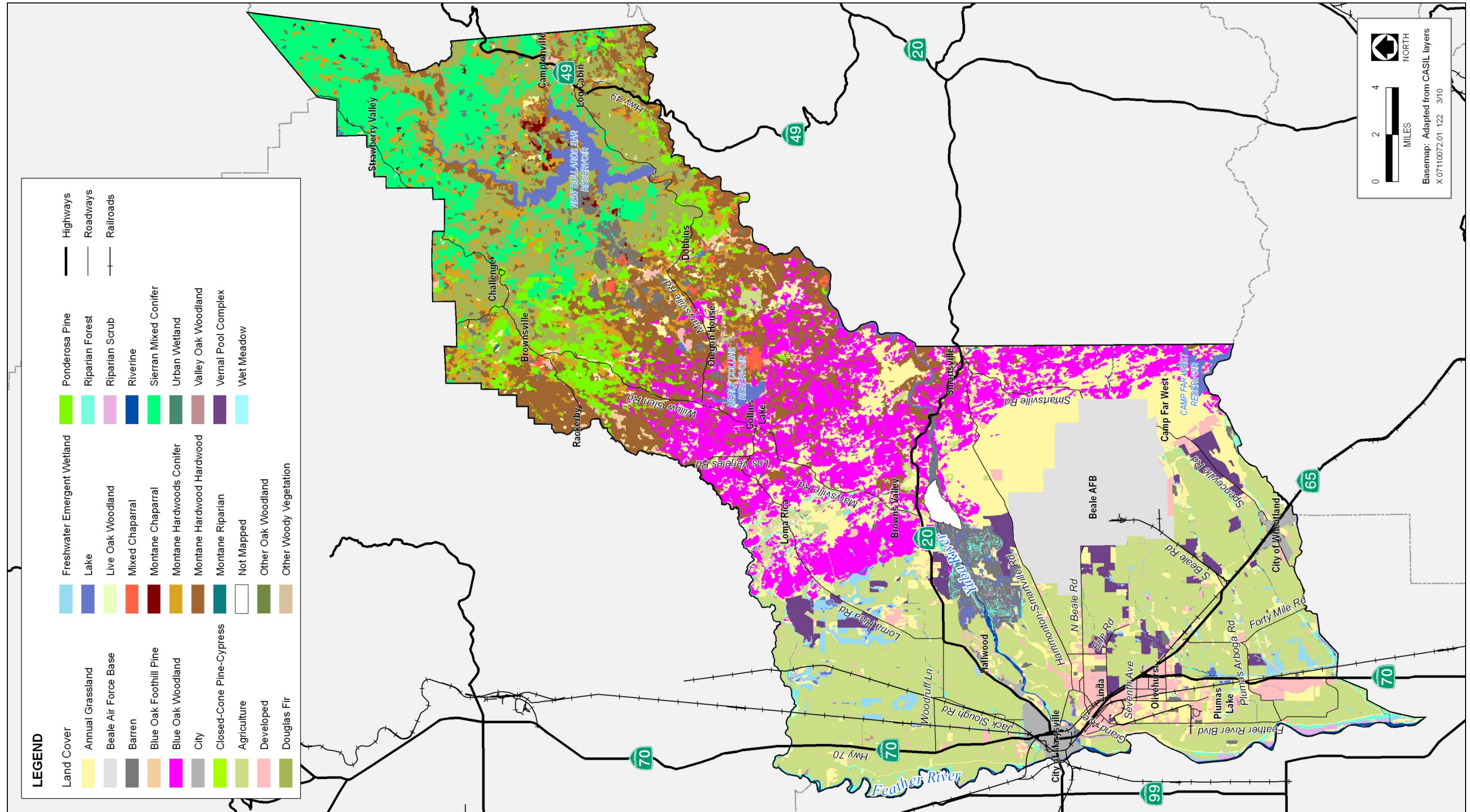


Exhibit Natural Resources-5. Land Cover



- Policy NR5.6 The County will seek funding to enhance and restore habitat along the Yuba River, in coordination with development of recreational facilities and public access.*
- Policy NR5.7 New developments and public investments near Yuba County's streams and rivers shall be designed to avoid tree removal, erosion, or other modifications that would adversely affect salmonid habitat.*
- Policy NR5.8 New private developments adjacent to riparian areas shall provide a buffer designed and maintained to preserve existing wildlife habitat; provide habitat conditions favorable to native local wildlife; restrict activities that may adversely affect wildlife habitat quality; and restore degraded habitat, where feasible.*
- Policy NR5.9 New developments shall be designed to avoid the loss of jurisdictional wetlands. If loss is unavoidable, the County will require applicants to mitigate the loss on a "no net loss" basis through a combination of avoidance, minimization, restoration, and/or constructed wetlands, in accordance with federal and state law.*
- Policy NR5.10 The County will encourage measures on agricultural lands that conserve or restore habitat.*
- Policy NR5.11 The County will support the use of mitigation fees from the Yuba-Sutter Natural Community Conservation/Habitat Conservation Plan to fund preservation and restoration elements of the County's open space strategy.*
- Policy NR5.12 Any new developments adjacent to the Spenceville Wildlife Refuge, Marysville Wildlife Area, Feather River Wildlife Area, Daugherty Hill Wildlife Area, or Starbend Fishing Access shall be buffered from wildlife areas or otherwise designed to avoid adverse direct and indirect effects on wildlife. Buffers related to firearm use, if necessary, should occur within the public wildlife area.*
- Policy NR5.13 New developments that could adversely affect wildlife movement corridors shall conduct a biological assessment and avoid placing any temporary or permanent barriers within such corridors, if they are determined to exist on-site. Avoiding barriers to wildlife movement may be accomplished at the project or community plan level.*
- Policy NR5.14 The County will discourage development that would substantially and adversely affect the designated winter and critical winter range of the Mooretown or Downieville deer herd.*
- Policy NR5.15 Roads, water lines, sewer lines, drainage facilities, and other public facilities constructed to serve unincorporated County development shall be located and designed to avoid substantial impacts to stream courses, associated riparian areas, and wetlands, to the greatest extent feasible.*

Action NR5.1 Environmental Review and Mitigation

The County will maintain information on biological resources, including data gathered for this General Plan and the NCCP/HCP, and will use this information to determine whether projects could have potentially significant impacts on biological resources, and whether project-level biological assessments would be required prior to project approval. Private and public projects will be required to comply with provisions of the California Environmental Quality Act (CEQA), including documentation and mitigation of potentially significant impacts. The



County will identify a range of exemptions and streamlining for infill development⁴ projects where the County is the CEQA lead agency, including streamlining of biological resource information that is necessary to entitle such development projects.

For projects that would affect the function and value of river, stream, lake, pond, or wetland features, each of these features shall be delineated. For wetlands, the delineation shall be conducted in accordance with the U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and verified by USACE.

The County will identify standard mitigation and survey requirements, if necessary, for use with project level CEQA review, as well as National Environmental Policy Act (NEPA) review, where needed. The standard mitigation and survey requirements will be consistent with applicable guidance from trustee and responsible agencies, such as the California Department of Fish & Game, the Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Mitigation monitoring shall be conducted to ensure performance criteria are met.

Related Goals:	Goal NR5, Goal NR10, Goal HS3, Goal HS8, Goal CD11
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funding for private plans and projects, various sources of funding for public projects
Time Frame:	Ongoing, as projects are proposed under the 2030 General Plan

Action NR5.2 Conservation Planning

The County, in collaboration with other participating agencies, will participate in development, adoption, and implementation of a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). Mitigation and conservation measures from the NCCP/HCP will be incorporated into the County's monitoring and implementation of the General Plan, Specific Plans, and Community Plans, as appropriate.

Related Goals:	Goal NR5, Goal NR10, Goal HS3
Agency/Department:	Community Development and Services Agency, partnering with other regional agencies
Funding Source:	Mitigation fees, grant funding, General Fund, other appropriate funding sources
Time Frame:	The County's goal is to have an adopted NCCP/HCP by 2015, although many other agencies and stakeholders are involved in regional conservation planning efforts, and the timeline is beyond the County's direct control.

⁴ "Infill development," for the purposes of this General Plan, means projects that can be served by connecting to existing municipal water and sewer trunk lines that are present in the project vicinity.



Action NR5.3 Wetlands and Riparian Buffers

Through review of proposed private and public projects near wetlands and riparian areas, the County will require buffering to protect these important habitats. Setbacks are expected to range from 33 to 150 feet in width. Where stream courses are contained within levees, as in the case of the Bear, Feather, and Yuba rivers, required setbacks shall be measured from the outside toe of the levee. Where levees are not present, the buffer shall be measured from the edge of the active floodway.

Setbacks will be included as a part of conditions of approval for proposed projects. The depth of the setback shall be determined based upon site-specific conditions and communication with appropriate trustee and responsible agencies, such as the California Department of Fish & Game, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service. Depending on the vegetation type, ongoing management of buffers may be necessary to address invasive species, human disturbance, and to sustain habitat and water quality functions.⁵

Buffers should generally be subject to a permanent covenant, such as a conservation easement, and shall include an ongoing maintenance agreement with a land trust or other qualified organization. In the case of vernal pool wetlands, sufficient area shall be preserved to maintain the hydrologic integrity of each vernal pool to be preserved. Low-impact recreation could be allowed in buffer areas so long as impacts to these sensitive habitats are avoided or fully mitigated. Human and pet disturbance in sensitive habitat areas should be discouraged as a part of buffer and project design.

Related Goals:	Goal NR5, Goal NR10, Goal HS3, Goal HS8, Goal CD11
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funds
Time Frame:	Ongoing, as projects are proposed

⁵ For more information on riparian buffers, please consult the following resources, which were compiled by John C. Hunter, Ph.D. and Associate Principal with AECOM: Brinson, M. M. et al. 2002. Riparian areas: functions and strategies for management. National Research Council, Washington, DC. Correll, D. 2003. Vegetated stream riparian zones [an annotated bibliography of the world literature]. Available at: <http://www.unl.edu/nac/riparianbibliography.htm>. Environmental Law Institute. 2003. Conservation thresholds for land use planners. Washington, DC. Fennessy, M. S. and J. K. Cronk. 1997. The effectiveness and restoration potential of riparian ecotones for the management of nonpoint source pollution, particularly nitrate. Critical Reviews in Environmental Science and Technology 27:285–317. Lee, P. et al. 2004. Quantitative review of riparian buffer width guidelines from Canada and the United States. Journal of Environmental Management 70:165–180. Lowrance, R. (ed.) 2004. Riparian ecosystems and buffers: multi-scale structure, function and management. WRA Specialty Conference, American Water Resources Association, Middleburg, VA. Paul, M. J. and J. L. Meyer. 2001. Streams in the urban landscape. Annual Review of Ecology and Systematics 32:333–365. Riparian Habitat Joint Venture. 2004. The riparian bird conservation plan: a strategy for reversing the decline of riparian associated birds in California. Version 2.0. California Partners in Flight. Sabater, S. et al. 2003. Nitrogen removal by riparian buffers along a European climatic gradient: patterns and factors of variation. Ecosystems 6:20–30. Semlitsch, R. D. and J. R. Bodie. 2003. Biological criteria for buffer zones around wetlands and riparian habitats for amphibians and reptiles. Conservation Biology 17:1219–1228. Spruill, Timothy B. 2000. Statistical evaluation of effects of riparian buffers on nitrate and ground water quality. Journal of Environmental Quality 29:1523–1538.



Action NR5.4 Voluntary Restoration on Agricultural Lands

The County will coordinate with other service providers and the Yuba Conservation District to seek funding for projects in existing agricultural areas including: planting native vegetation around the edges of farms, around structures, and along roads and driveways; and maintaining or improving irrigation and drainage canals to provide enhanced habitat value.

Related Goals: Goal NR5, Goal HS3, Goal NR3

Agency/Department: Community Development and Services Agency and Agricultural Commissioner, partnering with other regional agencies

Funding Source: Mitigation fees, grant funding, General Fund, other appropriate funding sources

Time Frame: Ongoing, as funding is available

Action NR5.5 Yuba River Recreation & Wildlife Enhancement Plan

The County will coordinate with the City of Marysville, local citizen groups, the Bureau of Land Management, the Yuba County Water Agency, and local mining companies to prepare and implement a Recreation and Wildlife Enhancement Plan for the Yuba River. The County will appoint a staff person to coordinate and oversee this planning effort. The Plan will be designed to develop public access, recreational opportunities, cultural amenities, and other appropriate uses, while restoring and conserving important habitat along the Yuba River.

Related Goals: Goal NR1, Goal NR5, Goal NR6, Goal NR8, Goal CD14, Goal CD15, Goal HS3

Agency/Department: Community Development and Services Agency, partnering with other regional agencies

Funding Source: Mitigation fees, grant funding, General Fund, other appropriate funding sources

Time Frame: Ongoing, as funding is available.





Cultural Resources

Yuba County contains many documented historic and prehistoric cultural resources, including historic sites associated with past mining activities. Overall, 2,876 cultural resource sites were identified in the studies used to compile the General Plan Cultural Resources Background Report. Of these, 1,032 sites were prehistoric sites, 925 were related to mining activities, 888 were designated as Other Historic Sites, and 31 were combined prehistoric and historic sites. Overall sensitivity for prehistoric cultural resources is related to areas that have been subject to survey, as well as waterways throughout the County (Exhibit Natural Resources-6).

The types of prehistoric sites observed within the County include bedrock mortars where acorns were ground into flour; occupation sites where people may have lived; and traditional cultural areas such as gathering sites, mythical sites, and religious sites. Historic sites include mining sites like open pits, shafts, adits, tailings, ditches, sluice boxes, etc.; and historic structures or properties such as ranches, farms, cabins, houses, cemeteries, walls and fences, etc.

Goal NR6. Cultural Resources

Identify, protect, and preserve Yuba County's important prehistoric and historic resources

- Policy NR6.1 The County will require environmental assessment and mitigation to reduce or avoid impacts to significant cultural resources, as feasible, per state and federal legislation and regulations.*
- Policy NR6.2 If potential paleontological or prehistoric resources are detected during construction, work shall stop and consultation is required to avoid further impacts.*
- Policy NR6.3 New developments, roads, water and sewer lines, and stormwater infrastructure should be located to avoid impacts to significant cultural resources.*
- Policy NR6.4 The County will encourage adaptive reuse of historic structures in a way that maintains the character defining elements of the historic structure.*
- Policy NR6.5 Priority investment should go to preserving or rehabilitating historic structures that are grouped in close proximity, are particularly good examples of a specific architectural style, or are associated with important people or events in the County's history.*
- Policy NR6.6 The County will disseminate information to property owners regarding tax incentives and other federal and state programs that support the rehabilitation of historic structures.*

Action NR6.1 Environmental Review and Mitigation

Building on the analysis in the General Plan Program EIR, new development projects that could have significant adverse impacts to prehistoric or historic resources will be required to assess impacts and provide mitigation. The following steps, or those deemed equally effective by the County, will be followed:

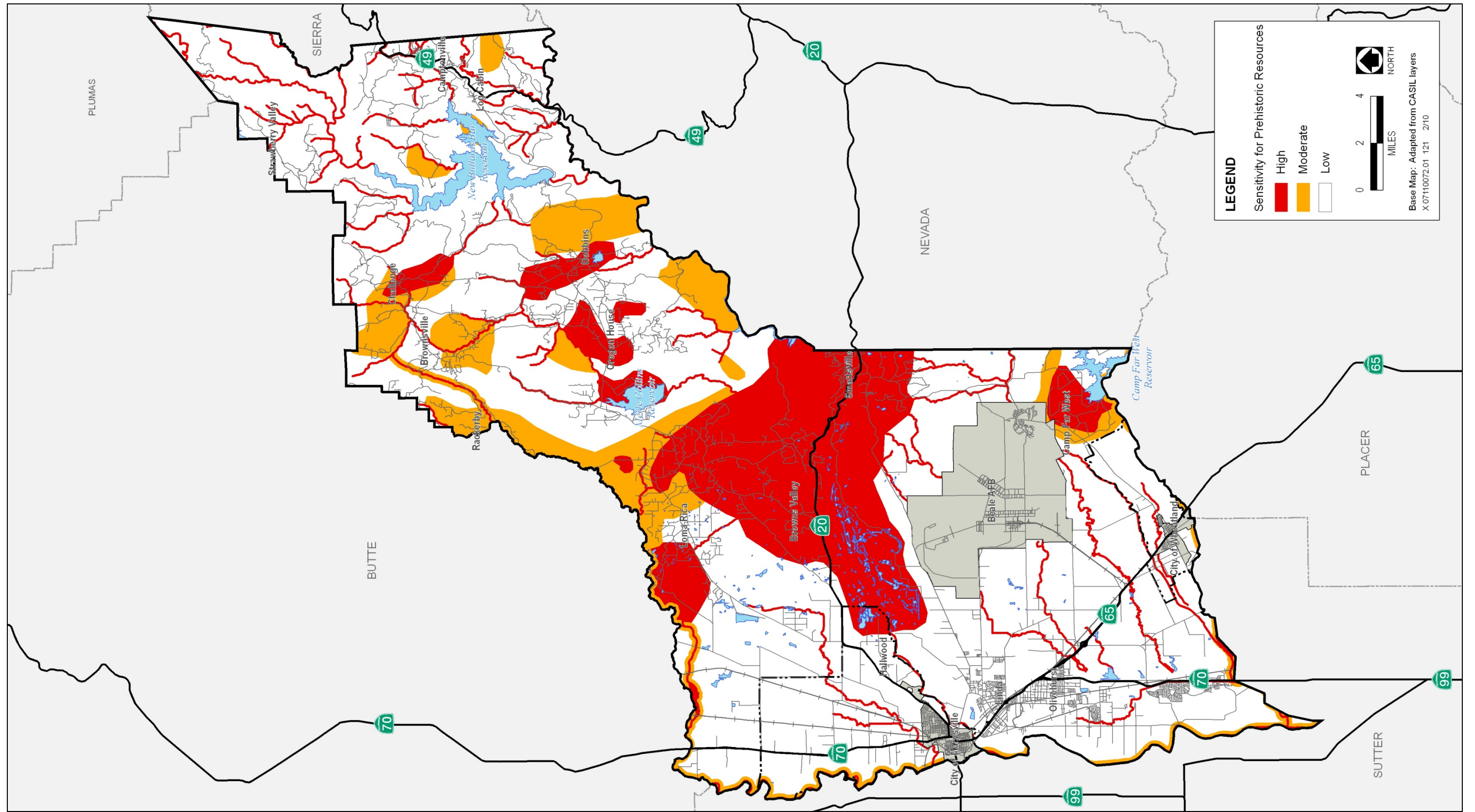
- Request information from the Native American Heritage Commission regarding Native American groups that may have important sites in areas that could be affected by project development.



YUBA COUNTY GENERAL PLAN

- Involve the local Native American community in determining the appropriate mitigation of impacts to significant prehistoric sites.
- Consult the County's historic and cultural resources database and updated information from the North Central Information Center regarding cultural resource sites, structures, or landscapes that could be affected by project activities.
- Based upon the sensitivity of the subject proposed project area (see Exhibit NR-6), additional technical work may be required. Where a cultural resources survey has not been performed:
 - a pedestrian survey may be required in areas of low sensitivity;
 - a pedestrian survey will be required in areas of moderate and high sensitivity; and
 - Based on findings of the pedestrian survey, additional technical studies may be required, such as geoarchaeological sensitivity analysis, Native American consultation, ethnographic studies, or other analysis scaled according to the nature of the individual project.
- For new developments that would alter historic structures (structures 50 years old or older), a qualified architectural historian shall conduct a record search and assess the potential for the project to result in significant impacts to historical resources that occur as part of the existing built environment.
- Determination of impacts, significance, and mitigation (i.e., site monitors, avoidance, and/or other measures) shall be made by a qualified professional archaeologist or architectural historian, as appropriate.
- If impacts cannot be avoided through project design, appropriate and feasible treatment measures are required. Such measures may consist of, but are not limited to actions such as data recovery excavations, photographic documentation, or preparation of design drawings documenting the resource subject to significant impacts.
- Provide the North Central Information Center with appropriate California Department of Parks and Recreation site record forms and cultural resources reports documenting resources that may be identified through technical work performed to review projects accommodated under the 2030 General Plan.
- If human remains are discovered during construction of projects occurring under General Plan buildout, the project proponent and landowner shall comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 7050.5.

Related Goals:	Goal NR6
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funds
Time Frame:	Ongoing, as construction occurs under the General Plan




LEGEND

Sensitivity for Prehistoric Resources

- High
- Moderate
- Low

0 2 4
MILES

 NORTH

Base Map: Adapted from CASIL layers
X 07110072.01 121 210

Exhibit Natural Resources-6. Prehistoric Resource Sensitivity



Action NR6.2 Paleontological Resources

If potential paleontological resources are detected during construction, work shall stop and consultation is required to avoid further impacts. Actions after work stoppage will be designed to avoid significant impacts to the greatest extent feasible. These measures could include construction worker education, consultation with a qualified paleontologist, coordination with experts on resource recovery and curation of specimens, and/or other measures, as appropriate.

Related Goals:	Goal NR6
Agency/Department:	Community Development and Services Agency
Funding Source:	Project applicant funds
Time Frame:	Ongoing, as construction occurs under the General Plan

Energy

Depending on how energy use is calculated, transportation accounts for 40 to 54% of all energy use in California – the largest energy-consuming sector by far (Exhibit Natural Resources-7).^{6,7} Transportation accounts for more energy consumption than heating, cooling, and powering of buildings, powering industry, or any other use. Commercial use accounts for roughly 19% of energy use in California. Residential use accounts for 18% and industrial uses account for 23% of energy use.

Transportation and land use planning techniques that reduce vehicle miles traveled (VMT) represent a tremendous opportunity for Yuba County to decrease energy use.⁸ Energy efficiency measures incorporated into new construction and retrofitting of existing structures can also conserve energy and save money for households, businesses, and civic uses throughout the County.

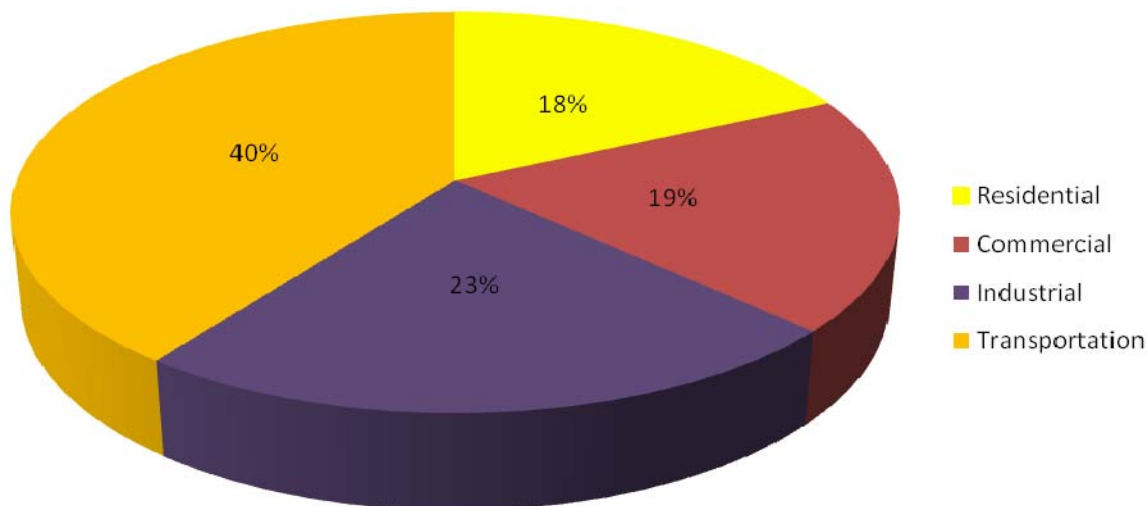


Exhibit Natural Resources-7. Total Energy Use in California, 2007

⁶ U. S. Energy Information Administration. Energy Profiles. Available online: <http://tonto.eia.doe.gov/state/>. Accessed February 24, 2010.

⁷ Lawrence Berkeley National Laboratory. Development of Energy Balances for the State of California. June 2005

⁸ Jonthan Rose Companies. 2011 (January). Location Efficiency and Housing Type – Boiling It Down to BTUs.



Monthly utility costs can be reduced through energy conservation techniques, saving on household expenses and increasing housing affordability (all else held constant). According to the 2008 Bureau of Labor Statistics' Consumer Expenditure Survey, housing in the U.S. West accounts for 35% of overall spending. Utilities and public services associated with housing accounts for 6% of consumer spending. In addition to residential building energy, community design that provides for efficient travel options (short trips, walking, bicycling, public transit) is extremely important to housing affordability and energy conservation. While, as noted above, housing costs represent about one-third of household spending, transportation is the second highest spending category, accounting for 16% of household expenses.

The County's energy conservation goals are also closely related to local economic development strategy. During this General Plan time horizon, the County has the opportunity to target, attract, retain, and grow businesses whose products and services are related to renewable energy or energy conservation techniques. The County has the opportunity to coordinate local business development activities with educational programs on renewable energy systems at Yuba College. The County has the opportunity in its entitlement authority to encourage energy conservation and renewable energy development and use, thereby reducing the cost of energy for local businesses. Making strategic use of future hydroelectric energy, along with the aforementioned measures, can create important local advantages for employment development. The County can build on the strong local agricultural base by encouraging the local production and use of renewable energy from agricultural products or waste.

Land Use, Transportation, and Community Design

The 2030 General Plan specifically addresses the environmental, household cost-savings, and local economic aspects of energy throughout the Community Development, Public Health & Safety, Natural Resources, and Housing Elements. The treatment of this topic in the General Plan is broad, recognizing the important inter-relationships between land use and transportation planning, residential and non-residential site planning and community design techniques for energy conservation, and other factors.

The County has provided a series of land use, circulation, and community design policies that are the primary means for achieving energy conservation goals during General Plan buildout. Since transportation is by far the largest end user of energy in California (and likely in the County, as well), the strategies the County is using to reduce vehicular travel demand also increase local energy efficiency. These strategies include:

- More compact development patterns and mixing of land uses that place residences and destinations closer to one another with a highly connected street system;
- High-quality pedestrian and bicycle connections between destinations;
- Development patterns and transportation infrastructure that together provide residents and businesses with more energy-efficient travel choices;
- Neighborhoods with a variety of higher-activity land uses in accessible neighborhood centers;
- A bicycle and pedestrian network that connects neighborhood centers to each other and to other destinations throughout Valley Neighborhoods; and
- Encouraging infill and redevelopment as an overall strategy to place homes and destinations closer to one another.

Please refer to the Community Development Element for more information on energy-conserving policies related to land use, transportation, and community design.



Site and Building Design

Building orientation, tree planting, and other strategies that provide shade from the summer afternoon sun are important for energy conservation considering Yuba County's mostly sunny climate. Site planning techniques that increase energy efficiency include:

- Orientation of buildings so that narrower sides of buildings face the hot western sun;
- Placement of trees or shade structures to the south and southwest of buildings; and
- Water conservation, water conserving landscaping, and stormwater management systems that reduce water use (and therefore the electricity needed to convey water).

In addition to site planning, other strategies for energy conservation relate to the selection of building materials, construction methods, appliances, and other building components. Energy efficiency measures in buildings provide both residents and businesses ongoing cost-saving opportunities. Energy efficiency retrofits could substantially improve the energy performance of the existing building stock. Encouraging well-designed, smaller residential units (with smaller spaces to heat and cool) is also a fundamental way to reduce energy demand.

Title 24 of the California Code of Regulations contains California's building standards for energy efficiency. The standards are updated periodically to consider and incorporate new energy efficiency technologies and methods..

Renewable Energy

Generation and use of renewable energy is another effective way for the County to improve its net energy efficiency (and provide ongoing cost savings to residents and businesses). Today, there are a variety of cost-effective technologies and financing mechanisms for renewable energy generation that can be used in homes, businesses, neighborhoods, and communities. Use of solar power for hot water, and electricity needs is common. Wind power is being developed on a large scale throughout the state. Fuels created in part or entirely from vegetative material are increasingly common.



Goal NR7. Energy

Improve energy efficiency, encourage renewable energy generation and use, and reduce ongoing household and business energy costs

- Policy NR7.1 New developments shall address energy conservation in landscaping methods, materials, and design.*
- 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.*
- Policy NR7.3 New developments should be designed to take advantage of passive or natural summer cooling and winter solar access.*



- Policy NR7.4 New developments should provide street and lot orientation and lot dimensions that facilitate the use of solar energy.*
- Policy NR7.5 New developments within the Valley Growth Boundary should orient the majority of buildings so that the longer axis of the building, also known as the ridge line, is oriented east-to-west, in order to maximize the potential for passive solar heating in the winter and to minimize heat gain from the afternoon summer sun.*
- Policy NR7.6 New developments should consider energy conservation in building-site orientation and construction, with articulated windows, roof overhangs, appropriate insulation materials and techniques, and other architectural features that improve passive interior climate control.*
- Policy NR7.7 Shade trees or other appropriate plantings should be used in new developments to protect buildings from unwanted solar gain in summer months. Using deciduous trees on the southern side of structures is encouraged to allow cooling in the summer and solar gain in winter. Short front setbacks are encouraged to allow shade trees planted in the public right-of-way to provide summertime shading.*
- Policy NR7.8 New buildings should emphasize passive and natural lighting systems in architectural design to conserve electricity.*
- Policy NR7.9 New developments proposing parking lots shall incorporate shade trees or shade structures to provide a minimum of 50 percent shading (at maturity, where trees are used).*
- Policy NR7.10 The County will seek regional, state, and federal funding for making energy efficiency improvements to existing buildings on a voluntary basis with interested property owners and improvements to the public realm.*
- Policy NR7.11 The County and Yuba County Water Agency should explore opportunities related to future access to hydroelectric power, energy provision, strategic use of local energy resources for employment development, and other programs that have dual environmental-economic benefits.*
- Policy NR7.12 The County will encourage financing programs designed to facilitate the installation of renewable energy systems.*

Action NR7.1 Energy Efficiency Retrofits in Buildings and the Public Realm

The County will proactively track and apply for regional, state, and federal funding to be used for energy efficiency improvements and renewable energy systems installation in existing buildings and the public realm (public rights-of-way, etc.). The County will seek regional, state, and federal funding for energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, and other improvements. Any programs to assist property owners with making energy efficiency improvements to their buildings or other property shall be on a voluntary basis with interested property owners only. The County will update zoning and development standards, as well as permit processes to encourage the use of renewable energy systems that are sited and designed to ensure public safety and reduce aviation conflicts.

Related Goals: Goal NR2, Goal NR7, Goal CD15, Goal HS5

Agency/Department: Administrative Services, Community Development and Services Agency



Funding Source:	Grant funding, low-interest loans, impact fees, General Fund, and other appropriate funding sources
Time Frame:	Ongoing, as funding is available

Mineral Resources

Yuba County contains many areas that produce mineral resources, including sand and gravel, clay, stone products, silica, silver, and gold. There are several quarries, mines, and pits where mineral resources are extracted. Most of the gravel and sand extraction areas are located along the Yuba River. Mines and dredge tailings from historic mining activities along the Yuba River and elsewhere in foothills and mountain portions of the County also produce gold and silver. Please refer to the General Plan Update Geology and Soils Background Report, which includes additional information on mineral resources, including the location of mineral resource zones.

Goal NR8. Soil and Mineral Resources

Provide for sustained mining operations as a fundamental component of the local economy

- Policy NR8.1 The County will strongly discourage residential developments outside Rural Community Boundary Areas in areas adjacent to ongoing mining operations.*
- Policy NR8.2 New developments adjacent to ongoing mining operations shall provide written notice to landowners and residents that the County will not consider ongoing adjacent lawful mining operations to be a nuisance in the instance of encroaching development.*
- Policy NR8.3 The County's zoning and development standards will be designed to protect Mineral Resource Zones and prevent introduction of incompatible land uses in areas with ongoing, viable mining operations.*
- Policy NR8.4 The County will support alternative methods for transporting aggregate, consistent with this General Plan.*
- Policy NR8.5 Mining operations shall be reviewed and conditioned to mitigate impacts to water quality and flood protection facilities.*
- Policy NR8.6 In addition to mitigating impacts, projects that extract non-renewable mineral resources within the County may require, at the discretion of the Board of Supervisors, public benefits or a fee for public benefits at a level commensurate with the resources that are extracted.*

Action NR8.1 Planning and Regulating Land Use in Mineral Resource Areas

The County will periodically review its regulations to ensure they remain consistent with the General Plan, account for changes in the environmental setting, promote a healthy local mineral extraction industry, and remain consistent with relevant state law. The County will review updates to Mineral Resource classifications and incorporate any needed revisions to the County's zoning and Open Space Diagram. The County will consider changes in designation/zoning of property when it can be demonstrated that mineral resources are not present or are not economically feasible. The County will consider modifications to its codes to allow mining operations on agricultural land if this is part of an ongoing agricultural operation and provided the land is returned to equivalent agricultural value.



Related Goals:	Goal NR8
Agency/Department:	Community Development and Services Agency
Funding Source:	General Fund
Time Frame:	Ongoing

Visual Resources

Yuba County contains three distinct regions, each of which contains varying visual resources. The valley floor has the bulk of the County’s urbanized areas, as well as most of the County’s agricultural lands, particularly croplands. From the valley floor, views of the Sutter Buttes and Sierra Nevada foothills can be seen in the distance. In addition, there are views of the rivers and rice fields in the areas surrounding those features. The foothills have views of the valley below, as well as more distant views of the Sutter Buttes and rivers. Visual resources in the mountainous regions of the County include ridgelines, mountain valleys, reservoirs and other waterbodies, and forests.



Following are guidelines for Yuba County’s built environment related to aesthetic and visual resource issues. The policies below are intended to provide the overarching guidance for more details that would be included in Zoning Ordinance, design guidelines, and other smaller-area planning documents. The County’s Zoning Ordinance, community plans, and specific plans also provide guidance for building design and architectural features, which affect visual resources.

The policies in this section on vegetation relate to biological resources policies (addressed earlier in this Element), although the focus here is on aesthetics instead of habitat preservation.

Goal NR9. Visual Resources

Preservation of Yuba County’s important visual resources

- Policy NR9.1 New developments near the Yuba, Bear, and Feather Rivers should be designed and located in a way that retains or enhances scenic views of these important visual resources.*
- Policy NR9.2 New plans and projects in western Yuba County should be designed to provide view corridors to the Sutter Buttes, where practical.*
- Policy NR9.3 Development in Rural Communities should be designed to preserve important scenic resources, landmarks, and icons that positively contribute to the rural character.*
- Policy NR9.4 New buildings in areas of natural and scenic beauty should be placed and designed in a way that preserves scenic vistas available from public rights-of-way, parks, and other public viewing areas.*



- Policy NR9.5 The County supports the designation of State Route 49 as a State Scenic Highway, and will guide land use change in areas visible from this highway in a way that preserves important aspects of the visual character.*
- Policy NR9.6 Grading and drainage for new developments in foothill and mountain areas should preserve and take advantage of the natural landforms and vegetation (see Exhibit Natural Resources-8).*
- Policy NR9.7 New construction should be designed to avoid excessive cut and fill by following the natural contour of the subject site.*

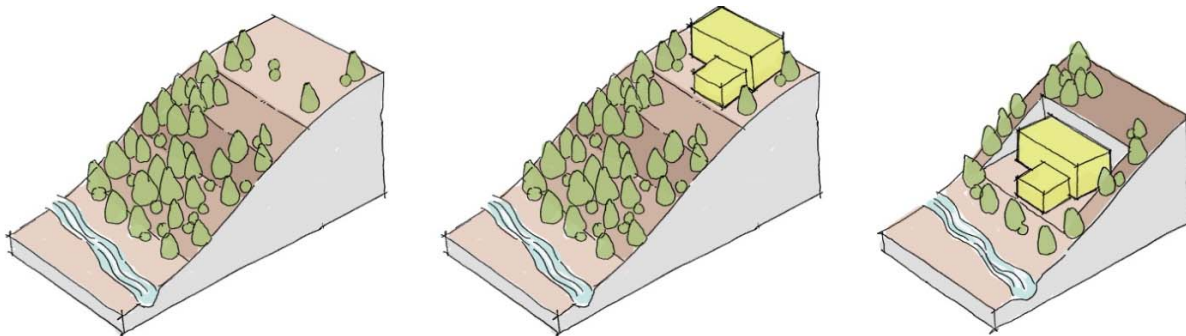


Exhibit Natural Resources-8. Preserving the Natural Terrain

Above: The illustration on the left shows existing conditions. The illustration in the middle shows a building constructed consistent with the General Plan – preserving the natural topography and vegetation. The illustration on the right shows an approach to construction that is inconsistent with the General Plan, including unnecessary changes to the natural topography and a large number of trees removed. Although the best way to preserve the natural terrain may be in site planning, there are also available techniques to “fit” buildings into hillsides, while minimizing grading.

Goal NR10. Trees and other Important Vegetation

Preserve the County’s trees and other vegetation that provide aesthetic and habitat benefits

- Policy NR10.1 Building placement, grading, and circulation should be planned to retain as much existing native vegetation as feasible, with a priority on preserving existing oak trees that have a diameter at breast height (dbh) of 6 inches or greater and all other trees that have a dbh of 30 inches or greater. The County’s policies and standards for fire safety may override consideration of retaining existing vegetation in certain circumstances.*
- Policy NR10.2 The County will encourage the preservation of healthy, attractive native vegetation during land development. Where this is not feasible, the County will require landscaping that uses climate-appropriate plant materials.*

Action NR10.1 Oak Woodlands and Tree Preservation

Following adoption of the 2030 General Plan, the County will adopt and implement a tree preservation and mitigation ordinance. This ordinance will implement state requirements for oak woodlands mitigation (as required by Public Resources Code Section 21083.4, including certain exemptions).



The tree preservation ordinance will address native oak trees measuring 6 inches or more in diameter at breast height (dbh) and all other trees greater than 30 inches dbh. The ordinance will describe the process by which the County determines the significance of impacts related to tree removal. For oak woodlands, mitigation can occur through: conservation easements; planting (up to 50% of mitigation requirement); restoration; contribution to the Oak Woodlands Conservation Fund; or equally effective mitigation formulated by the County during development of this ordinance.

Related Goals: Goal NR4, Goal NR5, Goal NR9, Goal NR10, Goal HS8

Agency/Department: Community Development and Services Agency

Funding Source: General fund and/or fees

Time Frame: Adopt ordinance by 2015

Goal NR 11. Aesthetics of the Built Environment

New construction is compatible with, and supportive of locally important aspects of the visual environment

Policy NR11.1 New developments are encouraged to include architectural styles that complement local historic styles including, but not limited to gold rush, agrarian, craftsman, bungalow, American cottage, mountain or rustic styles, and other appropriate styles (Exhibit Natural Resources-9).

Policy NR11.2 In new development areas, service, utility, loading areas, roof-mounted equipment, and noise-generating equipment shall be screened, designed, and located to reduce visibility, odor, and noise as experienced at surrounding properties and pedestrian areas.

Policy NR11.3 New utilities constructed within the Valley Growth Boundary shall be placed underground, where feasible. New utilities in rural areas outside the Valley Growth Boundary shall avoid ridge lines and blocking expansive views from public viewing locations, where feasible.

Policy NR11.4 To the maximum extent feasible, new developments shall avoid adverse light and glare effects on adjacent roads, neighboring properties, and pedestrian areas through careful location of on-site lighting, use of non-reflective paint and building materials, screening or shielding light at the source, use of vegetation screening, use of directional lighting, use of lower intensity lighting, use of timing devices or sound/motion-controlled lighting, or other equally effective means.

Policy NR11.5 The County will review and condition nonresidential, multi-family, large single-family projects, and projects located in historically significant areas for compliance with General Plan policy and design guidelines, once guidelines are developed. Large single-family projects are those that propose more than 10 units.

Policy NR11.6 The County's standards for installation of telecommunications facilities will ensure an efficient permitting process, as well as encourage locations and designs that take into consideration visibility from public rights-of-way, co-location, blending with the visual environment, and aviation safety.

NATIONAL FOLK STYLE

Generally dates to the late 19th and early 20th century. This style is typically found in more rural areas.



**AMERICAN
FOURSQUARE STYLE**

Dates to the mid to late 19th century and often pre-fabricated. Typically found in more rural areas including ranches and farmsteads.



ENGLISH TUDOR STYLE

Dates to the early 20th century. Commonly found in more urban and densely populated areas.



**NATIONAL FOLK STYLE
(Later Version)**

Dates to the early 20th century. This later style is found in more rural areas.



**VICTORIAN STYLE
WITH TUDOR ELEMENTS**

Dates to the late 19th century. This style is typically located in more urban and densely populated areas.



**BUNGALOW WITH
ARTS AND CRAFTS ELEMENTS**

Typically dates to the early 20th century. This style can be found in both urban and rural settings.



**NATIONAL FOLK STYLE
(Later Version)**

Dates to the early 20th century. This later style is found in more rural areas.



**RESIDENCE WITH
VICTORIAN ELEMENTS**

Typically dates to late 19th or early 20th century and often prefabricated. These small, yet detailed residences were especially popular in more urban settings.



**BUNGALOW WITH
ARTS AND CRAFTS ELEMENTS**

Typically dates to the early 20th century. This style can be found in both urban and rural settings.





Water Supply

The 1996 General Plan included a special emphasis on water resources, linking the County's water to its economic development potential. As noted in the 1996 General Plan, the County would benefit from the "local use of water rather than export," and careful attention to "the impact exportation may have on the cost of water to existing business and industry." The importance of Yuba County's water supply and the important connection with the local economy is just as true today. Although the County does not currently provide municipal or agricultural water to users, the General Plan and follow-on implementation actions will have a very strong influence on the use, conservation, and quality of water.

Yuba County is located along the eastern edge of the Sacramento Valley within the Sacramento River Basin, which is one of the largest river basins in California, encompassing approximately 26,500 square miles. The County is predominantly drained by the Feather, Yuba, and Bear Rivers, which flow into the Sacramento River and ultimately into the Pacific Ocean. The melting snow pack in the Sierra Nevada, in combination with the operation of numerous reservoirs within the state water storage system, maintain flows in Sacramento River year round. The western boundary of Yuba County is formed by the Feather River and the Bear River flows along the southern boundary (see Exhibit Natural Resources-10). A coalition of agricultural, environmental, and fisheries interests reached consensus on the Lower Yuba River Accord, which was developed by Yuba County Water Agency (YCWA) to provide increased flows with landmark agreements on fisheries, conjunctive use and water purchases.

YCWA is an independent government organization created in 1959 to manage and regulate Yuba County water resources. Eight districts and the City of Marysville are currently YCWA members, including: Ramirez Water District, Cordua Irrigation District, Hallwood Irrigation Company, Browns Valley Irrigation District, Brophy Water District, Dry Creek Mutual Water Company, South Yuba Water District, and Wheatland Water District. These water providers supply the County's agricultural and municipal water.

The major reservoirs in Yuba County are New Bullards Bar Reservoir on the North Yuba River, Camp Far West Reservoir on the Bear River, Englebright Reservoir on the Yuba River, Lake Francis on Dobbins Creek, and Merle Collins Reservoir on Dry Creek. These reservoirs serve multiple purposes, including hydroelectric power generation, flood control, water supply, and recreation.





The valley floor is underlain by an alluvial aquifer system that contains significant quantities of groundwater, while the foothill and mountain areas are underlain by a fractured rock aquifer. Groundwater in the foothill and mountain areas of Yuba County is not well defined. Fractured rock within the metamorphosed bedrock is considered the dominant controlling factor on the occurrence of groundwater in these areas. Wells within the foothill and mountain areas yield low to moderate flows adequate for domestic purposes but marginal for farming, ranching, or industrial uses. Rural residences in the foothills and mountain areas generally depend on groundwater, which can be especially unreliable during times of drought. Groundwater in these areas is highly variable, both with respect to supply and quality, with heavy metals and contamination from septic systems being the primary water quality problems.⁹



Groundwater is a critical source of water for agricultural and urban areas in the County, and therefore, proper groundwater management is necessary to ensure long-term sustainability of the available groundwater resources. Groundwater in Yuba County is divided by the Yuba River into two subbasins: the North Yuba Subbasin and the South Yuba Subbasin. In the recent past (1980s and 1990s), groundwater elevations in both subbasins have been increasing due to increased delivery of surface water for irrigation.

However, in the future, increased competition for groundwater supplies of suitable quality for their intended uses could result in conflicts between different water users. Important areas for groundwater infiltration (and recharging groundwater supply) are located along the County's rivers. Please refer to Exhibit Natural Resources-11.¹⁰

Surface water is also important for water supply in Yuba County. The Yuba River is the primary surface water source within Yuba County.¹¹ Although annual flows vary, the average surface water supply use in the region is about 304,000 acre-feet, with plans for expansion to 345,000 acre-feet. Yuba River water management facilities have been developed for water supply, as well as flood control, hydroelectric power generation, and other benefits. The New Bullards Bar Dam and Reservoir, Our House and Log Cabin diversion dams, Colgate Powerhouse, Narrows II Powerhouse, and other conveyance facilities make up the primary components of the Yuba River Project. The Yuba County Water Agency delivers irrigation water from the Yuba River Project to Member Units located north and south of the Lower Yuba River.

The goals, policies, and actions below address water supply and conservation, while water quality is included as a part of the Public Health & Safety Element.

⁹ Cosumnes American Bear Yuba. Integrated Regional Water Management Plan. 2006.

¹⁰ The referenced exhibit illustrates infiltration rates based on soil type alone. Some areas may not actually be useful for recharge due to the underlying geology. The area of tailings along the south bank of the Yuba River is not evaluated in this exhibit, although in reality this area would be expected to provide high rates of infiltration, as well.

¹¹ Yuba County Integrated Regional Water Management Plan. 2008.

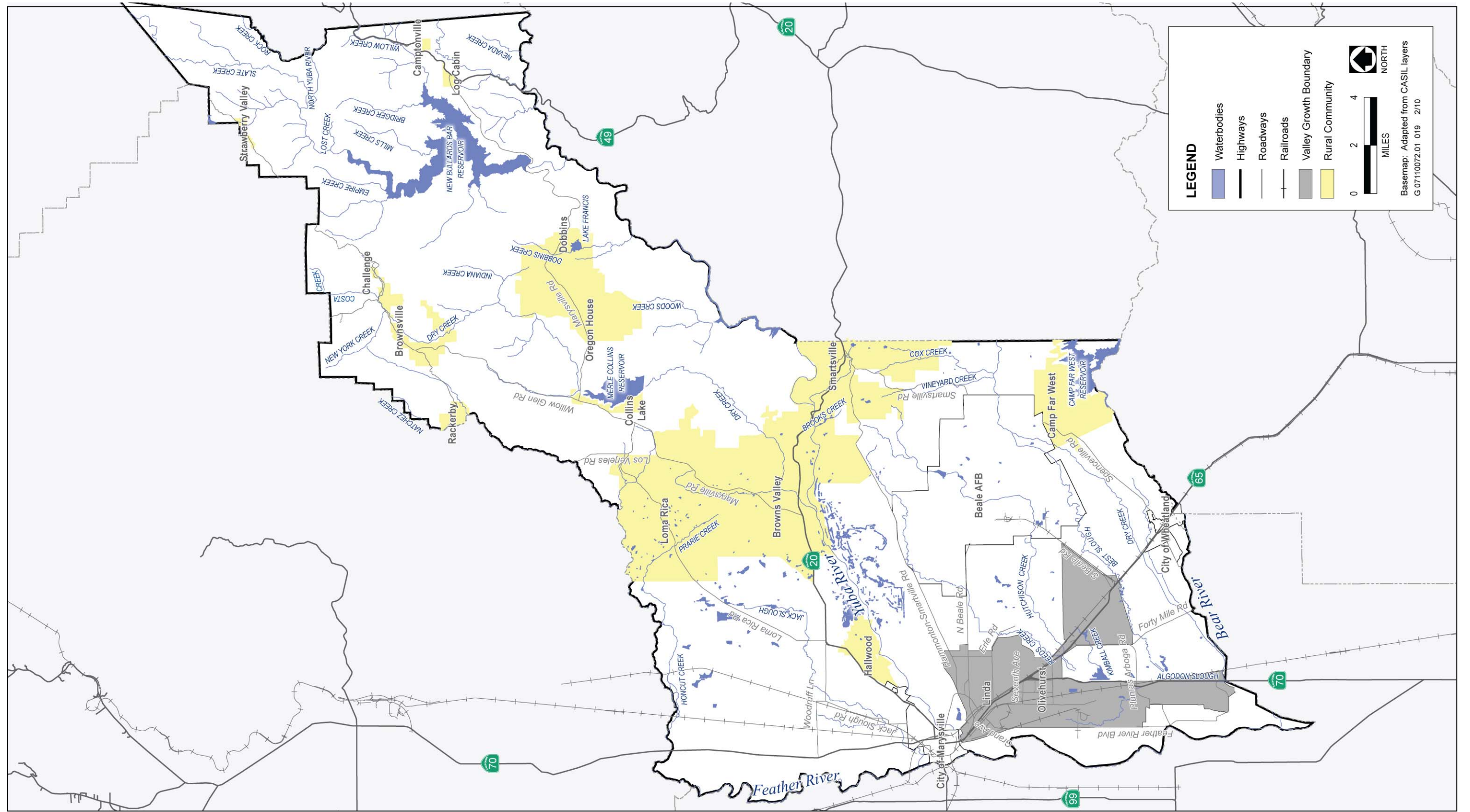


Exhibit Natural Resources-10. Yuba County Waterbodies

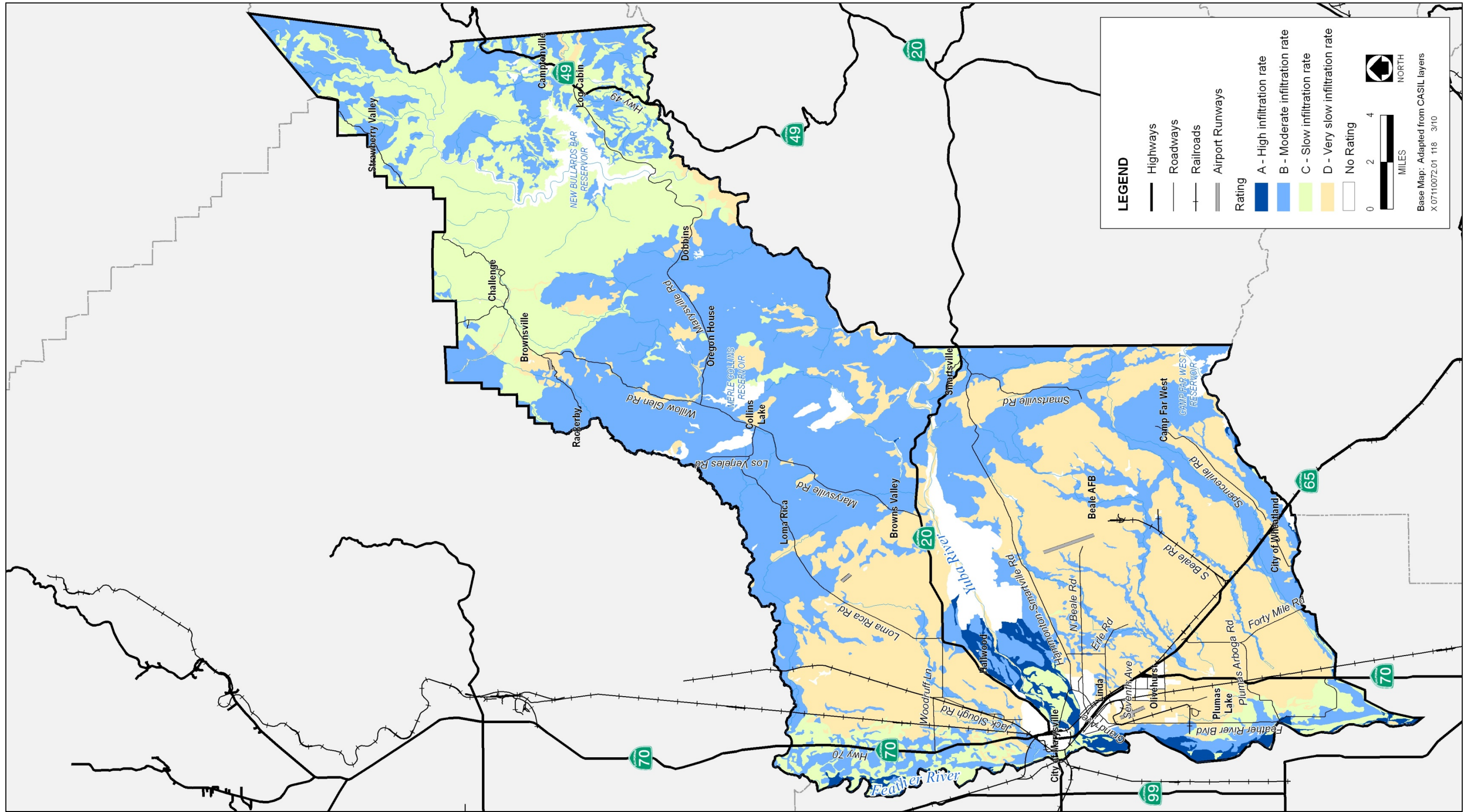


Exhibit Natural Resources-11. Groundwater Recharge Areas



Goal NR12. Water Supply

Reduce water consumption and ensure reliable water supply in normal years and during times of drought

- Policy NR12.1 For new developments, the County will manage land use change in a way that reduces the potential for overdraft of groundwater supplies, recognizes overlying groundwater rights and surface water rights, and helps to ensure that the combined use of surface and groundwater resources provides for current and future water demand.*
- Policy NR12.2 Large new developments shall coordinate with the relevant water service provider to demonstrate availability of water to the satisfaction of the County prior to approval, according to the requirements of the California Water Code Section 10631. Large developments are generally those with more than 500 dwelling units or employing more than 1,000 people, but shall be defined according to the details in Section 10912 of the California Water Code.*
- Policy NR12.3 New developments are strongly discouraged in areas with high groundwater infiltration rates and the County's development standards will restrict the amount of impervious surface that can be added in these areas in the context of new developments.*
- Policy NR12.4 The County will encourage the use of recycled water and water from irrigation districts that is not treated to urban standards for outdoor irrigation, toilet flushing, fire hydrants; commercial and industrial processes, carwashes, concrete batching, laundromats; dust control; parks, golf courses, and other landscaped areas, and other appropriate water-intensive uses.*
- Policy NR12.5 New developments shall use climate appropriate landscaping in parks and open space, landscaping within new rights-of-way, yards, and other appropriate spaces, to the maximum extent feasible.*
- Policy NR12.6 New developments shall include water conservation technologies, such as low-flow toilets, efficient clothes washers, and efficient water-using industrial equipment, in accordance with state law.*
- Policy NR12.7 Projects and plans that include recycled water systems, rainwater collection and use, climate appropriate landscaping, smaller lawns, and other water-conserving measures beyond that required by state law should enjoy proportionally lower development impact fees.*
- Policy NR12.8 Proposed residential property subdivisions that would create lots of one acre or less shall be served by a public water system meeting all State requirements for potable water supply and a public sewer system designed in compliance with County standards.*
- Policy NR12.9 New developments proposing individual wells within Rural Communities shall demonstrate an adequate supply of water without adverse impact to groundwater through testing, hydrological studies, or other means approved by the County.*
- Policy NR12.10 Prior to issuing a building permit for a habitable structure, the County will require demonstration of minimum flow rates prior to approval. The County may require*



YUBA COUNTY GENERAL PLAN

demonstration of storage capacity for systems that produce low flows, pursuant to County standards.

Policy NR12.11 Any new water wells drilled near existing County watercourses shall be set back from waterbodies such that the stream hydrology is not directly impacted.

Policy NR12.12 The County will support the Federal Energy Regulatory Commission relicensing of the Yuba River Development Project.

Housing

Adopted December 15th, 2009

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General Plan Implementation

The most important measure of a general plan is how well its policies are carried out to achieve the community's vision and goals once the plan has been adopted. The 2030 General Plan will be implemented through a combination of private and public actions during the General Plan time horizon. The County will use the policies included throughout this General Plan as a decision making guide for a wide range of discretionary actions. The County will consider development proposals in new growth areas and existing developed areas, requiring project revisions or conditions in order to ensure General Plan consistency. The County will coordinate with other public agencies on investments, such as infrastructure and public facilities to support land use change consistent with the General Plan. The County will use guidance in the General Plan to update its codes and standards. County staff will use General Plan actions as "work orders" during the planning period, consulting with the Board of Supervisors to determine priorities and timing for these proactive measures.

Legal Authority

California planning law requires cities and counties to prepare and adopt a "comprehensive, long-range general plan" to guide development of the community. Statutory authority for a general plan is described in Title 7, Division 1 of the Government Code of the State of California. Article 5, Section 65302 et seq. requires cities to adopt a comprehensive general plan to guide future physical development. Cities and counties have the sole responsibility for the review, approval, and adoption of the general plan. However, State agencies have review and comment authority over some local government actions.

Use of the General Plan

The 2030 General Plan will be used by the County in:

- Entitlement approvals;
- Plan approvals;
- Updates to development codes, including zoning, subdivision, grading, public improvements, changes to impact fee structures, and other County codes, standards, and plans;
- Public investments and programming; and
- Other County decisions.

General Plan Amendments

General plans are meant to allow flexibility in implementation. Policies provide a decision making guide, but discretion is inherent in implementing the General Plan. Some variation from the policy language may be allowed, so long as such variations further General Plan goals. The 2030 General Plan provides substantial opportunity for development and conservation. The County will be supportive of development that supports General Plan goals, adhering to the framework presented in the General Plan to manage growth and development at a fiscally and environmentally supportable pace. But, as conditions and needs change, the County may consider proposed amendments to the General Plan. Some of these will be policy changes, while others may be changes to land use designations. Some General Plan Amendments will be accomplished through adoption of Specific Plans or Community Plans (also known as Rural Community Plans), although the adoption of Specific Plans and Community Plans would not necessarily require a General Plan Amendment. Whether a General Plan Amendment is



required would depend on if the subject Specific Plan or Community Plan is consistent with the 2030 General Plan.

Proposed changes to the General Plan will be analyzed and evaluated according to the merit of each proposal and consistency with the intent of the General Plan. The approval of the Board of Supervisors, with the following findings, is required to approve a General Plan Amendment:

- The proposed amendment is in the public interest;
- The proposed amendment is consistent and compatible with the goals and policies of the General Plan;
- The potential effects of the proposed amendment have been evaluated and determined not to be detrimental to the public health, safety, or welfare; and
- The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act.

In addition to the above findings, expansion of the Valley Growth Boundary requires approval of at least 4 out of 5 Board members.

The County is limited in how many times it may amend any one of the mandatory general plan elements. An element may not be amended more than four times in one calendar year, except in the following circumstances:

- The element is optional;
- The amendments are requested and necessary for affordable housing;
- The amendment is necessary to comply with a court decision in a case involving the legal adequacy of the general plan;
- The amendments are made to bring a general plan into compliance with an airport land use plan; or,
- The amendments are needed in connection with the adoption of a comprehensive development plan under the Urban Development Incentive Act.

Specific Plans

In accordance with State law, the County may adopt specific plans for properties within the boundaries of the Planning Area. All property owners in a specific plan are encouraged to participate in the specific planning process. If properly designed and implemented, a specific plan, as set forth in California Government Code, is a helpful tool for providing a transition between Countywide goals and policies contained in the 2030 General Plan and subsequent entitlement requests (e.g., tentative maps, conditional use permits).

The specific plan is essentially a complete “blueprint” for the development of a defined area. Specific plans must be consistent with the 2030 General Plan, relevant County codes and standards, and must contain, at a minimum:

- Land use diagram and description;
- Open space diagram and description;
- Circulation system diagram and description;



- Policies, design guidelines, and development standards;
- Parks and recreation diagram and description;
- Affordable housing strategy;
- Public facility plan, including the location and sizing of major infrastructure (e.g., water, wastewater, storm drainage) and other public facilities (e.g., parks, schools) consistent with the General Plan, master plans, and standards;
- Phasing and financing of all public infrastructure and facilities;
- Description of the requirements, entitlements, and process for specific plan implementation; and
- Analysis of consistency with General Plan goals, policies (including diagrams), and actions, as relevant.

In addition to providing well-coordinated land use and infrastructure planning, specific plans may be required to provide the information necessary to support applications to the Local Agency Formation Commission and coordination with relevant special districts.

Rural Community Plans

Yuba County has several unincorporated rural communities. The 2030 General Plan recognizes that each of these rural communities has unique characteristics, and that some rural residents have a desire to create plans specific to their community. The 2030 General Plan provides these communities the direction necessary to preserve the rural lifestyle that has shaped where they are today. The General Plan also includes overarching guidance to allow these rural communities, in conjunction with the County, to prepare community-based plans that would guide future land use change, if they so choose. As noted previously, the adoption of Community Plans would not necessarily require a General Plan Amendment. Whether a General Plan Amendment is required would depend on if the subject Specific Plan or Community Plan is consistent with the 2030 General Plan.

The General Plan and Other County Regulations

State law places the General Plan atop the hierarchy of land use planning regulations. Several local ordinances and other County plans must conform to General Plan policy direction and work to implement the General Plan. The General Plan provides a governing basis for all other plans and planning documents of the County and all codes, ordinances, and policies of the County related to land use change, transportation, environmental resources, infrastructure, and other related topics.

Cities and counties must make a “consistency” finding with the general plan for any subdivision map, zoning action, public facility plans, and other functions of local government. Court decisions have concluded that these “consistency” determinations cannot be made if the local jurisdiction does not have a legally adequate general plan. In effect, local governments cannot issue development permits or perform many vital public functions without a legally adequate general plan.

In California, general plans are cities’ and counties’ guiding policy documents. Local agencies implement general plans in part through the adoption and enforcement of zoning codes, subdivision ordinances, and other regulations. General plan land use designations and planning policy provide a framework for zoning designations and development standards. Cities and counties’ design regulations and guidelines are also governed by general plans. General plans often contain policy that guides any municipal code sections and ordinances that regulate grading, building permits, open space dedications, landscaping



requirements, parkland dedication, off-street parking requirements, transportation infrastructure, signage, and other planning-related codes and ordinances.

Other Agencies' Use of the General Plan

Regional governmental agencies, such as the Sacramento Area Council of Governments (SACOG), the Feather River Air Quality Management District (FRAQMD), and the Regional Water Quality Control Board (RWQCB), have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues, such as air and water quality, transportation, affordable housing, and habitat conservation have resulted in the adoption of regional plans. The policies adopted by Yuba County will be affected by these plans, and will in turn have effects on these other plans. The 2030 General Plan and the accompanying General Plan EIR both make reference to laws, plans, and regulations administered by other public agencies. In many instances, the County's policies are specifically designed to achieve consistency with regulations of another public agency. In other cases, the County commits to seeking input from other agencies on issues that may arise over the course of implementing the 2030 General Plan. Unless otherwise specified, any reference to "consulting with" or "coordinating with" other agencies in no way delegates the County's responsibility for land use entitlement or lead agency responsibilities for managing land use change. Some of the key areas of interaction with other agencies are described below.

California Environmental Quality Act

The General Plan is closely linked to the State's environmental laws. CEQA recognizes the authority of the local general planning process in several areas. In law and in practice, the environmental review process is an integral part of the local planning, development review, and decision making process. Defined as a "project" under CEQA, the general plan adoption process is subject to environmental analysis and disclosure. As a policy document, the general plan provides guidance and sets standards for several areas of mandatory environmental review for other "projects" undertaken by local governments and the private sector. In recognition of this close relationship between general plan policy and the environmental review process, the 2030 General Plan has been prepared to respond to changes in the State's CEQA regulations, CEQA Guidelines, and relevant and applicable CEQA case law. It is possible that CEQA review administered by the County would have one or more responsible agencies or even co-lead agencies, as appropriate.

Yuba Local Agency Formation Commission

The provisions of California's Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 set forth procedures for LAFCOs throughout the state to review annexation applications. The Act was adopted to:

- encourage orderly development;
- ensure that populations receive efficient and high quality governmental services; and
- guide development away from open space and prime agricultural lands, unless such action promotes planned, orderly, and efficient development.

Yuba County LAFCO must adhere to adopted guidelines pursuant to State law in its review of proposed changes to service boundaries and spheres of influence. Responsibilities of LAFCO include annexations and detachments of land to cities or special districts, the formation and dissolution of governmental agencies including cities and districts and the establishment of spheres of influence which identify the probable future boundaries of governmental agencies.



Regional Water Quality Control Board

The Central Valley Regional Water Quality Control Board (CVRWQCB) is a nine-member state board with the primary duty of protecting the quality of the waters within the Central Valley Region for all beneficial uses. This duty is performed by formulating and adopting water quality control plans for specific ground and surface water basins and by prescribing and enforcing requirements on waste discharges. The CVRWQCB will be responsible for approving storm drain and wastewater discharge permits required by the County to implement stormwater management plans.

California Department of Transportation

California Department of Transportation (Caltrans) plans and oversees the state highway system and works with other governmental agencies and local jurisdictions to plan, develop, manage, and maintain California's transportation system. The state is divided into 12 Caltrans planning districts. Yuba County is located in District 3 which also includes the Sacramento Valley counties of Sutter, Yolo, Yuba, Colusa, Glenn, Butte, Sacramento, and four mountain counties (Placer, El Dorado, Nevada, and Sierra). Caltrans has permitting authority for all access to and from state highways and therefore works closely with the County to ensure the safe and efficient function of state routes.

Feather River Air Quality Management District

The Feather River Air Quality Management District (FRAQMD) attains and maintains air quality conditions in Yuba and Sutter counties through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of FRAQMD includes the preparation of plans and programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. FRAQMD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations.

FRAQMD and the other air districts in the air basin have jointly prepared and adopted air quality attainment plans (AQAP) and reports. The most recent AQAP, completed in 2003, addresses all of the following:

- air quality modeling to identify the reductions needed and design strategies to effectively reduce emissions;
- programs to comprehensively reduce emissions and to take advantage of zero- and near-zero-emission technologies; and,
- the impacts of pollutant transport air quality planning efforts.

Sacramento Area Council of Governments

Sacramento Area Council of Governments (SACOG) is an association of all the local governments within the six-county SACOG region (Sacramento, Yolo, El Dorado, Placer, Sutter, and Yuba counties). The County's General Plan will be used as the basis for several different regional planning efforts led by SACOG.

SACOG is responsible for development of federal and state transportation plans and programs that secure transportation funding for the region's highways, transit, streets and roads, pedestrian, and other transportation system improvements. SACOG is required also to coordinate transportation planning with state and federal air quality laws and regulations.



SACOG is also charged with distributing the local share of the regional housing needs among the cities and unincorporated areas of the County. The regional housing needs allocation (RHNA) is used as a critical measure of compliance with state housing law. The purpose of the RHNA is to allocate to the cities and county their “fair share” of the region’s projected housing need by household income group. The RHNA will also be required to be consistent with assumptions used in development of the regional transportation plan.

Cities of Wheatland and Marysville

The incorporated cities of Marysville (the County seat), and Wheatland are located in Yuba County. As noted elsewhere, the 2030 General Plan applies only to unincorporated areas of the County. However, coordination with the cities will be required to implement several General Plan policies and actions.

Beale Air Force Base

Beale Air Force Base (AFB) is located in southern Yuba County 13 miles east of Marysville. Beale AFB is situated on 22,944 acres of federally-owned land consisting of base buildings, base housing, and one active concrete runway. The General Plan includes several important areas of communication and coordination between the County and the AFB related to ensuring compatibility of surrounding land uses, as well as pursuing mutual goals for infrastructure and economic development.

Monitoring and Revising the General Plan

The County will regularly review the General Plan to help set priorities and evaluate progress toward the County’s goals. The County will annually review progress toward General Plan goals and document its findings in a report to the Governor’s Office of Planning and Research. In this review, the County will consider the availability of new planning and environmental analytical tools or policy approaches, new funding sources, and any feedback from plan monitoring activities.



Glossary

Action: Proactive programs to be undertaken by County staff during buildout of the General Plan.

Agriculture-related: Uses include agricultural product sales, roadside stands, produce stands, self-pick operations, agricultural processing, and agricultural home stays.

Agri-tourism: Recreational travel to agricultural areas, agriculture-related entertainment, or recreational participation in agricultural activities or education.

Basic employment: Basic industries are those that export from the County and/or region. Basic employment occurs within basic industries. Basic industries are distinguished from non-basic industries, such as retail and commercial services, which serve basic industries, residents, and employees. Basic industries could include, but are not limited to aggregate mining and production, truss manufacturing, and agricultural production.

Best Management Practices (BMP): A program that prevents, reduces, or controls environmental impacts using the most effective technique available, often used to describe methods of minimizing pollution from stormwater runoff.

Block length: The distance between four-way intersection centerlines. Block length can also be measured along the one leg of a three-way intersection that terminates into a cross street.

Buildout: Refers to wide array of activities that could occur during the lifetime of the 2030 General Plan. "Buildout" is also a term used to describe the future condition of the County after buildout occurs. In general, this future state would be characterized by full development of areas identified for developed uses within Rural Communities and the Valley Growth Boundary, although General Plan buildout does not necessarily include development of Planning Reserve Areas.

Carbon or Greenhouse Gas Offset: Carbon offset programs are designed to achieve a net emissions objective by allowing additional emissions but also requiring purchase of offsetting credits. A factory or development may not be able to feasibly reduce its own carbon footprint, but would instead achieve some "net" carbon emissions objective through funding emissions reducing activities elsewhere. Funds from these credits are used for a variety of projects, such as planting trees (which absorb carbon dioxide), converting vehicle fleets to more efficient/less polluting technologies, funding for energy efficiency retrofits of existing buildings, renewable energy projects, and other activities.

Carbon sequestration: The removal and storage of carbon from the atmosphere in oceans, forests, soils, or physical/biological processes.

Cluster Development: A design technique that concentrates buildings, roads, and other improvements in specific areas on a site to allow remaining land to be used for open space, recreation, agriculture, or the preservation of historically or environmentally sensitive features.

Communicate: to convey or transmit knowledge of or information so that it is satisfactorily received or understood.

Community Noise Equivalent Level (CNEL): An average of 24-hour Leq with a 10 dBA 'penalty' for noise events that occur during noise-sensitive hours of the day (10:00 p.m. to 7:00 a.m.). An additional 5 dBA 'penalty' is added to noise events that occur between 7:00 p.m. to 10:00 p.m.



Complete streets: Streets designed to accommodate multiple travel modes. This means that streets would have not only travel lanes for vehicles, but also room for bicycles, sidewalks, street trees, and bus stops and pull-out lanes (along bus routes).

Conservation easement: A voluntary method of restricting development on private property to maintain the long-term conservation or natural resource value of the property in exchange for compensation to the property owner.

Consult: to ask for advice or opinion. This does not necessarily mean that the County is obligated to act in accordance with the advice and opinion received.

Coordinate: to solicit, consider, and respond to comments from other agencies, organizations, or groups in order to bring common actions, movements, or conditions. Coordinate is used in the context of the general plan to direct an organized approach to addressing inter-jurisdictional issues that are not solely under the purview of Yuba County. This does not imply that the County is superior or subordinate to other agencies, organizations, or groups. Rather, it indicates that the County will confer with other agencies, organizations, or groups to find mutually-agreeable solutions. This General Plan does not contain fundamental, mandatory, and specific land use policies, standards, objectives of implementation standards similar in character to policies which form the basis of the holding in *Families Unafraid to Uphold Rural Etc. County v. Bd. of Supervisors* (1988) 62 Cal. App. 4th 1332. Also, "to coordinate" or "coordination" does not have the same meaning as found in the appellate court decision of *California Native Plant Society v. City of Rancho Cordova* (2009) 172 Cal. App. 4th 603.

Defensible space: Area surrounding a building or buildings in which basic fire protection and prevention measures are implemented, including control of vegetation, fuel modification, and the provision of adequate emergency access.

Density: The amount of residential development permitted in a given area, typically expressed as the number of dwelling units per acre of land (du/ac).

Design Speed: The speed at which most drivers will travel given the built environment and speed controls created by the street width and design.

Development/s: The physical extension and/or construction of land uses. Development activities could include the subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of water and sewer systems; grading; deposit of refuse, debris, or fill; and clearing of vegetative cover (with the exception of agricultural activities). Ministerial projects, such as standard building permits and routine repair and maintenance activities are not considered "developments" in the context of the 2030 General Plan. The continuation of existing uses or operations is not considered a "development" in the context of this General Plan.

Fire Hazard Severity Zone: Areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Moderate, high, and very fire hazard severity zones are mapped by the California Department of Forestry and Fire.

Fire resilient: Being resistant to ignition, "fire resilient" has to do with the ability of a community to respond positively to, and recover quickly from the effects of a wildfire.

Floor-Area Ratio (FAR): The permitted gross interior building floor area (on all floors/levels of a building) divided by the total area of the site.

Goal: A statement of the desired future state and/or the overarching intent of a set of policies.

Groundwater Recharge Zones: Areas where stormwater infiltrates through permeable soils or exposed rock fractures to recharge aquifers.



Impact Fee: A fee charged by a public agency as compensation for additional services or costs that will be incurred as a result of a particular development project. California law specifies that impact fees must not exceed the estimated reasonable cost of providing the service for which the fee is charged.

Important Farmland: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance as determined by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Note: FMMP applies these designations based on technical soil ratings and current land use.

Infill development: Projects that can be served by connecting to existing municipal water and sewer trunk lines that are present in the vicinity of the subject project.

Equivalent Noise Level (Leq): The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. In noise environments determined by major noise events, such as aircraft overflights, the Leq value is heavily influenced by the magnitude and number of single events that produce the high noise levels.

Labor force: Residents of a community who are either working or actively looking for work, regardless of the work location.

Level of Service (LOS): A way of describing perceived traffic flow, measured primarily at the intersection of two or more streets where there are traffic controls (stop signs, signal lights, etc.). The most common way to express LOS is by assigning a letter from "A" to "F." LOS "A" represents free flow conditions, while LOS "F" represents the most congested traffic conditions (long lines at intersections to total gridlock).

Low Impact Development: Development techniques intended to address stormwater management through surface detention and infiltration that mimic natural systems rather than constructed piped systems. Strategies also include the preservation/protection of environmentally sensitive site features, such as riparian buffers, wetlands, steep slopes, and woodlands.

Minerals: Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum (Public Resources Code Section 2005). Gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, etc., are examples of minerals.

Mineral Resource Zone (MRZ): A land classification created by the California Geological Survey used to designate sites with known deposits of commercially viable mineral or aggregate material.

Mixed-Use: Sites combining more than one use as an integrated project and sometimes in the same building, such as office, residential, commercial, or services.

Multi-Modal (Transportation): A system or facility that accommodates more than one method for people to travel for example, not only individual cars, but also pedestrians, bicycles, and public transportation).

Non-Renewable Natural Resources: Inanimate resources that do not increase significantly with time and whose use diminishes the total stock (e.g., minerals, fossil fuels and fossil water).

100-year Floodplain: Area that has a one percent chance of being flooded in any given year. Over the long term, the area will be covered with flood waters on an average of once every 100 years.

Open space: Land or water that is unimproved and devoted to: managed production of resources; the preservation of natural resources; outdoor recreation; and/or public safety.



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Policy: Decision-making guide for the County in managing land use change and other decisions related to projects, plans, codes and standards, and investments.

Sphere of Influence (SOI): Represents the future probable physical boundary and service areas. Marysville and Wheatland, along with special districts in the County, have SOIs that are maintained by the Yuba Local Area Formation Commission.

Renewable Natural Resources: Resources that can be replaced by natural ecological cycles or sound management practices (e.g., forests and plants).

Riparian Habitat: The land and plants bordering a watercourse or lake.

Sensitive receptors: Those people or things which are most susceptible to adverse effects. For instance, sensitive receptors to noise and air pollutants might include schools, day care centers, and health care facilities.

Septic Tank Effluent Pumping Systems: An intermediate sewage collection and treatment system which utilizes onsite septic systems in conjunction with small diameter effluent collection lines which transmit septic effluent to a central place for treatment.

Shall: That which is obligatory.

Should: A less rigid directive than "shall;" a directive to be honored and followed if possible, in the absence of compelling reasons for departure from a policy.

Special Status Species: Plants and animals that are legally protected under the Endangered Species Act (ESA), California Endangered Species Act (CESA), or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

State Responsibility Areas: Areas of the State where the responsibility for prevention and suppression of nonstructural fires is a State responsibility and under the jurisdiction of the State Board of Forestry.

Timber: "...[T]rees of any species maintained for eventual harvest for forest products purposes, whether planted or of natural growth, standing or down, on privately or publicly owned land, including Christmas trees, but...not...nursery stock" (Government Code Section 51104(e)).

Timberland Production Zone (TPZ): An area which has been zoned pursuant to Government Code Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

Urban Land Uses: includes residential, commercial, and industrial uses, as well as civic uses designed to serve urban land uses.

VMT (vehicle miles traveled): A measure of the number of travel miles that are generated by a particular activity or land use. VMT provides a measure of transportation-related impacts (such as air pollutant emissions) generated by a particular project.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wetlands: Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and vernal pools.

Will: Indicates the intent to act.

Appendix A

Land Use – Zoning Consistency

Several actions in the 2030 General Plan related to comprehensive revisions to County codes, including the Zoning Ordinance. The County's Zoning Ordinance is Title XII of the Yuba County Code, and was last comprehensively revised in 1983, although minor updates have occurred since that time, as well.

Although the General Plan anticipates that the Zoning Ordinance would be comprehensively revised, the County has provided basic guidance as to the relationship between 2030 General Plan land use designations and the current array of zoning districts in the table that follows.

It is anticipated that zoning districts would change as a result of the comprehensive revision of the Zoning Ordinance. With this revision, it may be necessary to revise the following consistency table.



YUBA COUNTY GENERAL PLAN

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General Plan / Zoning Consistency Table

GENERAL PLAN LAND USE DESIGNATION	ZONING DISTRICT																									
	AE	A/RR	RRE	R-1	R-2	R-3	NC	RC	C	M-1	M-2	I/C	M-3	PF	RZ	SE	TPZ	FP-1	PR	AP	BAFB	BAPZ	SP-1	RPZ	PUD	STCB
Valley Neighborhood	H	H	I	X	X	X	X	O	O	O	I	I	O	X	O	I	I	O	O	O	O	I	X	I	O	I
Commercial Mixed Use	H	H	I	I	I	X	O	O	X	O	I	I	O	X	O	I	I	O	O	O	O	I	O	I	O	I
Employment	H	H	I	I	I	O	O	O	O	X	I	X	X	X	X	X	I	O	O	O	O	I	I	I	O	I
Employment Village	H	H	I	O	O	O	O	O	O	X	I	X	O	X	O	I	I	O	O	O	O	I	I	I	O	I
Rural Community	X	X	X	O	O	I	I	X	O	I	I	I	I	X	O	I	H	O	O	O	O	O	I	O	O	X
Natural Resources	X	O ¹	I	I	I	I	I	I	I	I	X	I	I	O	O	I	X	X	I	O	O	O	I	X	I	I
Public/Quasi-Public	I	I	I	I	I	I	I	I	I	I	I	I	I	X	I	I	I	X	I	X	X	X	O	X	I	I
Planning Reserve	H	H	I	I	I	I	I	I	I	I	I	I	I	O	I	I	I	O	O	O	O	I	I	I	I	I

X = Zoning is consistent with the 2030 General Plan.
 O = Zoning is consistent if proposed use is found to be consistent with goals, policies and actions of the 2030 General Plan.
 H = Zoning is consistent if used as a holding zone prior to approval of development.
 I = Zoning is Inconsistent with the 2030 General Plan.

¹ Small rural residential properties (i.e. parcels typically ranging from 1-5 acres in size) existing at the time of adoption of the 2030 General Plan are considered consistent with the Natural Resources land use designation.