

# 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's 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.<sup>1</sup> 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

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<sup>1</sup> 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.



## YUBA COUNTY GENERAL PLAN

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.<sup>2</sup>

<sup>2</sup> 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.



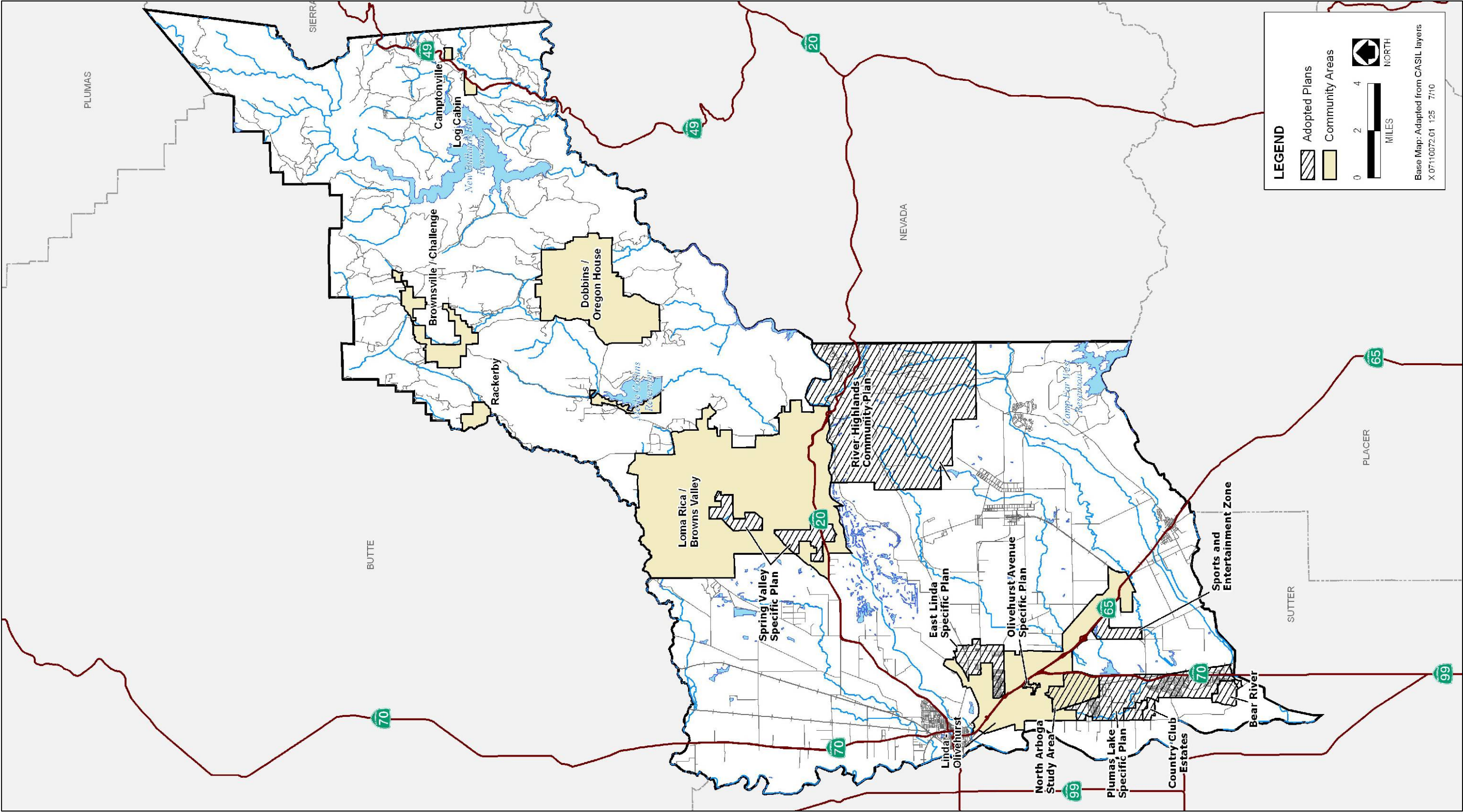


Exhibit Community Development-1.Previous General Plan Land Use Framework (1996 General Plan)





## 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
<b>Valley Neighborhood</b> 	<p><b>Intent:</b> 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><b>Allowable uses:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Residential:</b> 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.</li> <li>▪ <b>Commercial:</b> 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.</li> <li>▪ <b>Public and quasi-public:</b> 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.</li> <li>▪ <b>Open space:</b> 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.</li> </ul>





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

LAND USE DESIGNATION	INTENT AND ALLOWABLE USES
<b>Commercial Mixed Use</b> 	<p><b>Intent:</b> 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><b>Allowable uses:</b> commercial retail and services, offices, business support services, light industrial, medical services, higher-density residential development, and public facilities and infrastructure.</p>
<b>Employment</b> 	<p><b>Intent:</b> Facilitate development of job-producing land uses and regional entertainment.</p> <p><b>Allowable uses:</b> 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>
<b>Rural Community</b> 	<p><b>Intent:</b> Provide rural residential opportunities with supportive services and tourism-oriented uses consistent with the General Plan and as defined in community plans.</p> <p><b>Allowable uses:</b> 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>
<b>Natural Resources</b> 	<p><b>Intent:</b> 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><b>Allowable uses:</b> 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>
<b>Public / Quasi-Public</b> 	<p><b>Intent:</b> 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><b>Allowable uses:</b> 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>
<b>Employment Village</b> 	<p><b>Intent:</b> Facilitate development of job-producing uses in the Highway 65 corridor in a mixed-use environment.</p> <p><b>Allowable uses:</b> 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>
<b>Planning Reserve</b>	<p><b>Intent:</b> Provide for long-term future population and employment growth needs.</p> <p><b>Allowable uses:</b> Allowable land use within the Planning Reserve Area shall be regulated according to allowable uses for the underlying land use designation.</p>



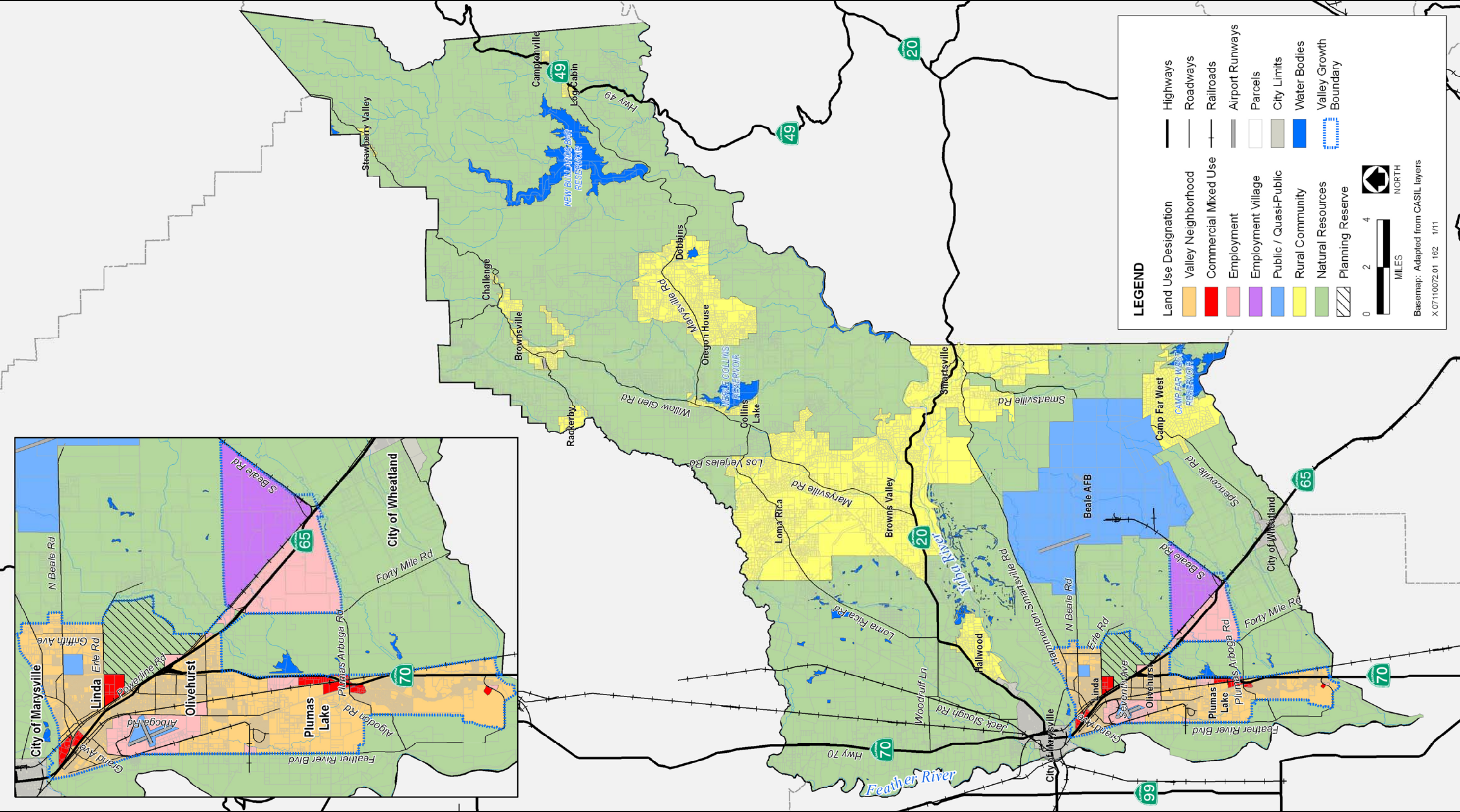


Exhibit Community Development-2. Land Use Diagram





## 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

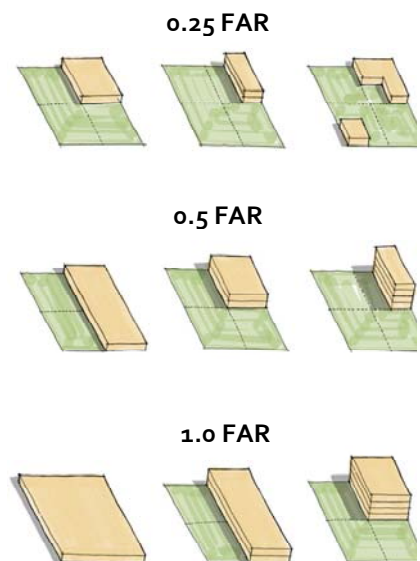
Density is measured by the number of dwelling units per gross acre. A gross acre is all land (including streets and rights-of-way) designated for a particular use, while net acreage excludes street rights-of-way and other areas not included within subdivided lots. Gross acreages are more often used with 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.<sup>3</sup>

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

<sup>3</sup> 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.





### Exhibit Community Development-3. Residential Density





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

LAND USE DESIGNATION	LAND USE ALLOWABLE DENSITY/INTENSITY	
<b>Valley Neighborhood</b>	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"> <li>Combine proposed residential &amp; nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation.</li> <li>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.</li> </ul>
<b>Commercial Mixed Use</b>	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"> <li>Combine proposed residential &amp; nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation.</li> <li>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.</li> </ul>
<b>Employment</b>	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"> <li>Combine proposed residential &amp; nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation.</li> <li>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.</li> </ul>
<b>Employment Village</b>	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"> <li>Combine proposed residential &amp; nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation.</li> <li>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.</li> </ul>
<b>Rural Community</b>	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"> <li>Combine proposed residential &amp; nonresidential building space and regulate according to the FAR allowed in the applicable zoning district/community plan designation/specific plan designation.</li> <li>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.</li> </ul>
<b>Natural Resources</b>	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
<b>Public / Quasi-Public</b>	Up to 1.0 FAR	
<b>Planning Reserve</b>	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.







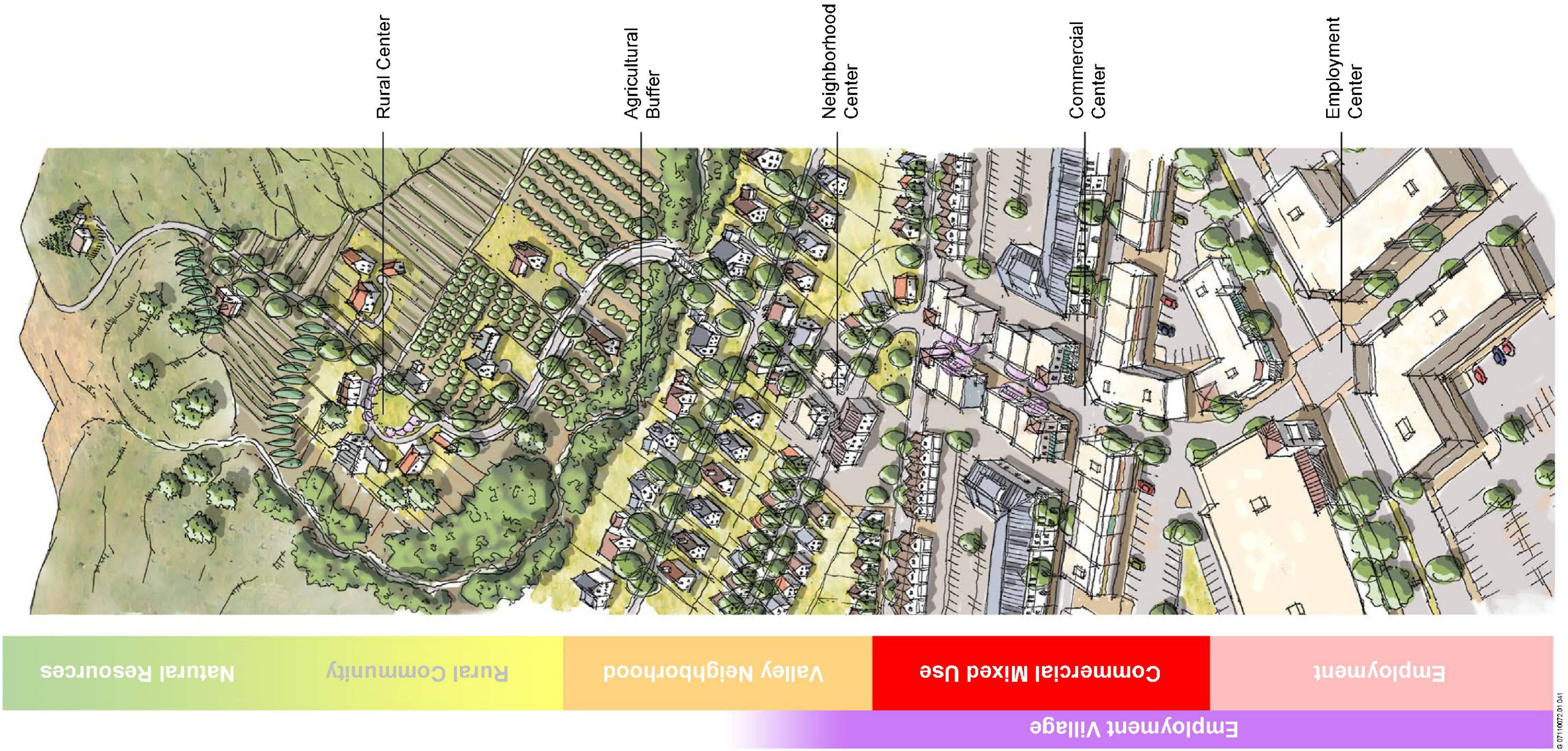


Exhibit Community Development-6. Conceptual Illustration of Countywide Placetypes by Land Use Designation





### 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
<b>County Regions</b>				
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
<b>Rural Communities</b>				
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	
<b>Total</b>	<b>25,000 - 34,000</b>	<b>4,700 - 6,400</b>	<b>74,000 - 100,000</b>	<b>50,000 - 67,000</b>

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.

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### Goal CD3. Separating Land Uses

#### *Development patterns that minimize the adverse effects of incompatible land uses*

- |                     |   |
|---------------------|---|
| <i>Policy CD3.1</i> | <i>Commercial and industrial developments shall be located, buffered, or otherwise designed to avoid significant noise and air quality impacts.</i>   |
| <i>Policy CD3.2</i> | <i>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.</i>   |
| <i>Policy CD3.3</i> | <i>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.</i>   |
| <i>Policy CD3.4</i> | <i>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.</i>  |
| <i>Policy CD3.5</i> | <i>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.</i>  |
| <i>Policy CD3.6</i> | <i>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.</i>  |
| <i>Policy CD3.7</i> | <i>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.</i> |



- 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.

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### 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.

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### 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

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## **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).*

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## **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.

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**Goal CD8. Pedestrian Orientation and Design**

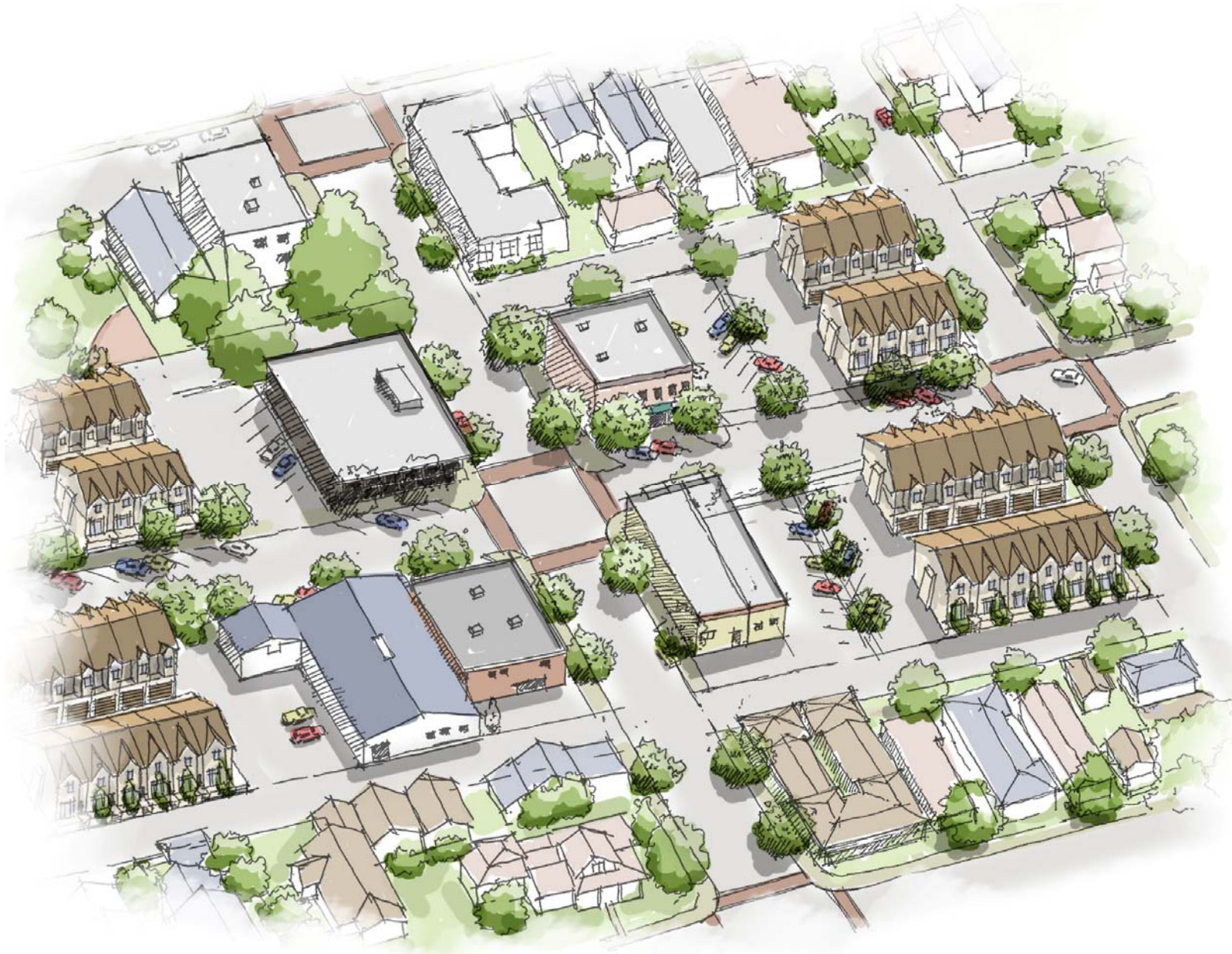
***Promote high-quality neighborhood design that ensures pedestrian comfort and convenience***

*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.

Source: AECOM 2010.

### 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.

### Exhibit Community Development-9. Neighborhood Center





**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.

Source: AECOM 2010



**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.

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

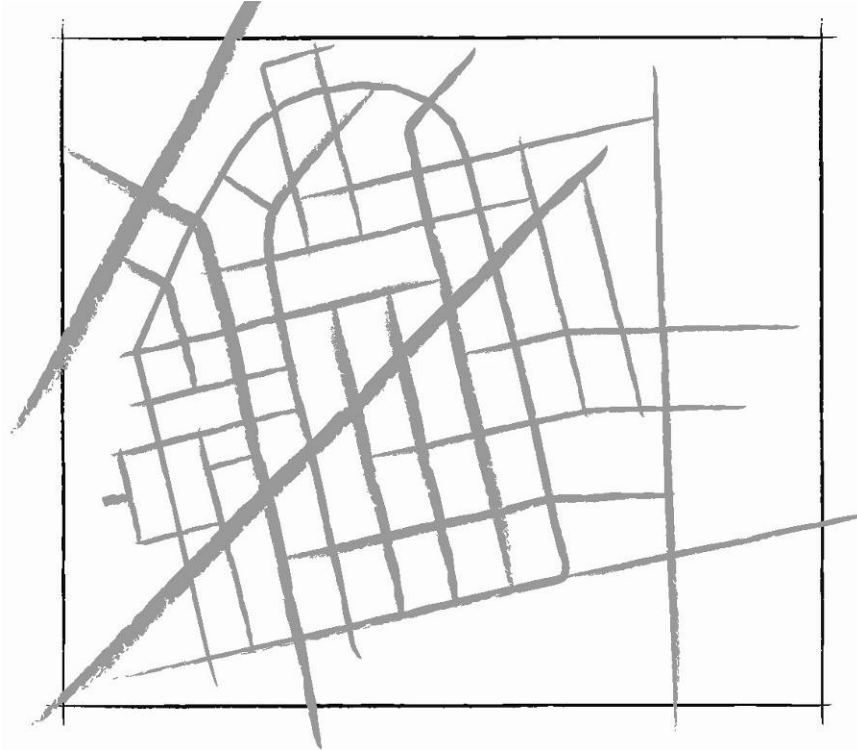




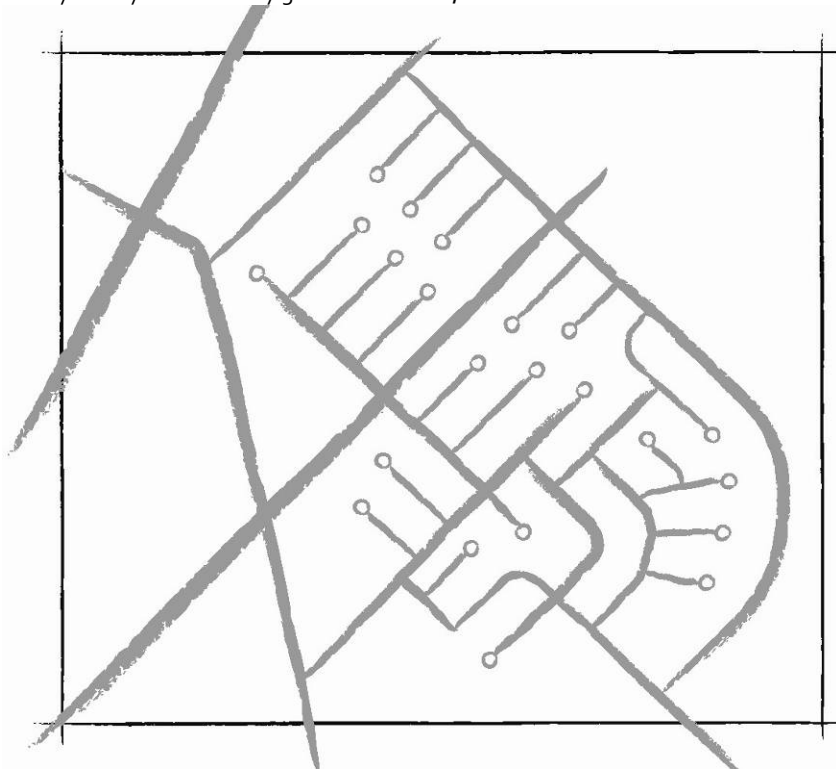
- Policy CD8.2 Valley Neighborhood developments and residential portions of Employment Village areas shall provide relatively short block lengths and continuity of streets in order to facilitate convenient pedestrian, bicycle, and vehicle movement (Exhibit Community Development-11).<sup>4</sup>*
- Policy 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.*

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<sup>4</sup> "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.

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### Goal CD9. Rural Areas

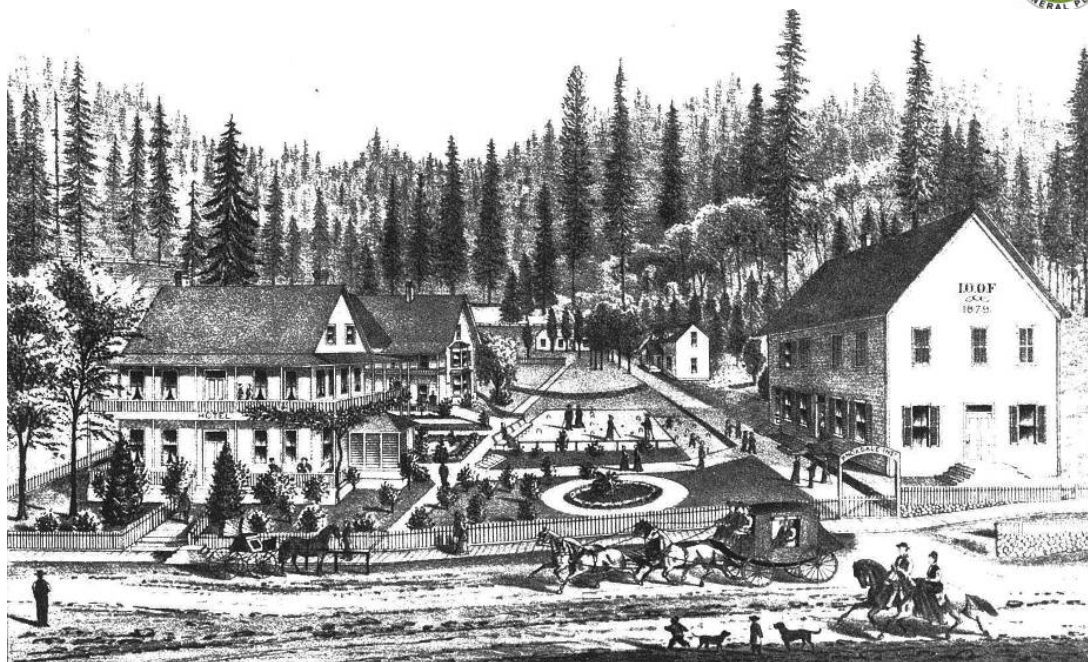
#### ***Preserve and enhance the rural character through development and conservation in Yuba County's Rural Communities and open space areas***

- 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.

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## 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

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## **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 policies 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.*

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## **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.

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## 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.*



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- 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 system<sup>5</sup>, 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.<sup>6</sup>

*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*

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

<sup>6</sup> 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.<sup>7</sup> The proportion of household spending devoted to transportation has substantially increased during the last century as automobile dependence has increased.<sup>8</sup> Per-capita economic productivity is higher in states with lower per-capita vehicle miles traveled (VMT).<sup>9</sup> Pedestrian friendliness has been shown to increase home values.<sup>10</sup> 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

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

<sup>8</sup> 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](http://www.bls.gov/opub/mlr/2001/05/art3full.pdf)), May, 2001.

<sup>9</sup> This data is from the 2009 Urban Transportation Performance Spreadsheet ([www.vtpi.org/Transit2009.xls](http://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](http://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](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](http://www.bea.gov/regional/gdpmetro)).

<sup>10</sup> 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)
<b>Freeway</b>		4-6	12+		220-260'	No	Yes	No	65-70
<b>Conventional Highway</b>		2-4	12+		80-110'	Limited	Optional	No	55-60
<b>Arterial</b>	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
<b>Collector Road</b>	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
<b>Local Road</b>	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.<sup>11</sup>

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.

<sup>11</sup> 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 <sup>1</sup>
	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 <sup>2</sup>
McGowan Parkway Extension (New Roadway)	SR 65 <sup>3</sup>	Goldfields Parkway <sup>3</sup>	0	2
N. Beale Road	College View Drive	Goldfields Parkway	2	4
Plumas Arboga Road	Plumas Lake Boulevard <sup>4</sup>	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 <sup>th</sup> 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. <sup>1</sup>Through lanes only (does not include turn pockets, acceleration/deceleration lanes, two-way left-turn lanes, etc., which may be required depending on volumes). <sup>2</sup>Potential improvements to McGowan Parkway to be studied after adoption of the 2030 General Plan. <sup>3</sup>Alignment and type of connection to be determined. <sup>4</sup>Western portion of this segment will be realigned to connect with the Plumas Lake Boulevard interchange at SR 70.





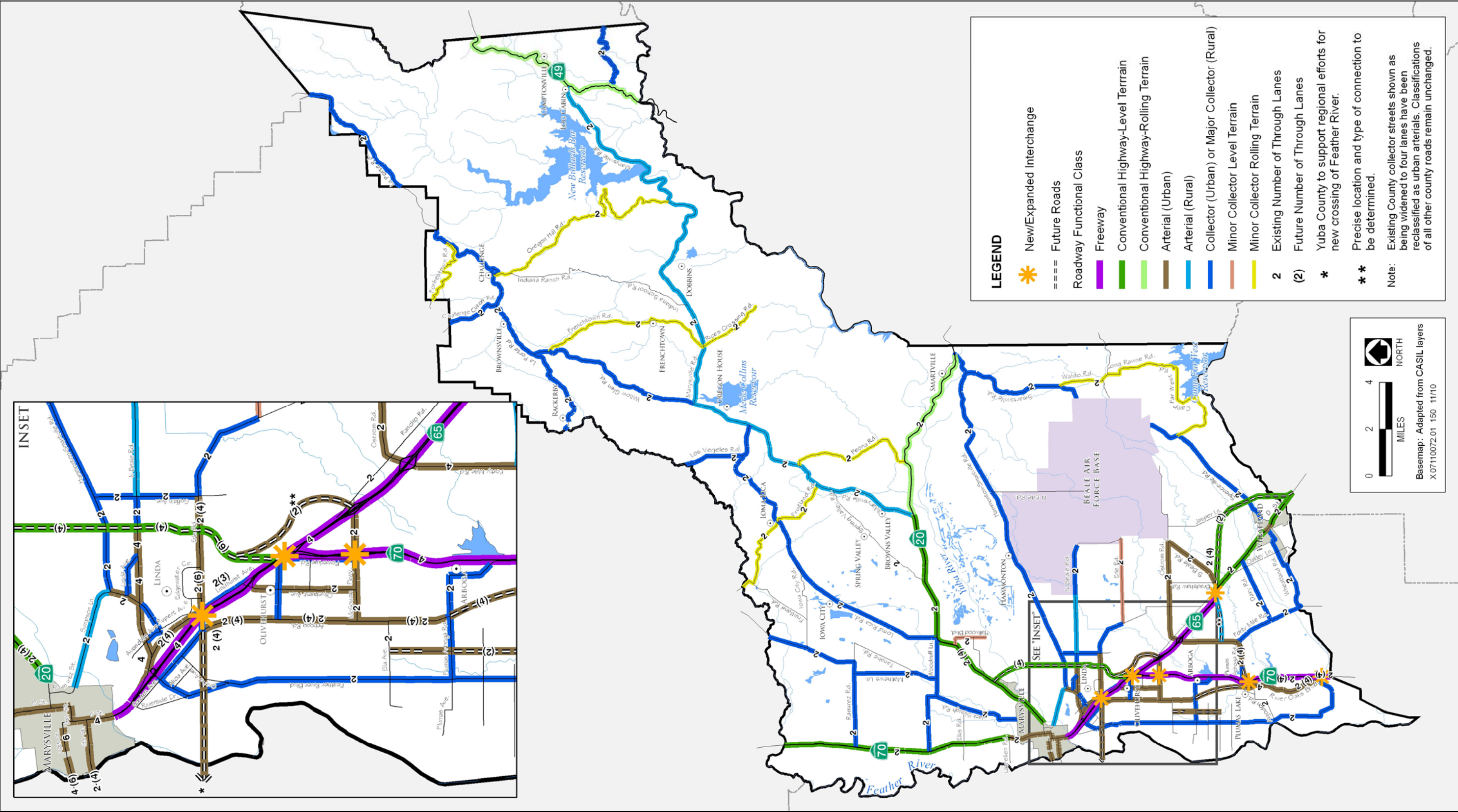


Exhibit Community Development-13. Vehicular Circulation Diagram





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

ROADWAY	SEGMENT		EXISTING LANES	YEAR 2030 LANES <sup>1</sup>
	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 <sup>2</sup>	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. <sup>1</sup>Through 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). <sup>2</sup>Currently under construction as of the writing of this document.

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

ROADWAY	SEGMENT		2030 LANES	BUILDOUT LANES <sup>1</sup>
	FROM	TO		
Erle Road Extension (New Roadway)	New Feather River Crossing at Sutter County Line	Arboga Road	0/2 <sup>2</sup>	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 <sup>3</sup>
Goldfields Parkway	Erle Road	Hammonton-Smartville Road	4	6
SR 20	Loma Rica Road	Marysville Road	2	4

Notes: <sup>1</sup>Through lanes only (does not include turn pockets, acceleration/deceleration lanes, two-way-left-turn lanes, etc). <sup>2</sup>A portion of the roadway extension will be constructed along the existing alignment of Pasado Road. <sup>3</sup>Final 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
<b>Bicycle / Pedestrian Path</b>	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
<b>Bicycle Lane</b>	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
<b>Bicycle Route</b>	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.





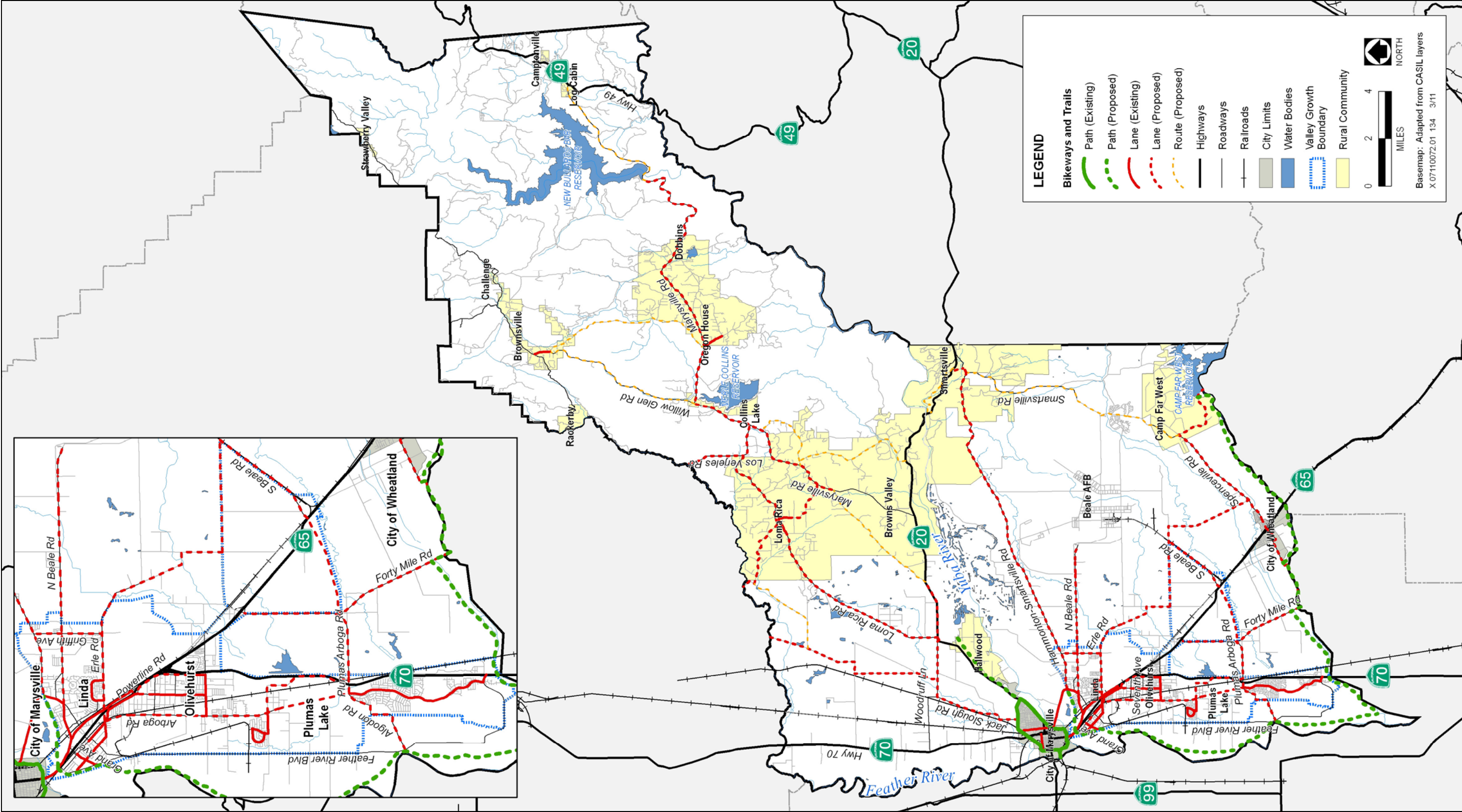


Exhibit Community Development-14. Bicycle and Pedestrian Circulation Diagram





## 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. Busses 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

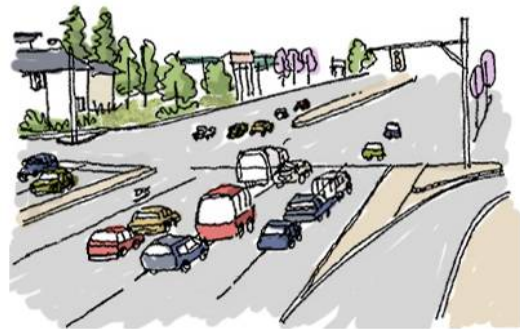
Level of Service is a measure of traffic congestion based on a roadway's traffic volume in relation to its capacity. In addition to the number of travel lanes, roadway capacity is affected by the number and type of controlled intersections.

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**



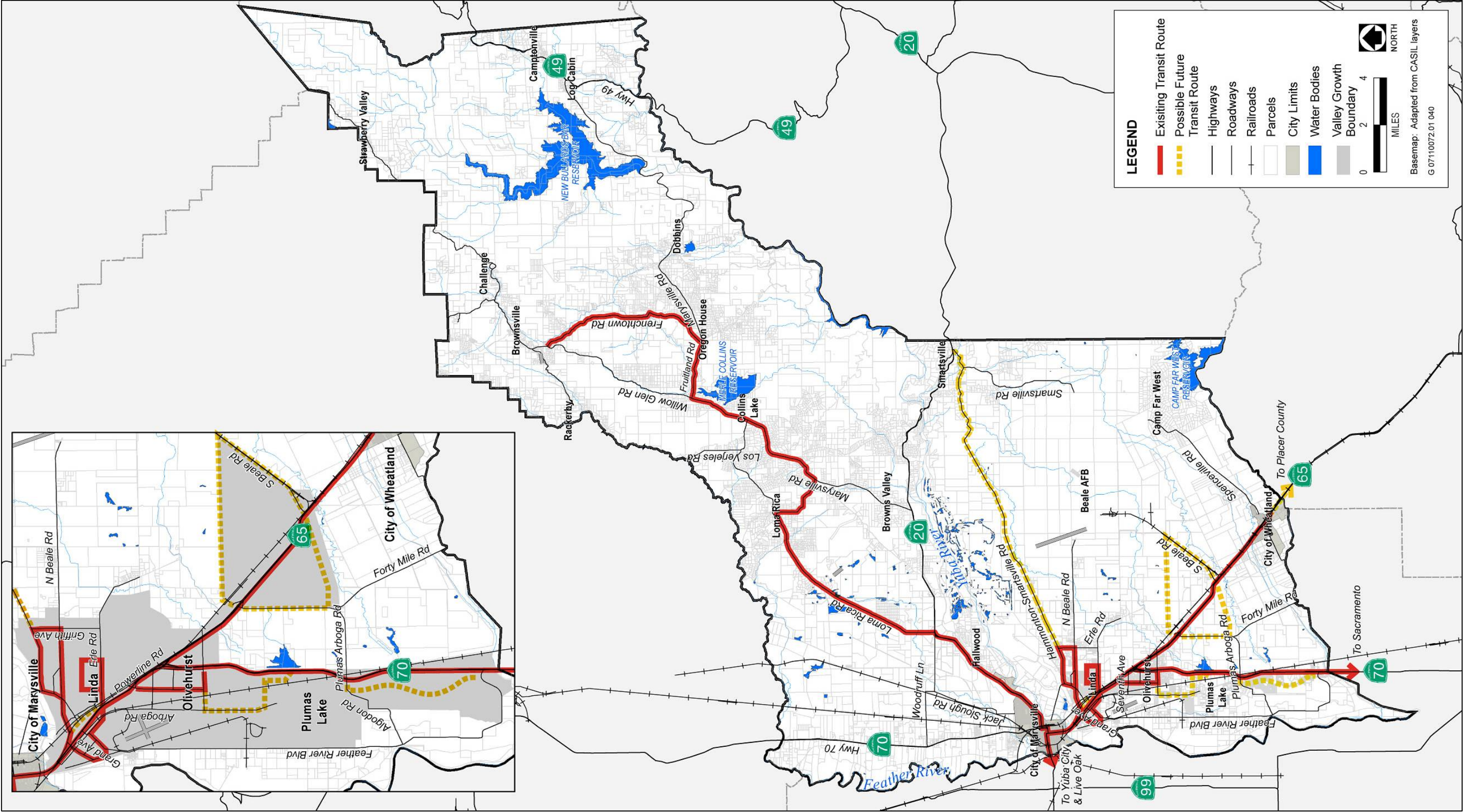


Exhibit Community Development-15. Transit Circulation Diagram







- **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.<sup>12</sup> For projects where Caltrans is a lead or responsible agency, LOS may need to be evaluated and mitigated in the context of CEQA documents.

<sup>12</sup> 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.<sup>13</sup> 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.

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<sup>13</sup> 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.

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### 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 HS9
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.<sup>14</sup>

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

<sup>14</sup>Please 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.

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### **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





## YUBA COUNTY GENERAL PLAN

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.

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## 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).

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## **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.

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## 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.*



## Y U B A C O U N T Y G E N E R A L P L A N

- 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