

PLUMAS LAKE SPECIFIC PLAN

Prepared for

Yuba County Department of Planning and Building Services
Larry F. Brooks, Director
James P. Manning, Deputy Director of Planning

Board of Supervisors

Joan Saunders, Chair
Michelle D. Mathews
John Mistler
Jay Palmquist
Brent Hastey

Planning Commission

Donald Schrader, Chair
Sherrill G. Henry
Bill Simmons
Gordon A. Stevens
William Back

Adopted by Yuba County Planning Commission
Resolution 93-19, August 4, 1993

Adopted by Yuba County Board of Supervisors
Resolution 1993-160, September 21, 1993

Consultants

Richard Floch & Associates
Omni•means, Inc.
Economic & Planning Systems
October 1992

PLUMAS LAKE SPECIFIC PLAN

Contents

1.	Introduction	1
2.	Goals and Policies	13
3.	Land Use and Circulation Plan	21
3.1	Summary	21
3.2	Residential Uses	25
3.3	Circulation	35
3.4	Commercial Uses	47
3.5	Parks and Recreation	55
3.6	Open Space and Buffers	59
3.7	Public Services	63
4.	Public Infrastructure	71
4.1	Infrastructure Plans	71
4.2	Wastewater	73
4.3	Water	77
4.4	Electric and Gas	79
4.5	Storm Drainage	83
5.	Implementation	89
Appendix 1	Design Guidelines	99
Appendix 2	Infrastructure Financing	129
	Index	131
	Erratum	135

Tables and Figures

Figure	1.1	Location Map	2
Table	3.1.1	Summary Land Use Table	22
Figure	3.1.2	Land Use	23
Figure	3.2.1	Illustrative Redevelopment (Existing)	32
Figure	3.2.2	Illustrative Redevelopment (Resubdivision)	33
Figure	3.3.1	Non-Residential Road Sections	37
Figure	3.3.2	Minor Road Sections	38
Figure	3.3.3	Circulation	39
Figure	3.3.4	Landscape Corridors	40
Table	3.4.1	Commercial Centers	47
Table	3.4.2	Commercial Land Uses	49
Table	3.4.3	Uses Permitted Within Business Parks	53
Table	3.6.1	Land Uses in Buffer Areas	62
Table	4.2.1	Wastewater Generation Rates	73
Figure	4.2.2	Wastewater	75
Figure	4.3.2	Water	76
Table	4.3.1	Water Demand Rates	78
Figure	4.5.1	Drainage	87
Figure	5.8.1	Development Review Process	96
Table	A-1.2	Residential Lot Geometry	100
Table	A-1.10.1	Special Setbacks from Residential Uses	122

1 Introduction

The Plumas Lake Specific Plan has been prepared by Yuba County with the cooperation and financial contributions of landowners within the Plan area. It is intended to provide for the orderly development of approximately 5000 acres of land in the southerly portion of the county between the developed Olivehurst community on the north and the Bear River on the south. A key feature of the site is State Highway 70 which runs north and south and makes up, for the most part, the easterly Plan boundary. The regional access provided by the highway and the fact that the lands within the Plan are mostly non-prime farm lands establish this area as suitable for accommodating a substantial part of the growth which is expected to occur in Yuba County in the next 20 years.

The Plumas Lake Specific Plan contains a unique set of policies, land use classifications, and development standards which have been tailored to the Plan area. These have grown out of the general policies of the Yuba County General Plan and the have been developed with the assistance of volunteers from the community which have participated in a steering committee which has guided the preparation of this Plan. These policies, classifications and standards act as a cohesive whole and replace the other, more generalized tools for the implementation of the General Plan, such as the County zoning ordinances, subdivisions standards and development policies which are applicable to other areas of Yuba County.

Through the inclusion of specific architectural design standards, a process for design review and a financing strategy, the Plumas Lake Specific Plan contains a wide range of measures to ensure success in realizing the expectations for a better community which the Plan creates.

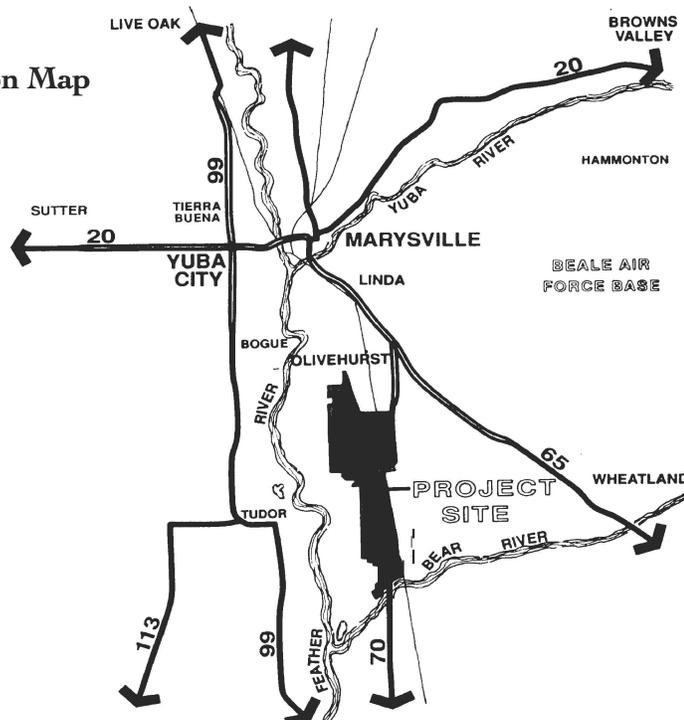
1.1 Purpose of the Plan

1.2
Setting for the Plan

Plumas Lake once existed as a large, shallow body of water which covered part of the Olivehurst community and the Plan area. In this century, the practice of farming and the process of urbanization diverted or drained much of this watershed, leaving a flat, nearly featureless plain containing scattered homes and farms with occasional flooding problems. The early construction of levees and elevated railroad beds of the Sacramento Northern and Western Pacific Railroads was followed by improvement of State Highway 70 in this area. The Plumas Lake Golf Course, a well-regarded municipal course owned by the City of Marysville, provides a dense island of green in the central part of the Plan area.

To the north, the Plan touches upon portions of the Olivehurst community in the McGowan Parkway area. To the east, Highway 70 and the elevated railroad now run by Union Pacific make a distinct edge to the Plan. On the west for the northerly half of the Plan, Feather River Blvd separates the Plan from the agricultural and industrial activities which occupies this area. Further south, the west side of the Plan is indistinct in its undeveloped state from the farming that exists in this area. A careful look at the crops present does show the presence of a greater amount of orchards outside of the Plan area than within it. This follows from the fact that the Plan occupies lands generally limited by poor drainage while the land outside drains better and is classified as prime land. Southerly, the Specific Plan touches upon a point of the Bear River.

Figure 1.1
Project Location Map



Land Use Element

The Land Use Element of the Yuba County General Plan is the most basic statement of policies guiding development within the County. The current Land Use Element was adopted in 1981 and has been amended from time to time. It provides description and information on the four basic regions within the county—the existing urban areas, the agricultural valley, the foothill belt and the mountain areas. The Plumas Lake Specific Plan area has been considered transitional between the largely urban land uses to the north and the agricultural uses which predominate in the southern regions of the county adjacent to the Feather and Bear Rivers. This transitional land use pattern has historically been regulated in the General Plan through the use of the *Rural Estate Residential* category, a very low density residential district allowing one acre lots and larger. The description of the *Rural Estate Residential* category in the Land Use Element, states:

This category shall be applied in the areas on the urban fringe where public facilities and services are limited and large lot and acreage rural estate development will serve as a buffer between urban development and productive agricultural soils.

The Plumas Lake Specific Plan represents a major refinement in the way that the urban—agricultural transition is handled in this part of the county. The major factor affecting this change is the fact that the Plan will facilitate and require the development of expanded urban services and facilities to serve the new development. In providing for additional lands for urban development through the specific plan process, the elimination of land use conflicts can be forwarded through the detailed regulations of the Plan, itself.

Other Land Use Element Goals and Policies relevant to the Plumas Lake Specific Plan are as follows:

Agricultural Lands

Goal: It shall be the goal of Yuba County to protect and maintain agricultural lands for the value of their products and economic impact.

Policy 1. Prime agricultural lands shall be permanently conserved through the use of large lot exclusive agricultural zoning to provide for viable economic agricultural use.

Policy 2. All future urban expansions shall be toward the least productive soils.

1.3
**Relationship to the
Yuba County
General Plan**

Policy 3. Promote good agricultural practices that ensure the compatibility of agricultural practices with long-term conservation of the County's agricultural capability.

Policy 4. Identify prime production areas, marginal production areas, and areas where production may be incompatible with residential and other land uses.

New Development

Goal: It shall be the goal of Yuba County to ensure that new development is planned and occurs in a manner that will minimize: grading, vegetation disturbance, intrusion onto natural water courses, and encroachment onto archaeological, historical or rare and endangered species sites.

Policy 1. Planned Unit Development shall be encouraged as a means to conserve and protect natural resources and the character of the natural environment.

Policy 2. New development shall be designed and constructed in a manner which preserves the visual quality of the foothill setting by encouraging the use of curvilinear streets, vegetation re-establishment in cuts and on fills, and housing site locations which blend into the landscape rather than becoming a focal point.

Policy 3. In the approval of new development, the adequacy of water supplies and wastewater treatment systems shall be determined.

Policy 4. Significant historical and archaeological sites shall be preserved and protected.

Commercial Development

Goal: It shall be the goal of Yuba County to provide for commercial land uses that adequately meet the anticipated needs and are served with adequate facilities.

Policy 1. Commercial development shall be located within or in close proximity to areas where the level of population justifies new or expanded activities.

Industrial Land Uses

Goal: It shall be the goal of Yuba County to provide for industrial land uses that meet the needs of the economic base and the goals and policies of the County.

Policy 1. Industrial sites shall be compatible with existing and projected surrounding land use.

Policy 2. Industrial sites shall be located in areas where adequate facilities and services are available.

Policy 3. Yuba County shall protect existing industrial sites and uses in the vicinity of the Yuba county Airport. Yuba County shall identify and designate additional lands suited and needed for future industrial growth.

Circulation

Goal: The Yuba County circulation system shall be maintained and improved to provide for the safe and efficient movement of persons and products.

Policy 1. Access and egress to and from arterials, major roads and collector roads shall be designed and controlled to minimize conflict with through traffic.

Policy 2. Yuba County shall actively pursue and support the proposal for a third bridge crossing of the Feather River connecting Yuba and Sutter Counties.

Policy 3. The Circulation Plan and system shall support existing and future land use patterns and be periodically revised to reflect changing community needs, desires and financial capability.

Environmental Resources

Goal: It shall be the goal of Yuba County to protect natural resources which are of significant long range social, economic and environmental importance.

Policy A1 (Water) High priority shall be given in any consideration of land use to the protection of watershed, aquifer recharge areas and natural drainage systems.

Policy A2 (Water) High priority shall be given to maintain ground-water supplies for agriculture and rural development purposes.

Policy A3 (Water) Storm water drainage facilities shall be designed to minimize the potential for soil erosion and the sedimentation of receiving drainage facilities and streams.

Policy C1 (Flora and Fauna) Unnecessary removal of trees on development sites shall be discouraged in order to control erosion, preserve wildlife habitat, and maintain the natural character of developing areas.

Policy C2 (Flora and Fauna) Rare and endangered species shall be protected from encroachment by residential development.

Policy C3 (Flora and Fauna) High quality plant areas and critical wildlife habitat shall be protected.

Public Services

Goal: It shall be the goal of Yuba County to coordinate public services and facilities provided by various agencies to reduce the operational costs.

Policy 1. Expansion of public water and sewage systems shall be encouraged in all areas planned for urban development.

Policy 2. Adequate drainage facilities for new development shall be required.

Policy 4. Provide information on projected population growth and land use patterns to school districts to facilitate planning for and reserving adequate school sites.

Policy 5. Yuba County shall encourage and support the development of vacant lands within existing urban areas.

Policy 6. Alternate locations for the disposal of solid and liquid waste shall be strongly supported.

Residential

Goal: It shall be the goal of Yuba County to promote diversity of residential densities which are consistent with the social, economic, transportation and environmental goals of the County.

Policy 1. Residential land use categories shall be established to allow for adequate numbers of housing units of varying type, density, location, price range and rent levels.

Policy 2. The location and density of residential land use categories shall be established in consideration of the following factors: a) existing land use patterns; b) type and availability of public services and facilities; c) type, design and location of public transportation facilities; d) proximity to commercial facilities and employment centers; e) quality of agricultural lands and timberlands.

Circulation Element

The Circulation Element of the Yuba County General Plan was adopted originally in 1970 and has been amended as recently as 1988. It attempts to project the need for new county roads but contains few proposals for the Plumas Lake Specific Plan area.

The Circulation Element contains some general policies which are relevant to the Specific Plan.

Policy 2. The County road system must evolve from an interrupted pattern into a coordinated network of specialized roads which range from the local street to the freeway and from commercial and industrial streets to scenic corridors.

Policy 5. The County system will take advantage of the existing and proposed freeway interchanges.

Policy 6. The County shall discourage the interruption, conflict and congestion along its major roads often caused by "strip" development.

Policy 7. The natural beauty of Yuba County is to be promoted and protected by the routes which traverse it.

Policy 8. The cost for the construction of roads shall be primarily borne by the land developer or other interests gaining from the installation of the road.

Policy 9. All roads shall be constructed in accordance with sound engineering practices and standards to provide safe, durable and permanent routes.

It is clear that the hierarchy of county roads described in the Circulation Element is maintained in the Plumas Lake Specific Plan even though the Specific Plan uses some differing terminology. The Plan provides mechanisms for the protection of new routes, the improvement of those routes and the enhancement of the scenic qualities far beyond those contained in the Circulation Element. After adoption, the Plumas Lake Specific Plan shall be the prevailing document as to the planned circulation system.

Housing Element

The Housing Element of the Yuba County General Plan was most recently adopted on December 17, 1991. Because the median household income in Yuba County is among the lowest in the state, and the county has a large percentage of substandard units in its current housing stock, the Housing Element stresses rehabilitation of existing units and improving the diversity of housing.

A number of Policies and Action Programs are identified in the current Housing Element. While many of these programs are aimed at conservation or rehabilitation of the existing housing stock and are not relevant to the Plumas Lake Specific plan, a number of programs targeting new development are relevant to the Plan. Among these are the following.

Action 1.2.1 concerning zoning of sufficient land for new housing.

Action 1.2.2 concerning funding for new drainage improvements, a major constraint to both existing housing and new housing in the Linda, Olivehurst and Plumas Lake area.

Action 1.2.4 proscribing a program for identifying infrastructure needs on a community by community basis.

Action 1.3.1 targeting the need for developing multi-family and rental housing.

Action 2.1.6 targeting the need for housing large families.

Action 3.3.1 providing density bonuses for low and moderate income housing.

Action 3.6.1 encouraging the enabling of alternative development patterns including "zero-lot line" and flexible lot width standards.

Noise Element

Noise considerations for the Plumas Lake Specific Plan involve noise generated by arterial and highway traffic, nearby point-source industrial activities and aircraft overflight operations from the Yuba County Airport. The Noise Element of the Yuba County General Plan sets standards for these situations. All standards of the Noise Element for compatibility of uses and structural attenuation are applicable to the Plumas Lake Specific Plan. The Specific Plan sets further standards for noise from stationary sources. The only land use proposed in the Plan which has a significant potential for accommodating uses which generate noise is the Business Park classification. In this instance, specific performance standards for noise emissions which can be perceived are adopted.

Seismic Safety and Safety Elements

These mandatory General Plan Elements were combined in their adoption into the Yuba County General Plan in 1980. Yuba County is generally located in one of the less seismically active parts of California. Known pre-Quaternary faults occur in the foothill region but none are noted in the Element for the Specific Plan area. Likewise the Seismic Safety and Safety Element does not reveal any potential from special fire danger nor land slide potential.

Conservation and Open Space Elements

The Yuba County Open Space and Conservation Elements, adopted in 1974, stress the importance of protecting the County's agricultural, mineral and timber resources. At the same time, the Element identifies the natural scenic qualities of the county as worthy of protection. The Specific Plan represents a focussing of development into an area planned for urban expansion over a number of years. By directing development into one area, it acts to protect the County's remaining agricultural land from piecemeal development pressure stemming from a lack of available land to meet demand.

Definitions

The definitions described in Chapter 12.05 of the Yuba County Code are hereby incorporated by reference in this Plan. In addition, the following special definitions are established:

1. **Condominium**

Generally refers to a volume of air space within a structure which is used for a dwelling unit, single commercial office or commercial space which had been described by a subdivision or parcel map and has a separate deed.

2. **Design Review**

A process for the review of architecture, building siting, and landscaping for certain types of development projects by the Design Review Committee established for that purpose or by the Planning Director.

3. Detention Basins

Basins or other similar constructed facilities having the capability of receiving storm water run-off and detaining it so as to reduce the peak flow intensity.

4. Half-plex

An attached single family residential structure containing two dwelling units and a property line at the common wall. Essentially a subdivided duplex.

5. Neighborhood

In general usage, a group of residences sharing common location and frequently socio-economic ties. In this Plan it has the additional connotation of enclosure and generally refers to a group of 200 to 500 residences.

6. Parkways

The narrow, planted strip of land outside of the curb and gutter of a roadway between a detached sidewalk, usually used for street tree plantings.

7. Production Housing

Production housing as used in this Plan refers to single family or multi-family residential units built by a single developer contemporaneously as a block or portions of a block. For single family units, production housing is typified by three to six basic models or floor plans which may have variations in trim or architectural detailing.

8. Single Family Attached

A type of housing where each dwelling unit is created by a subdivision or parcel map and for which a separate deed exists. The unit may occupy a parcel of land or may occupy an airspace but is physically attached to other units in a single structure.

9. Single Family Detached

A general type of residential housing where each structure occupies one parcel of land and is designed to house one family unit and is unconnected to other units.

10. Townhouse, Townhome, or Rowhouse

The terms are considered synonymous. A type of single family attached housing where each dwelling unit shares one or more common walls with other units within a common structure. The land under the individual unit may or may not be part of the individual ownership.

11. Xeritrophic

In landscaping, those plant species and ground covers adapted to drought or low watering conditions.

12. Zero-lot Line Unit

A single family, detached residence on a single parcel of land. The concept of a “zero-lot line” stems from traditional zoning practices which universally requires a minimum of 5 foot side yard setbacks for the dwelling. This results in narrow spaces at either side of the unit which have little utility. The “zero-lot line” allows for the construction of the residence at the property line usually allowing for the combination of side yard to provide for a usable 10 foot space on one side. Variations for irregular property lines are sometimes termed “Z-lots” and are considered identical for purposes of this Plan.

2 Goals and Policies

2.1 Goals of the Plan

In addition to the previous goals and policies which Yuba County has set for itself to guide development on a county-wide basis, the following Goals are established to apply specifically to the Plumas Lake Specific Plan. While the Plan may be amended any number of times in the coming years, it would be unusual for the basic goals of the Plan to be changed. To a lesser extent, this is also true of the specific policies which the Plan adopts as well. These Goals and Policies are the framework by which other parts of the Plan, its implementing programs and the developments which follow must be judged. These Goals and Policies are the yardstick by which future amendments are evaluated and found internally consistent, as they must be under State law.

Goals

1. Residential development within the Plumas Lake Specific Plan area shall allow for a diversity in housing choices in price range, residential type and density.
2. The design of residential areas shall foster a community of interest at the neighborhood scale.
3. The housing of a significant number of families of modest means in a distributed pattern within the Plan area, shall be considered a priority.
4. Residential neighborhoods shall be provided with access to recreational and open space amenities.
5. Non-vehicular transportation shall be encouraged by providing facilities throughout the Plan area.
7. Public spaces having a primarily utilitarian function shall also be attractively landscaped.
8. It is the general goal of Yuba County in the Plumas Lake Specific Plan, to direct the process of urbanization to the planning area and other existing and planned urban areas thereby reliev-

ing the pressures for scattered urban developments in other parts of the county and in particular, it's agricultural lands.

9. In order to achieve a single, unified development regulatory process, the Specific Plan shall be comprehensive and shall replace other local development regulations and standards as they may apply to the Plan area.
10. Provide a drainage system to convey and collect storm water runoff in an efficient and cost effective manner.
11. Encourage 100-year protection from flooding in which pumps are not a critical element. This may be accomplished by providing storage equivalent to the volume of developed runoff anticipated from a 100-year, 24 hour storm event.
12. Prepare a long range, area wide Mater Drainage Plan for the region comprising Reclamation District 784. (Involves the County of Yuba and Reclamation District 784.)

2.2

Policies of the Plan

Policies

The following policies are intended to provide guidance for future decisions in the implementation of the Plan. As future developments are reviewed, they need not meet each and every policy but should conform to a significant majority of relevant policies given the nature and type of proposal under consideration. A development proposal should not under any circumstances frustrate or prevent the achievement of a policy for the entire Plan area even if it does not specifically implement the policy in question.

Housing

1. Mechanisms shall be developed for reducing the qualifying income for a significant portion of homebuyers, which are effective within the marketplace.
2. Production-built housing shall be provided with front yard landscaping and irrigations system at the time of sale to accelerate the maturation of landscape plantings for shade and aesthetic neighborhood improvement.

Urban Design and Development

1. Neighborhoods consisting generally of 200 to 500 dwelling units shall be a basic design unit of residential areas.
2. Open space shall be designed into the fabric of residential areas rather than concentrated in a few locations with limited accessibility.
3. Flexibility shall be allowed within residential areas in product mixture and type, allowing for clustering and incentives for the incorporation of open space and innovative design concepts which add amenities for residents and meet other goals of the Plan.
4. Detention basins intended for flood control purposes shall be designed with contoured rather than geometric slopes and shall be seeded and landscaped in a fashion to allow for their primary function.
5. All residential areas within the Plan shall be afforded recreational opportunities. A standard of 5 acres of parkland per 1000 population is established for the Plan area.

Circulation

1. Arterial streets shall be provided with sufficient right-of-way to include landscaping and landscaped medians.
2. Local streets within residential neighborhoods shall be improved with detached sidewalks and substantial parkways for street trees and landscaping which can be maintained by the abutting owner.
3. A continuous bicycle trail shall be provided linking the planned regional trail at the Bear River levee to County Club Drive.
4. A network of bicycle paths shall be developed within the Plan which link local nodes such as schools and parks to the main bicycle trail system.
5. Park and Ride lots shall be provided at convenient locations for the use of commuters both to Sacramento employment centers and locally.
6. Where residential densities provide for large lot estate parcels allowing for the keeping of horses, equestrian trails shall be provided.
7. All neighborhoods and all phases of subdivisions shall have at least two separate means of ingress and egress except that planned connections to later phases or abutting developments

may be developed as single access (*i.e.* dead-end) roads provided that no more than ten dwelling units are served by the single access.

8. Roads intended to terminate in cul-de-sacs shall not exceed 500 feet in length or 20 lots whichever is greater and must terminate in a paved turnaround of not less than 40 foot radius.
9. Local traffic on Highway 70 will be minimized by providing alternate north-south routes.

Conservation and Environmental Policies

1. Where wildlife habitat areas exist within the Plan they shall generally be avoided by development. However, the avoidance of natural habitats within the Plan area shall not be considered an inflexible policy since it is the overall goal of the County to protect environmentally sensitive and agricultural lands through channelling development into limited areas such as the Plumas Lake Specific Plan area.
2. Mitigation for the loss of environmentally sensitive lands may occur either within the Plan area or outside of the Plan.
3. The use of drought tolerant planting materials shall be preferred in landscaping linear greenbelts, passive open spaces and along arterials, except at key entrances and intersections where aesthetic considerations may prevail.

Economic Development

1. Sufficient land shall be designated for highway and specialty commercial uses along Highway 70 and in locations where convenient access is to be provided from the highway.
2. The development of a conference facility in connection with recreational facilities and/or overnight accommodations shall be considered a priority for siting within the Plan area.
3. A Business Park land use category shall be established to allow for the development of high technology, non-polluting manufacturing, office and other compatible industries in a campus-like setting.
4. Heavy industries and those having large areas devoted to outdoor storage are generally discouraged within the Plan area since adequate sites have been provided elsewhere in the County. However, existing heavy industrial uses are located in the north-west portion of the Plan area. Additional land may be devoted to

heavy industry in this immediate area in order to “round-out and fill-in” this existing center. Adequate buffering of this area shall be provided to insure compatibility with adjacent uses.

Public Services

1. The development of major elements of infrastructure such as water and sewer trunk lines, treatment facilities and major interchanges shall be carried out in advance of need but may be phased over time to accommodate the anticipated long term build-out of the Plan area.
2. Where excess capacity is provided in facilities constructed by developers, a program of credits against fees or reimbursement for excess capacity shall be agreed to between the developer and the responsible public agency.
3. New wells shall be developed as part of any larger development project within the plan area. A single well will suffice if a connection can be made to the existing OPUD delivery system. Otherwise multiple wells and treatment systems will be required to provide for system redundancy and ensure reliability.
4. Where urban development allowed by the Plan is adjacent to agricultural lands, it is the obligation of the urban area and developments within the Plan to provide adequate buffering to minimize potential conflicts with agricultural activities. No special obligation to modify farming practices is imposed upon agriculture by this Plan.

Drainage Policies

1. Yuba County and RD784 shall jointly prepare a long range, area wide Master Drainage Plan for the Plumas Lakes Specific Plan area and the surrounding lands.
2. Yuba County Department of Public Works and RD784 shall amend, as necessary, and then adopt the Master Storm Drainage Concept for the Plumas Lake Specific Plan Area.
3. Yuba County shall require that projects proposed prior to implementation of a Master Drainage System provide detention basins and storm drainage conveyance systems consistent with the Storm Drainage Master Plan.

4. Until a Master Drainage plan is prepared and constructed, drainage for new developments and subdivisions shall contain all storm water flows that are in excess of 90 percent of peak predevelopment conditions on-site and prevent them from entering adjacent properties and the street system.
5. Site development standards for drainage systems shall be determined by Yuba County Department of Public Works, the Department of Planning and Building and RD784.
6. Interim drainage solutions that are implemented prior to the construction of a master drainage system may be required to tie into the overall system at implementation of the overall Master Plan.
7. Developers and subdividers shall contribute, via fees and/or construction of master Plan Facilities, to funding for drainage improvements and Right of Way acquisitions necessary to implement the Master Drainage Plan and any interim solutions that are necessary to provide drainage for their proposed projects prior to construction of an area wide system.
8. Development being proposed in areas constrained by FEMA 100-year flood plain designations will be required to obtain all necessary approvals from federal, state and local agencies prior to development of any land shown within the flood plain.

Architectural Policies

1. A public process for the review of the architectural design of commercial, industrial, institutional and multi-family residential developments shall be instituted.

Governmental Organization

1. The delivery of services within the Plan area by Yuba County and special districts shall be coordinated to provide for the compatibility of standards and policies.
2. The Yuba County Department of Planning and Building Services shall act as the coordinator of special districts and involved agencies within the Plan area. It shall provide for the inclusion of appropriate agencies in the development review process for subdivisions and other entitlements.

3. Any agency which considers the adoption of capital improvement plans or budgets shall submit a draft of the plan or budget to the Department of Planning and Building Services for a review and comment as to compliance with this Plan and for coordination with other agencies.
4. Any agency which intends to construct facilities shall provide a notice of intent indicating the proposed type, location and schedule for improvements to the Department of Planning and Building Services. The Department shall make a determination of consistency with this Plan and shall attempt to coordinate the improvement with other improvements if cost savings to the public may result or inconveniences to the public may be minimized.

Financing Policies

1. New infrastructure and other facilities which exclusively serve the Plumas Lake Specific Plan area shall be developed at **no cost** to the existing residents and property owners outside of the Plan area.
2. A mechanism for financing the maintenance of public parks, streetscapes, and landscaped public open spaces shall be developed prior to the assumption of responsibility for maintenance by a public agency.
3. Where landscaping is installed by private parties in areas intended for maintenance by a public agency, that agency shall be provided with estimates of maintenance costs at the time it reviews landscape plans.
4. Alternative financing mechanisms for public school facilities and other public capital facilities including "impact" fees and/or appropriate public financing shall be implemented to provide for facility needs generated by new development within the Plan area.

3 Land Use and Circulation Plan

3.1 Summary of Proposed Land Uses

The Plumas Lake Specific Plan defines a unique set of land use categories which are depicted on Figure 3.1.2, the Land Use Plan. These classifications have been tailored for the Plan area and supplant all generally defined land uses in the Land Use Element of the Yuba County General Plan. The Specific Plan establishes a two-part program for the regulation of land uses, intensity and quality of development. At the most general level, the Land Use Plan establishes the basic arrangement of uses in the community and defines the major circulation elements that serve them. The residential categories have a fixed gross density which serves to place limits on development in accordance with the carrying capacity of the land and planned infrastructure and services. This functions much like the general classifications of land use at the general plan level.

The regulatory structure of the Specific Plan is folded into a concept of a process for review of development projects. Of paramount importance to this is the creation of a design review process unique to the Plan area and unique in the County of Yuba. A high degree of flexibility is built into this process to encourage compatible mixed uses and design innovation. The Plan establishes specific policies for development and carries these through in increasingly finer detail as standards for the development of neighborhoods and guidelines for architecture and landscaping.

The Plan allows for two levels of design review. The first occurs primarily through applications for tentative subdivision maps. At this stage, the allocation of gross densities is made to master parcels for development and the structure of residential neighborhoods is laid out. Local roads, entrance points into neighborhoods, neighborhood schools and commercial centers and bicycle paths are identified. Development agreements may be entered into at this time to deal with the phasing of projects, credits for construction of elements of major infrastructure, and participation in public financing programs. Architectural review may occur concurrently or may occur at a later time.

Table 3.1.1 summarizes the land areas devoted to each specific land use category within the Plan area. Acreages have been computed from best available information at the time of preparation of the Specific Plan but are not based upon actual surveys. The Land Use Plan should be interpreted flexibly in the manner of general plans. Boundaries and acreages are considered approximate and are to be administered in accordance with Chapter 6 of this Plan.

Table 3.1.1
Summary Land Use Table

Land Use Category	Acreage	Dwelling Units
Low Density Residential (2 du's /acre)	584	1168
Medium Density Residential (4 du's/acre)	2576	10303
High Density Residential (12 du's/acre)	23	276
Total Residential	3183	11747
Community Commercial	60	
Neighborhood Commercial (est.)	15	
Highway Commercial	206	
Business Park	309	
Medical Center	20	
Total Commercial and Industrial	610	
Community Parks	61	
Neighborhood Parks (est.)*	59	
Open Space	41	
Golf Courses (est)†	300	
Inundation Areas	150	
Total Open Space	611	
Buffers	206	
Secondary Schools	57	
Primary Schools	160	
Arterial Roads	298	
Other Public Uses	87	
Non-urban	51	
Total Miscellaneous	839	
Total Gross Area	5263	

* Neighborhood parks estimated as one half of the 5 acres per 1000 population. Acreage double counted as potential dwelling units per policies of Plan.

† Golf course acreage includes a proposed second golf course assumed to be approximately 150 acres. Acreage deleted for calculation of Medium Density areas.

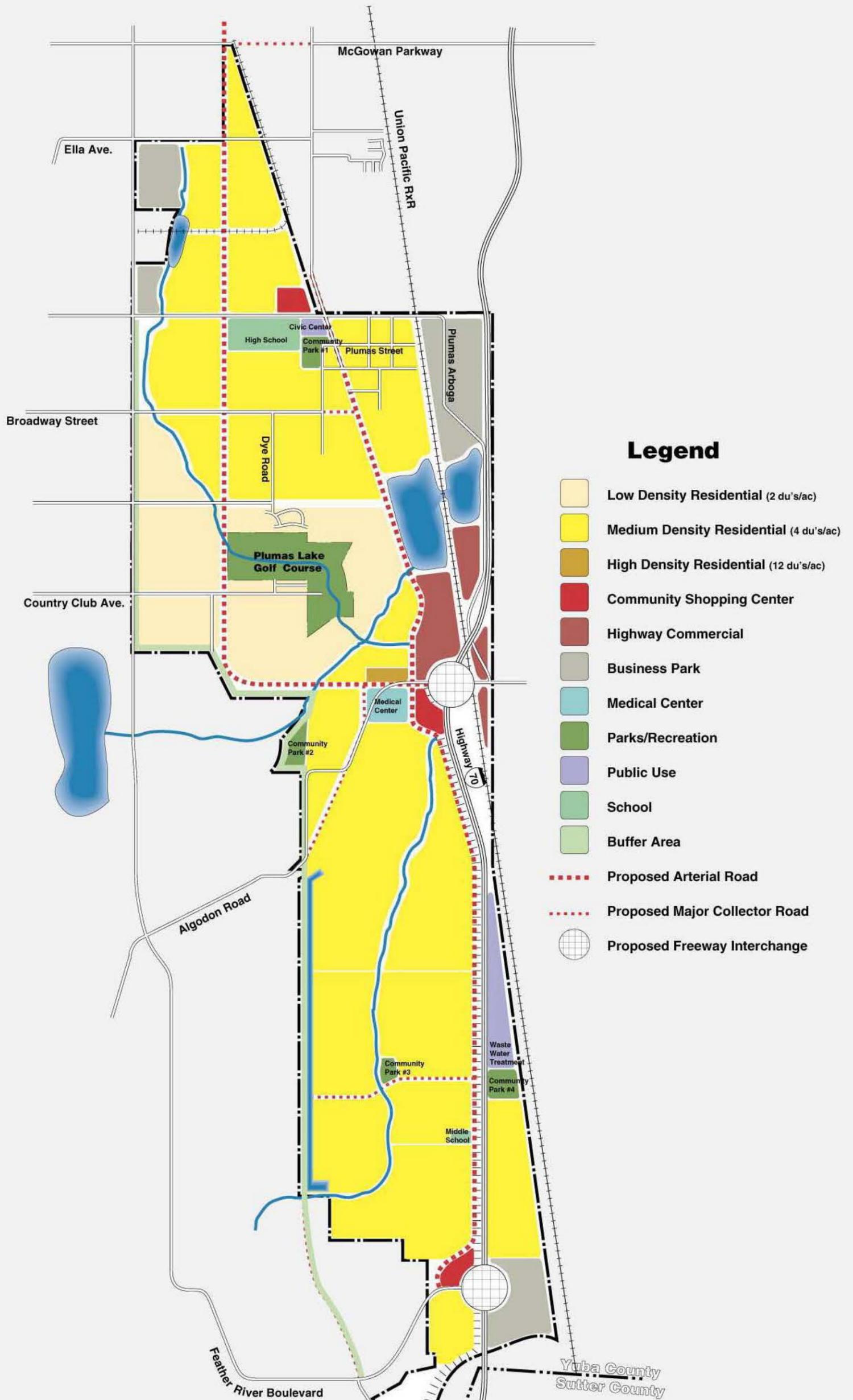
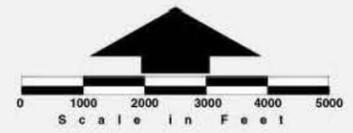


Figure 3.1.2

PLUMAS LAKE SPECIFIC PLAN



Land Use

3.2
Residential
Land Uses

Residential Concepts

The Plumas Lake Specific Plan will essentially replace the County’s zoning process within the Plan area with its own set of land use categories and standards. In traditional zoning, the regulation of land uses and development is a matter of applying one of a number of zone classifications to each and every parcel of land. Each zone is essentially one-dimensional, allowing a single type of activity and preventing compatible mixed uses and other often desirable development designs. Standards are written for each zone which set *minimum* requirements for such things as lot size, parking, landscaping, open space and other elements of design. Usually what results is exactly that—projects which are at all of the minimum standards. A monotonous similarity of new developments often occurs.

Planners have noted for some time that the richness and diversity that characterize some of our older towns and cities which predate zoning laws are often absent in our newer communities that were developed under current zoning practices. The Plumas Lake Specific Plan proposes the development of an approach which involves the County more intimately in the design of projects which are carried out in the Plan area rather than the mere administration of minimum zoning requirements. At the same time it will ensure that the overall planned densities of areas and levels of quality of improvements will be maintained and will give the property owners more flexibility in developing residential, commercial and other developments which fit market demands. The inclusion of certain amenities within residential neighborhoods will be encouraged rather than discouraged through this approach.

A set of development standards has been written into the Plan which relates to what is actually going to be built rather than to an arbitrary zone district. For example, the Plan provides that if a single family dwelling unit is to be built that has a three car garage, it can only occur on lots that have a minimum of 70 feet in with. Likewise, if a home with a rear garage or a

“zero-lot line” unit is developed, the lot width can be as little as 50 feet. A developer could even propose attached dwellings at higher net densities if his overall project met the maximum set for the land use district. This would, of course, only be possible if other amenities like open space or a very low net density “estate” area were also a part of the specific project proposal.

One thing that is immediately apparent in this approach is the fact that the developer must pay more attention at the time of subdivision to the homes and other improvements that will be ultimately be built . This will make it more difficult for speculative subdivisions which are intended to be sold to builders at a later date. It will not be impossible for this to occur, but the subdivider who creates smaller lots might find that he has limited the potential number of builders who might be interested in the project. The builder-subdivider, however, can really tailor the design to the product that he/she wants to build and take advantage of the flexibility that this approach contains.

The Concept of Neighborhoods

In traditional cities and towns in America the smallest identifiable community was the neighborhood. The perception of neighborhoods was formed by a sense of belonging which was often reinforced by common socio-economic and ethnic ties. The neighborhood functioned in many supportive ways as a deterrent to outside crime and in providing social opportunities for its residents. As suburban development grew in the middle of the 20th Century, an undifferentiated pattern of development and a high rate of mobility worked to prevent neighborhood identity. Many of these influences are still present today. However, some examples of a resurgent neighborhood spirit can be seen in the flourishing of neighborhood watch programs, neighborhood clean-up days and other spontaneous efforts of local residents.

It is the goal of this Plan to foster the concept of neighborhoods as a basic unit of residential life. Residential areas of typically 200 to 500 dwelling units should be designed to be separated from one another by arterial roads, greenbelts, major drainage ways or other means. The idea of neighborhood schools and neighborhood parks which are shared by one or more neighborhoods helps to ensure their upkeep and fits with traditional neighborhood value systems.

It is not necessary, nor even desirable for every neighborhood to contain uniformly similar housing. The concept of flexibility in residential design within general density parameters which is a part of the approach to

**Amendments to Land Use and Circulation Plan: Residential
Uses:**

PLUMAS LAKE SPECIFIC PLAN

...this Plan, allows for diversity in housing types within a neighborhood. Such diversity in both housing type and socio-economic mix of its occupants shall be encouraged.

Calculating Residential Densities

~~Three~~ Four residential districts which vary by overall density are proposed within the Plumas Lake Specific Plan. Permitted densities are considered gross rather than net. For purposes of this Plan densities are calculated by excluding land required for arterial or major secondary roads; community-based public facilities such as schools and community parks for which compensation is received by the land owner; areas used by for-profit commercial purposes including non-municipal golf courses and neighborhood commercial development. Density calculations include all land within a project used for residential development, parking for such development, landscaping, local road rights-of-way, bike paths, open spaces, greenbelts, buffers, drainage and flood control facilities and other public uses including neighborhood parks and elementary schools which are considered desirable and necessary elements of neighborhood design.

In a few instances, an individual project which may be submitted includes lands within two or more residential districts. In these cases the allowed numbers of dwelling units may be computed based upon the acreage in each district and combined in determining the overall permitted density for the project. The design of the project, however, shall substantially conform to the policies for development and the Design Guidelines contained within this Plan.

Low Density Residential District

A low density residential district is established at a maximum density of 2 dwelling units (du) per gross acre. This residential density is characteristic of the estate-type single family lots in the vicinity of the existing Plumas Lake Golf Course in the central part of the Plan. It is proposed that the existing pattern of development be continued in this area.

Medium Density Residential District

The medium density residential area comprises the majority of land within the Specific Plan. This area has a planned density of 4 dwelling units per gross acre. At this density the predominant housing type will be single family detached units and it is anticipated that the majority will be built on a production basis by large-scale merchant home builders. As a result, entire neighborhoods will be developed having a common and unified treatment. Where neighborhoods have an existing pattern of land division, the

County will need to ensure that a measure of consistency in treatment and a workable internal road system is realized.

Medium High Density Residential District

The Medium High Residential District is established to provide a bridge between the primarily single family Medium Density land use classification and the High Density District intended to provide primarily attached residential housing. Densities within the Medium High Residential District are allowed over 4 dwelling units per gross acre but less than 10 units per acre. This density range provides for innovative small lot, single family residential products such as “zero lot line” units, patio homes and other more affordable single family housing. It also encompasses attached condominiums, townhouses, duplexes and other forms of attached housing, both owner occupied and rental units, at moderate densities.

High Density Residential District

While Low and Medium Density Residential Districts may have limited pockets of development at high net densities, these situations will not predominate because of the effect of the lower overall density in those areas. In order to promote greater residential diversity within the Plan and to accommodate some special needs, a limited amount of development at ~~12~~ between 10 and 21 units per gross acre has been provided near the central commercial hub of the Plan area. This location has the highest level of accessibility to regional transportation routes and is close to both major commercial services and the preferred site for the medical center. The High Density Residential District may also be designated on sites where low and moderate income housing may be provided.

The approximate 20 acres of high density land can be developed as owner-occupied townhomes or condominiums, apartments, a retirement complex or some type of residential care facility including congregate care or assisted living arrangements. The increasing demand for the latter types of care facilities can be well-met at the location designated since it is close to medical services and can be served with public transportation.

Neighborhood Design

In order to promote a common interest among neighborhood residents, neighborhood design should create a measure of containment. This can be accomplished through the use of limited ingress-egress points and neighborhood perimeters which are defined by natural geographic barriers, arterial roads, drainage facilities, and open space, both actively used such as golf course fairways or passive open space. Each neighborhood should have at least two major entrances onto arterial or major collector roads. Entrances should have a common architectural treatment in terms of the major streetscapes where they are located. They should be well-landscaped and maintained.

Internal street patterns may be based upon either grid or curvilinear concepts but

should in either case offer logical exit routes. Straight local road sections in excess of 2000 feet shall generally be avoided as they may promote higher vehicular speeds than are desirable in residential areas. Minor collector roads which penetrate neighborhoods should be discontinuous between two entrances to avoid drivers who may seek short-cuts from arterial roads. Street sections adopted in this Plan show requirements for landscaped parkways and detached sidewalks in all local streets except

for short cul-de-sacs. This is intended to provide not only an aesthetically pleasing appearance but also a significant degree of shading and cooling in summer.

Except for the special case of neighborhood commercial centers, neighborhood parks and schools are the only non-residential elements allowed within neighborhoods. As discussed elsewhere, these uses function as places of assembly and serve a unifying role for the neighborhood. Their placement will generally be internal to neighborhood design rather than on the perimeter, however such facilities may be on the perimeter of two adjacent smaller neighborhoods.

Neighborhood designers are encouraged to provide linear greenbelts which can be used for bicycle or pedestrian paths within the neighborhood. These should link to schools and parks and may link to neighborhood commercial centers. They also should provide connections to bikeways or paths which are external to the neighborhood.

Low and Moderate Income Housing

At the time of preparation of this Plan in 1992, Yuba County participates with the cities of Marysville and Wheatland in administering a Mortgage Credit Certificate (MCC) program. This program was authorized under the Tax Reform Act of 1984 as an alternative way of bond-assisted financing for first-time home buyers. The program operated to assist qualified buyers of both new and existing housing by a mechanism allowing participating lenders to reduce interest rates. Because of limitations imposed by State and local policies on bonded indebtedness, the MCC program is not able to assist large numbers of individuals. With its present limitations perhaps 1% of the potential units to be developed could be assisted to serve moderate income buyers. Additional efforts should be made to increase the potential number of assisted home buyers.

Permitted Uses in Residential Districts

The primary use allowed within residential districts is residential. However, in order to maintain the maximum flexibility in design there shall be no distinction between different types of residential products prior to subdivision, whether detached single family homes, "zero lot line" units or attached single family or multiple family homes. At the time of filing of tentative subdivision maps, the applicant shall designate the use of each proposed lot, whether single family residential, multiple family residential, open space, neighborhood commercial, or otherwise. The number of units and the building envelope for each proposed parcel shall also be shown

either upon the tentative map or upon a separate plan. Remainder parcels shall be treated as unsubdivided until similar information is submitted on a subsequent application. In order to ensure compliance with the density provisions of this Plan, the Planning Director may require that a maximum density be established for remainder parcels and that constructive notice be provided by the recording of a separate instrument which identifies such maximum permitted density for any remainder parcel.

After approval and recordation of the final subdivision map, the uses so indicated shall be considered permanent and no conversion to another use or to a higher density shall be permitted. Because this Plan has comprehensively mitigated a number of environmental impacts including those which are population dependent, such as impacts upon transportation systems, schools, recreation and other public services, the development of second units or “granny-flats” on single family designated residential parcels shall be prohibited within the Plan area.

Ancillary Uses in Residential Neighborhoods

Residential Care Facilities. Residential care facilities as defined in Chapter 12.05 of the Yuba County Code which serve not more than 6 individuals shall be considered as a residential use and shall be permitted. Residential Care Facilities serving more than 6 individuals shall require approval of a Conditional Use Permit subject to findings that such use is compatible with surrounding uses.

Day Care. Day care centers, either public or private, shall be permitted in any commercial area or residential neighborhood provided that a Conditional Use permit is secured from the County of Yuba. In considering such permits, the County shall take into account the fact that day care centers are needed within the community, their need for access to collector road systems, and the potential interference that the center might have with the primary use of surrounding properties. Off-street parking shall be provided in accordance with the requirements of the Yuba County Code.

Churches. Churches, temples and other places of worship shall be permitted in any Commercial area, or residential neighborhood provided that a Conditional Use permit is secured from the County of Yuba. In considering such use permits, the County shall take into account the fact that places of

worship are traditional elements within residential neighborhoods, the need for access to collector road systems, and the potential interference that the use might have with the primary use of surrounding properties. Off-street parking shall be provided in accordance with the requirements of the Yuba County Code.

Animal Keeping. The keeping of household pets which do not meet the definition of kennels under Chapter 12.05, shall be permitted, however the keeping of livestock and fowl is considered incompatible with high density living and shall not be permitted within the residential districts except for buffer areas. Any existing non-conforming keeping of livestock shall be permitted to continue in accordance with §12.10.400 of the Yuba County Code.

Home Occupations. Home occupations shall be permitted within any residential neighborhood in accordance with §12.95 of the Yuba County Code.

Redevelopment of Existing Subdivided Neighborhoods

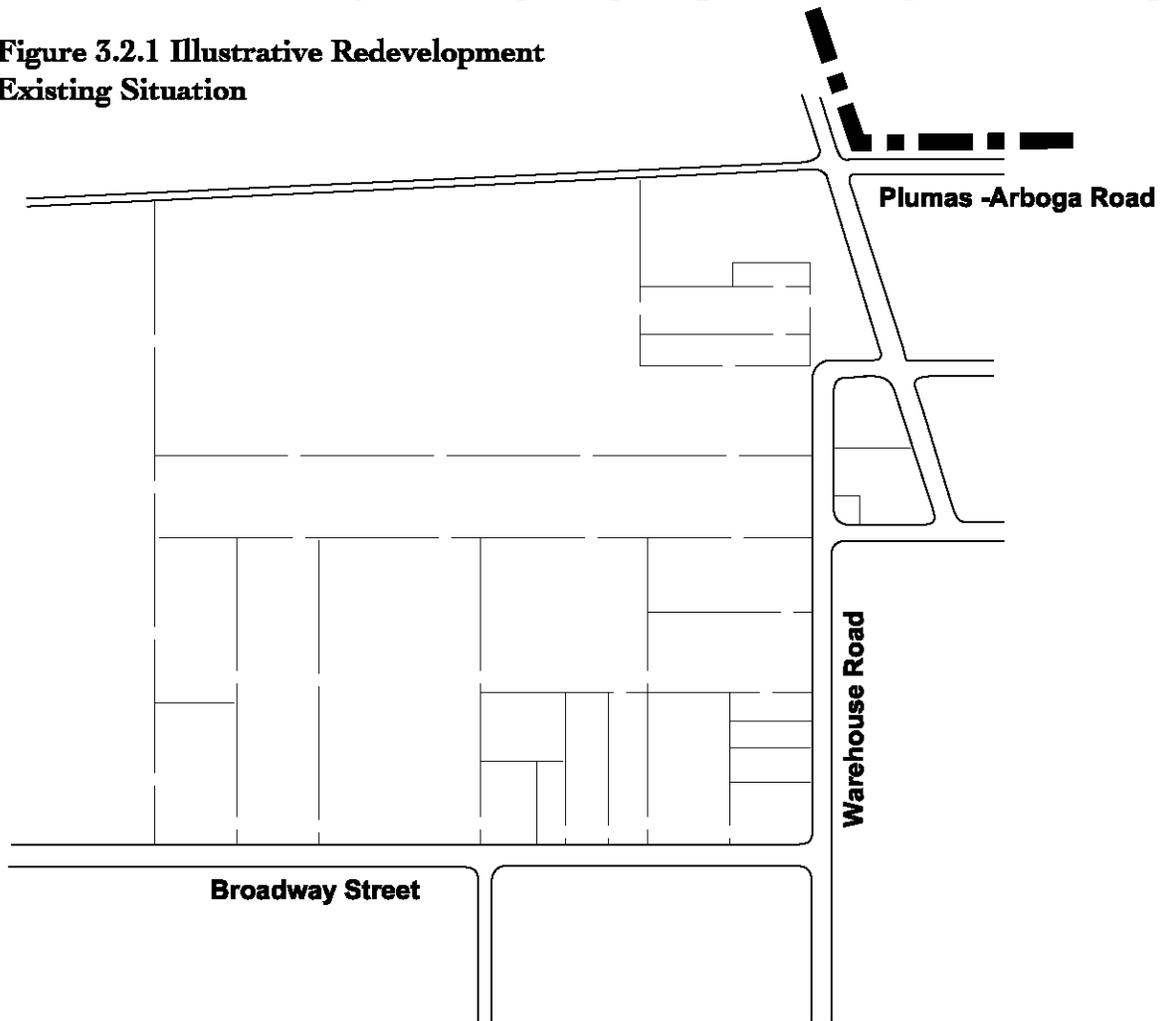
The vast majority of undeveloped land within the Plumas Lake Specific Plan is held in large parcels which are suitable for subdivision into one or more neighborhoods. It is likely that these areas will be proposed for development by application for tentative subdivision maps which include logical phasing programs for the development of roads, infrastructure and design elements. The policies and standards of this Plan can be applied in a fairly straightforward manner to ensure that the proposed development meets the objectives for the Plan in terms of use, quality and design. It is also likely that major portions of the basic infrastructure plan outlined in Chapter 4 can be constructed as part of those developments and appropriate credits made to financing mechanisms.

Some portions of the Plan have a previous pattern of rural land division and improvement program which complicates their redevelopment into suburban land uses with the proper level of improvements and services. These areas are concentrated around Plumas-Arboga Road on both sides of the Union Pacific Railroad, around Broadway and Dye Roads and along the east side of Feather River Boulevard. A scattering of rural residential uses and some rural industrial uses exists on parcels from a few acres in size to approximately 100 acres.

Existing streets that serve this area are designed largely on a north-south grid. Roadways are typically either 700 feet or 1400 feet separated from one another. This creates a pattern of deep lots which makes resubdivision into logical neighborhood units extremely difficult. Complicating this is the fact that many existing residences are built close to the road which in many cases has insufficient right-of-way for improvement into the standards defined in the Plan for major and minor collectors.

Because of these problems, it is likely that the areas in larger holdings will be acquired and developed by merchant home builders before those areas having a history of previous rural subdivision. However, it can be expected that interest will increase in the redevelopment of such areas either by assembling contiguous parcels into larger units or through a

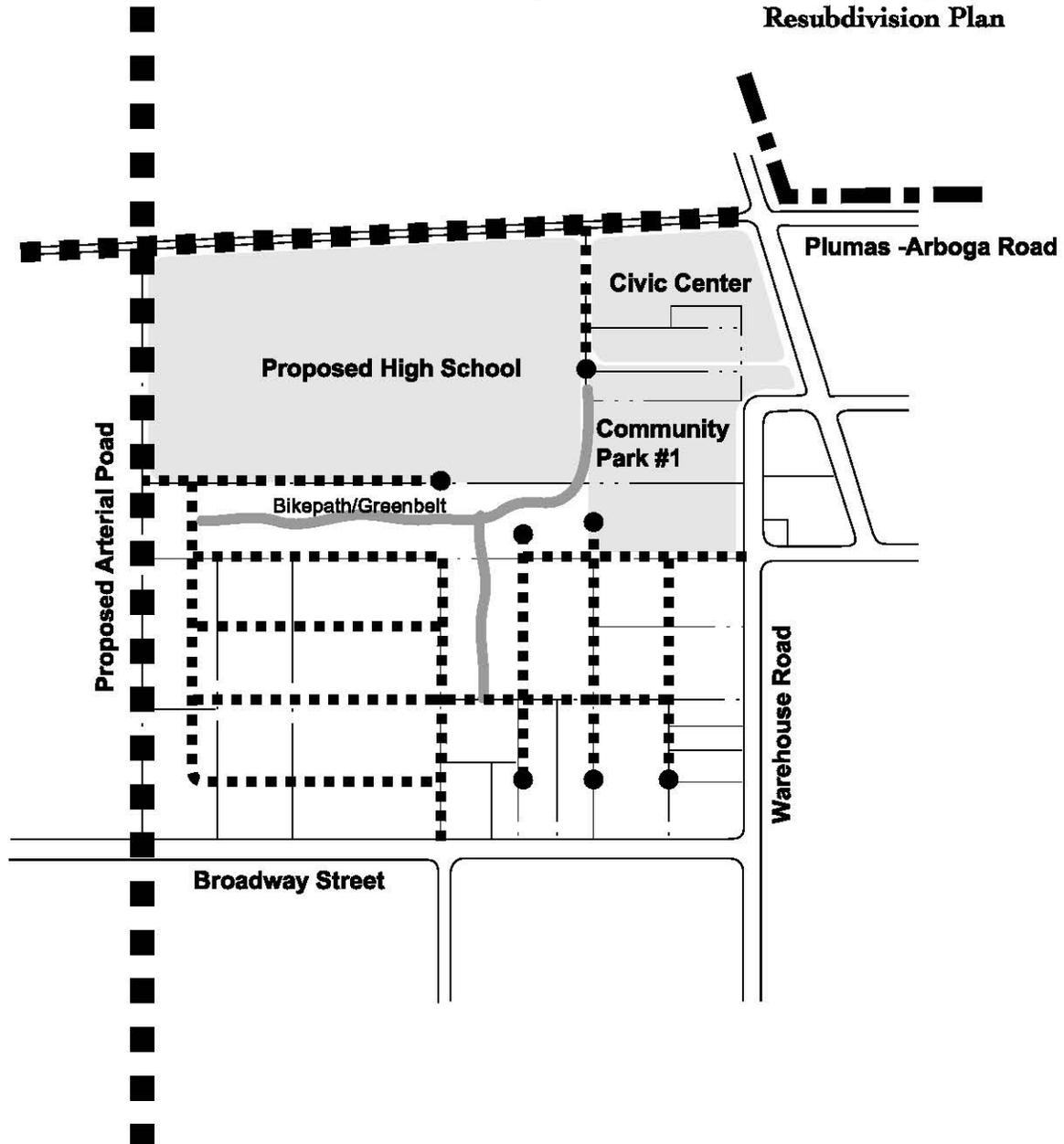
**Figure 3.2.1 Illustrative Redevelopment
Existing Situation**



process of smaller, piecemeal subdivision proposals. Rigid adherence to the concepts of neighborhood design will not be possible in the latter case particularly, and a more flexible approach is necessary.

Figure 3.2.1 shows one of the areas having an existing pattern of land division. Figure 3.2.2 shows the same area with a possible scenario for redevelopment. It should be considered as one of many possible patterns for redevelopment.

Figure 3.2.2 Illustrative Redevelopment Resubdivision Plan



Special Policies for Redevelopment of Existing Subdivided Areas

Because of the need for coordination in the designs of smaller projects, special policies are warranted for these situations. Also underlying these policies is a basic goal to minimize the effect upon existing occupied parcels for which many of the improvements and homes can be made compatible with the redevelopment of the immediate area.

In those areas where an existing road pattern is set upon the 700 or 1400 foot grid, a system of rear property line roads can produce a pattern which yields approximately 130 to 140 foot deep lots. This depth allows for some development of interior greenbelts and bicycle paths with reduction of lots to 100 or 110 feet without loss of potential yield. This is a convenient depth to produce 10,000 square feet and larger lots in other situations. Figure 3.2.2 is an illustration of such a design.

The special policies for the redevelopment of existing subdivided neighborhoods is as follows:

1. At the time of application for a subdivision of one of the parcels within an area previously subdivided, the Planning Director shall prepare or may require the applicant to prepare a preliminary plan for the resubdivision of the neighborhood in which the project lies. Such a preliminary plan need not be produced with great detail and may include only a basic road system. The purpose of the plan is to show that the proposed subdivision fits into a logical network of roads and does not preclude the achievement of the general and specific policies of this Plan.
2. Minor collector roads will be preferred along common rear or side lot lines to avoid the unnecessary acquisition of right-of-way on existing roads.
3. Component subdivisions within existing subdivided areas may provide one improved access to an existing road adequate to handle the increased traffic, and at least one planned connection to an interior road system shown in the preliminary plan for resubdivision.
4. Where a local road is designed to be constructed along an existing side or rear property line, it may be constructed as a half section pending the completion of improvements at the time of development of the abutting parcel, provided that a minimum of an 18 foot travel way is provided in the interim condition.
5. Access roads to perimeter major collectors and arterials shall be minimized and shall be separated from major intersections by a minimum of 400 feet wherever feasible.

Regional Implications

Circulation in the Plumas Lake Plan area is dominated by Highway 70. This two lane state highway is planned to be expanded to a four lane freeway in the mid 1990's. As a result of decisions made by CALTRANS and local transportation planning agencies, the Highway 70 corridor will become the major north-south highway on the east side of the valley between Sacramento to the south and Oroville to the north.

A policy has been adopted in this Plan to minimize local traffic on Highway 70. This is needed to make more effective use of the major improvement in the highway and to reduce long-term congestion on that facility. Two major north-south are planned though virtually the entire Plan area.

State Route 70 Interchange Improvements.

The projected automobile travel demand at the Algodon Road/Plumas Arboga Road and Feather River Boulevard interchanges with State Route 70 will create the need for major modifications at these interchanges. The initial step in the Caltrans project development process is the preparation of a Project Study Report (PSR). PSR's are required for proposed improvements within state right-of-way with an estimated constructed cost over \$250,000.00.

Project Study Reports were recently approved for upgrading State Route 70 to a four-lane expressway from 0.8 mile south of Striplin Road to McGowan Parkway. Two PSR's were prepared for this section of State Route 70.

The recommended alternative for upgrading State Route 70 proposes construction two lanes on the right from north of Bear River Bridge to Algodon Road. From Algodon Road to McGowan Road overcrossing, the two lanes would be constructed on the left of the existing highway. A 94-foot median is proposed. The proposed median width will allow widening to the ultimate six-lane cross-section.

Caltrans Project Study Reports will need to be prepared for the Algodon Road and Feather River Boulevard interchanges with State Route 70. Following PSR approval, the Caltrans Project Development Process will be followed.

Public Transit

As of 1992, the Hub Area Transit Authority (HATA) operates dial-a-ride and fixed route public transit in the Yuba and Sutter county region. Additionally, HATA provides regular fixed route commuter service to Sacramento. Local fixed route service is also provided in the Olivehurst Community to the north of the Plan area.

Because of the population increases to be brought about by the Plan, public transit demand is expected to increase even though the new development will not be considered to be a significantly transportation dependent population. However, because the Plan provides a number of commercial hubs and other activity centers, it is desirable to include facilities for public transit in their design. It is likely that the commercial centers and the medical center, in particular, will become destination points for the larger existing population to the north. Much of this population is transportation dependent.

A Park-n-Ride facility strategically located within the State Route 70 corridor would best serve the Sacramento commuters generated inside and outside the Specific Plan area. Sacramento commuters from the McGowan Parkway area, for example, could travel south to the Park-n-Ride rather than travelling north to Marysville to board a bus with a southern destination. State Route 70 interchange modifications at Plumas Arboga Road or Feather River Boulevard should include provisions for a Park-n-Ride lot with bus stop. HATA has indicated that RT Metro design guidelines be followed for Park-n-Ride lot and bus stop designs.

Separate bus stops and safe and convenient waiting areas should be provided in the design of the Community Commercial Centers and the Medical Center. Design criteria should be established by HATA based upon long-term projections for ridership rather than on equipment currently in service. Freeway interchange locations should be planned with sufficient right-of-way to site park-and-ride lots in close proximity.

Figure 3.5.1
Non-Residential Road Sections

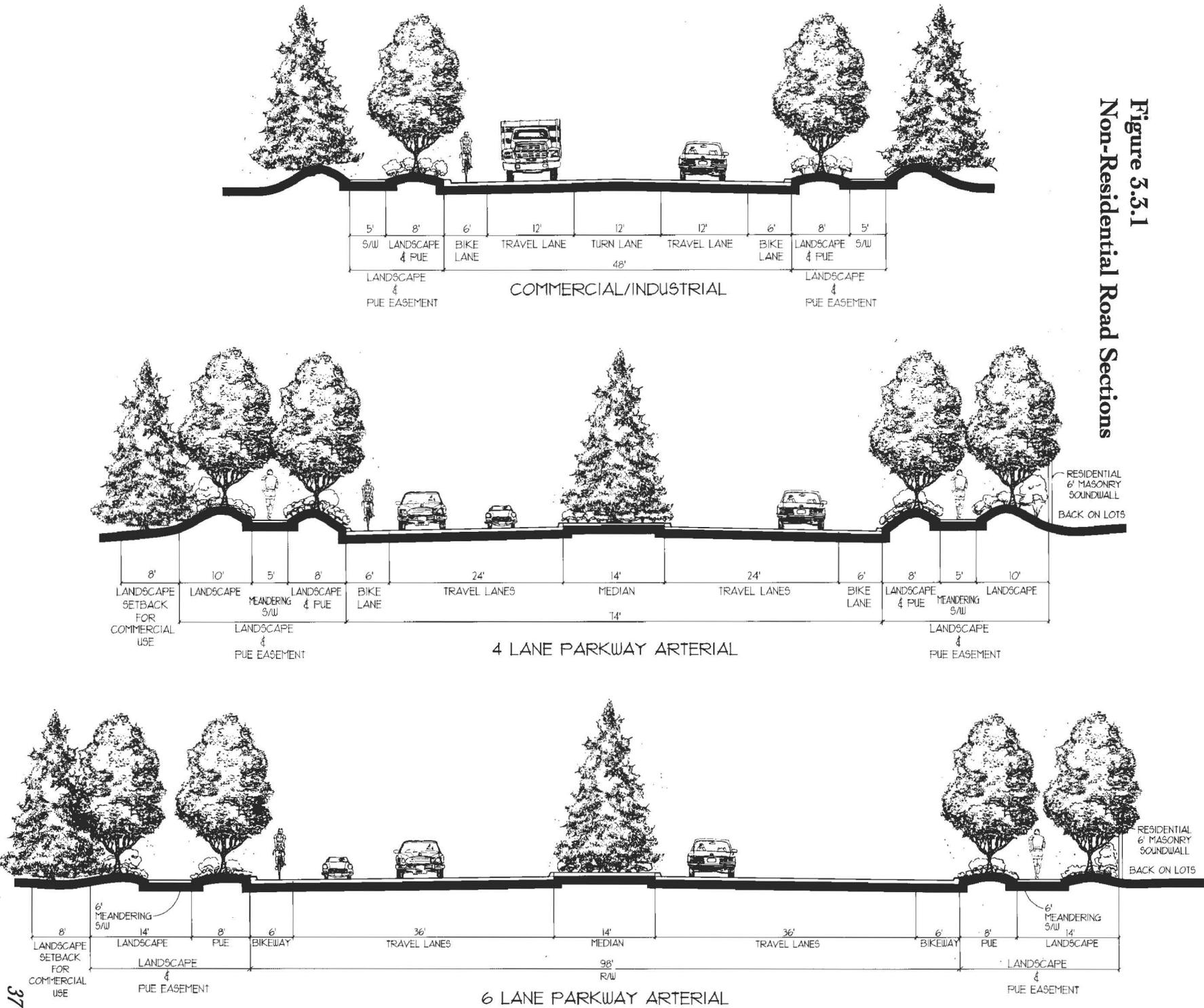


Figure 3.3.2
Minor Road Sections

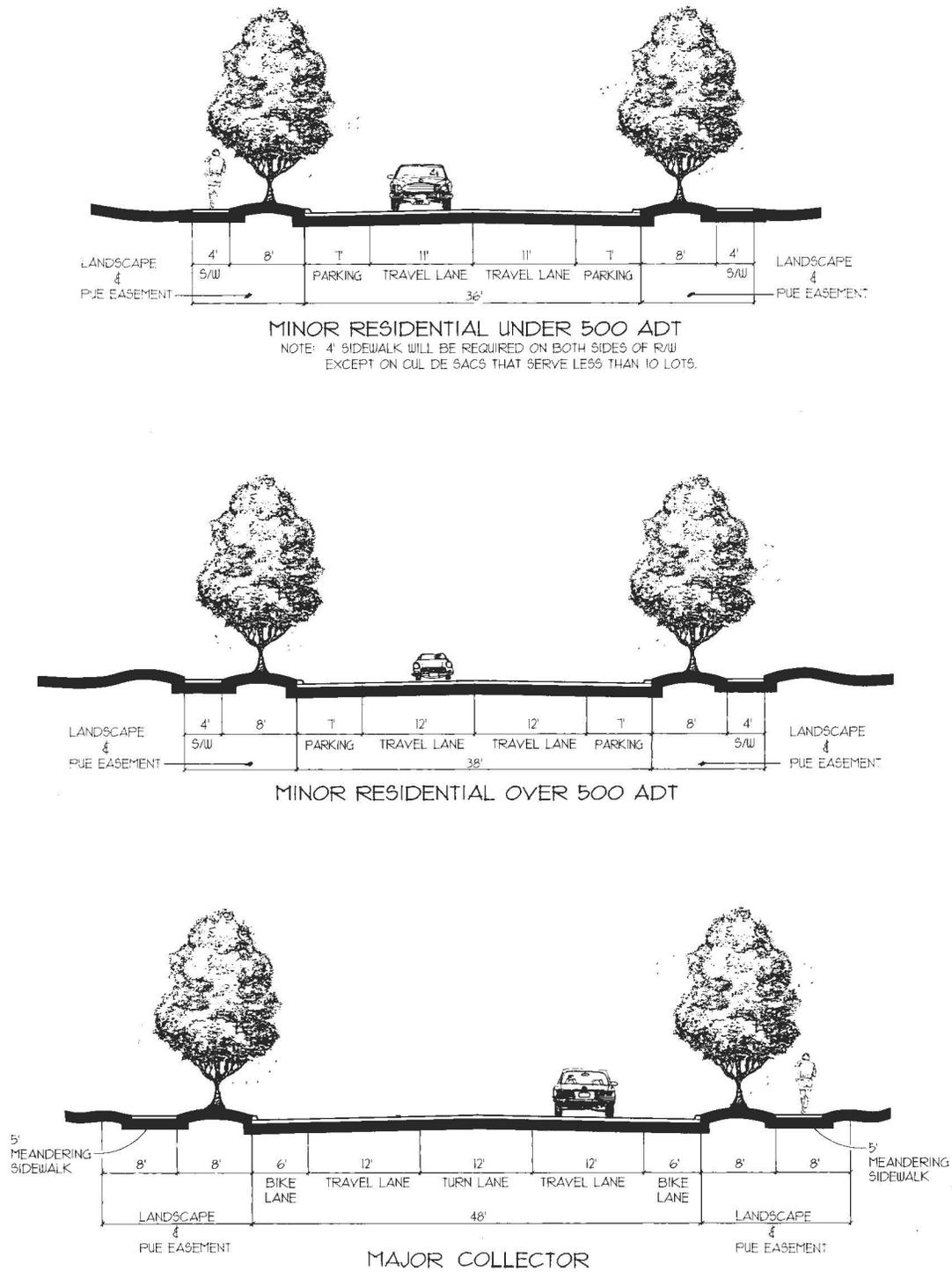


Figure 3.3.3 Circulation Plan

Figure 3.3.4 Landscape Corridors

Road Classifications

Roads to be constructed within the Specific Plan area are classified into a hierarchy of types designed for different purposes. Major circulation facilities in the Plumas Lakes Specific Plan are depicted in Figure 3.3.3, the Circulation diagram.

Arterial roads, also referred to as Parkway Arterial roads, are designed to carry the highest volume of traffic. They can be either four-lane arterials or six-lane arterials depending on the ultimate projected traffic. Arterial roads within the Plan have a designed speed in excess of 35 mph and are contained within rights-of-way of 120 feet or greater. They are intended generally to provide vehicular access to neighborhoods and other centers, as routes for through traffic and access to highway interchanges. Four- and six-lane Parkway arterials include 6-foot bikeway and no parking.

Access from arterials to private parcels will be limited to specific situations where driveways serve major off-street parking areas such as those found at commercial centers, parks and multi-family complexes. Such driveways shall be no closer than 150 feet from centerline of the cross street.

Commercial/industrial roads will be constructed within a 74-foot right-of-way width. The commercial/industrial roads will include two travel lanes, a center turn lane, and bikelane/sidewalks on both sides of the street. All of the above non-residential road standards are depicted in cross section on Figure 3.3.1.

Special Design roads may occur in certain situations. The use of special pavers, landscape treatment, signing and other improvements to special design roads may be considered at the time of specific project approvals to the extent that they are not specified in the Design Guidelines.

Major Collectors will be established to serve a role to serve a role similar to arterials but where traffic volumes do not require multi-lane roadways. Major collectors will generally occur within 80 foot rights-of-way and will be designed for speeds of around 35 mph. These will be limited access roads within the Plan area but will merge in some cases into surrounding roads which may allow for direct access to parcels. The typical road section shown on Figure 3.3.2 defines a two-lane road with turn pockets. In some cases where traffic conditions may require multiple movements within blocks, this may be configured as a “third” lane. In any case raised medians will not normally be required on major collector roads.

Two types of **Minor Residential Roads** are proposed. The predominant type has 36 feet of paved surface and 8 foot parkways within a 62 foot right-of-way. The smaller standard applies to roads having a projected average daily traffic (ADT) of less than 500. This road standard has 2 foot narrower paved surface and a 60 foot right-of-way but is otherwise the same. For roads serving less than 10 lots, sidewalks may be eliminated. All residential roads are designed for on-street parking.

All residential road classifications are shown in cross section in Figure 3.3.2.

Access to Private Parcels

All residential and commercial parcels will be provided access from a network of public roads. In general, no access will be permitted directly from major arterial roads except for limited situations where entrances to commercial centers, schools and parks can be accomplished safely and without creating an intrusion of non-residential traffic into neighborhoods. Lots which otherwise abut arterials shall be restricted from obtaining individual access along those roadways.

Existing Roads

In general, the Specific Plan has been designed to include new major roads which will serve development within the Plan, and in many ways improve the existing network of roads in the area. A number of existing public roads abut portions of the Plan area. In general the Plan seeks to allow traffic in the north portion of the Plan area to merge into the existing network of roads in the urbanized portion of Olivehurst. In the case of existing rural roads outside of the Plan area, and in particular, Feather River Boulevard, an attempt has been made to provide alternate routes for urban traffic so as to preserve the essentially rural character of these roads.

Landscaping

Landscaping along public roadways provides an amenity which sets off the well-planned community from the merely mediocre. At the same time, the need for conservation of water demands that it be accomplished in the most effective manner without needless waste of that precious resource. Additionally, the ability of public agencies to properly maintain landscaped areas has diminished with the erosion of traditional sources of local government funding. While the Plan anticipates the formation of one or more Landscape and Lighting Districts to provide funds for maintenance to be administered by the Olivehurst Public Utility District, it is prudent

to minimize the costs to the district and ultimately to the homeowners.

It is the intent of this Plan that all public roads be provided with attractive streetscapes. A special and consistent treatment of street tree planting is planned for each arterial route to provide a continuity throughout the community. The elements of this program is shown on Figure 3.3.4, the landscape corridor diagram and explained further in the Design Guidelines. For arterial roads, elaborate landscaping such as turf and flowering ornamentals will be provided only at major entrances, medians and other identity points. Drought tolerant, xeritrophic plantings will be accomplished at other locations. Irrigations systems will be designed to conserve water, to be automatic in operation and will be installed only where they are necessary to ensure the survivability of plantings.

Landscaping on roads within neighborhoods shall be maintained by the abutting property owner. The installation of landscaping may be deferred until the development of homes in production neighborhoods. In custom neighborhoods, the installation of landscaping on minor collectors shall occur at the time of subdivision improvements including individual water meters provided to each lot. Such landscaping shall be maintained by the subdivider until sale of the abutting parcel and shall thereafter be the responsibility of the property owner.

Golf Cart Crossings

In projects where designed integrally with residential neighborhoods, and where golf cart crossings occur on local roads and in any situations where they may occur on minor collectors, a uniform treatment for signage and traffic control shall be established.

Railroad Crossings

At-Grade Railroad Crossings. The State of California Public Utilities Commission (P.U.C.) is responsible for the administration of railroad crossings. Criteria the P.U.C. uses in determining when a grade separation is required is subjective and depends on several factors. Basically, one and one-half to two hours of cumulative automobile delay time per day, or 40,000 ADT would require a grade separation. However, a high accident rate, or emergency vehicle activity in the area of the crossing could justify a grade separation regardless of delay time or ADT.

The Union Pacific Railroad operates an average of 20 freight trains per day on the tracks adjacent to the Plumas Lakes Specific Plan. Assuming 6,000 foot trains at 50 MPH and one minute signal delay per train, the cumulative daily automobile delay at each of the at-grade crossings is forty-

seven (47) minutes. This is about one-half of the delay required to warrant a grade separation. Projected ADT on roadways crossing the U.P.R.R. tracks are less than 30,000 ADT.

Grade separated railroad crossings may be necessary to provide adequate vehicle storage length at intersections in close proximity to railroad tracks. Right-of-way should be reserved at locations where grade operation may ultimately be required.

Grade separations for railroads can be accomplished in one of two fashions, either an overcrossing where the roadway is elevated over the tracks, or an undercrossing where the roadway is depressed and passes underneath the railroad tracks. Therefore, an overcrossing requires that minimum clearances of the railroad be maintained while an undercrossing requires roadway clearances to be maintained. Railroad clearances are greater than roadway clearances. Basically, for a roadway 16 1/2 feet of clearance over the entire width of the roadway is required. For railroads, 23 feet of clearance is required over the tracks and for 6 feet on one side of the tracks and 18 feet on the other. In other words, 23 feet of clearance is required for a distance of approximately 29 feet.

Of particular concern with respect to the rail crossings is that the railroad bed is elevated above roadway elevations. To maintain a 6% grade, the approach to an overcrossing must extend an additional 17 feet on each side of the tracks for every foot that the railroad is above the roadway elevation.

The decision as to whether overcrossing or undercrossing are best suited for the two railroad crossings in the Plan area will require detailed engineering and economic feasibility analysis. In general, overcrossings are preferred and in fact, the Caltrans Highway Design Manual states "Railroads should be carried over highways only when there is no reasonable alternative." Specific undesirable features of undercrossings cited by Caltrans include:

- They create bottlenecks for railroad operations.
- It is difficult to widen the highway.
- Pumping plants are typically required to drain the highway.
- Cost participation controversies are likely for initial and future construction.
- Temporary tracks are often required.
- Railroads are concerned about structural maintenance and liability costs.

Specific advantages of overcrossings cited by Caltrans include:

- Railroads can use most of their right-of-way for maintenance.
- Overcrossings can be widened much easier and cheaper than undercrossings.
- Less damage may be incurred in the event of a derailment.
- Design and maintenance agreements are more easily reached with the railroads.
- Initial costs are generally lower.

Non-Vehicular Circulation

Equestrian Trails

Equestrian trails shall be a minimum of 8 feet in width and shall be surfaced with material approved by the County of Yuba for trails use. Trails abutting public roads which are located within 20 feet of the travel way, shall have a split-rail fence meeting the Design Guidelines.

Bicycle/pedestrian paths

A majority of bicycle paths will occur in parks, linear greenbelts and other open spaces and should be improved to Class 3 standards. In those cases where bicycle paths are located within arterial rights-of-way, they shall also serve pedestrian traffic. All designated bicycle paths shall have a minimum of 6 feet of paved width. All Class 3 bicycle paths shall be maintained as part of the landscaping by the appropriate landscape maintenance entity, depending upon location. Class 1 and 2 bicycle paths, striped or constructed within the street improvement section, shall be maintained by the County of Yuba.

3.4
Commercial
Land Uses

Commercial Concepts

The Plumas Lake Specific Plan describes a community which is primarily suburban in nature. Like all such communities that have developed in the past 40 years, suburban areas reflect the preferences in values and life-styles of the American public for detached, owner-occupied housing on spacious lots. This has necessitated dependence upon private automobiles as a primary means of accessing commercial services. While this relationship has had serious negative effects which are expected to be mitigated to some degree by other features of the Plumas Lake Specific Plan, it is recognized that the historic reliance upon private, vehicular transportation will be true for the Plan area.

Commercial services will be provided in the Plan through a hierarchy of commercial centers from those providing convenience services at the neighborhood scale to community centers serving a larger population base or providing specialized goods or services. Consistent with the goals of the Plan, commercial uses designed to capture potential trade from regional through traffic on Highway 70 will also be accommodated. The following table describes the types of commercial centers allowed within the Plumas Lake Specific Plan.

Table 3.4.1 Commercial Centers

Type	Acreage	Square Feet in 1000's	Pop Served in 1000's	Locational Criteria
Neighborhood Center	1-3	15-40	1-3	A,E
Community Center	5-35	100-300	5-15	B
Regional Center	40-100	500+	30-100	C
Highway Commercial	varies	varies	n/a	C
Specialty Center	varies	varies	varies	D, E if medical or civic center

- A: At secondary or arterial road
- B: Adjacent to one or at the intersection of two arterial roads
- C: Accessible from an arterial road and visible from a major highway
- D. Dependent upon nature of goods and services and compatibility with surrounding land uses.
- E. Accessible from bicycle path network.

Rather than trying to “map” the precise locations and boundaries of commercial uses as one would have to do in applying traditional commercial zones, the Plan will instead create a relationship of the levels of commercial uses needed to support the community. A hierarchy of commercial centers is described and only the approximate locations of the major centers is shown on the Plan. Neighborhood commercial uses can be thought of as “floating” nodes that have a known service area and locational criteria. The County can look for neighborhood commercial services as a part of developing areas of the Plan and properly site them in the context of the precise designs of the neighborhoods being developed. Specialty commercial centers and highway commercial will be handled somewhat differently.

This “nodal” approach to certain elements of the Plan will mean that the County will have a more intimate, on-going involvement with the property owners in the planning which follows the Specific Plan, than the more traditional process of planning by zone district. It should also be true that the need to go through amendments to the Plan, as will inevitably need to be done if zones were specified, will be much less likely to occur. This will make for a more efficient and less time-consuming review process.

A final land use category described in this chapter is the Business Park district. This is intended to be a classification which promotes office and light industrial uses in planned, campus-like settings. Prohibition of outdoor, unscreened manufacturing and storage and an emphasis on landscaping are cornerstones of the concept for business park development. The Business Park District is used as a buffer to existing heavy industrial uses on the northern perimeter of the planning area and is considered to be a complementary land use to the county’s inventory of heavier industrial sites near the Yuba County Airport, balancing the opportunities for business investment and the creation of jobs in the long term.

Table 3.4.2 Commercial Land Uses

Land Use	Neighborhood Center	Community Center	Highway Commercial
Retail			
General Merchandise Stores	■	■	■
Food Stores and Supermarkets	■	■	■
Clothing Stores	■	■	■
Liquor Stores	■	■	■
Eating and Drinking Establishments	■	■	■
Bars (no food service)	X	■	■
Hardware Stores (non-automotive)	□	■	□
Art Galleries and Gift Shops	■	■	■
Other Similar Retail facilities	□	■	□
Automotive Related			
Service Stations and Self Service Fuel	CUP	CUP	CUP
Auto Parts Stores Without Machine Shop	■	■	■
Machine Shops and Mechanical Repair Shops	X	□	■
Auto Paint and Body Shops	X	X	□
Quick Lube and Car Washes	X	□	□
Auto and Truck Dealers or Rental Agencies	X	□	■
Service and Professional Office Uses			
Personal Services such as barbers, dry cleaners and similar	□	□	□
Professional Offices such as real estate, medical and legal	□	□	□
Business Services such as printing, and commercial services	□	□	□
Theaters, recreation centers except those involving sexual material or displays.	X	□	□
Private Clubs, Lodges and Fraternal Organizations	X	□	□
Day Care Centers	CUP	CUP	X
Veterinary Offices	□	□	■
Motels and Hotels	X	X	■
Other Similar Office Uses	□	□	□
Churches and Places of Worship	CUP	CUP	CUP
Public Uses			
Libraries	■	■	X
Sheriff's Substations and Holding Facilities	X	□	■
Public Offices	□	□	■
Clinics and Counseling Facilities	□	□	□
Outdoor Uses			
Building Materials Yards	X	X	CUP
Cement Batch Plants	X	X	CUP
Truck Terminals and Yards	X	X	CUP
Equipment Rental Yards	X	X	CUP
Temporary Uses			
Outdoor displays or promotions by established businesses not exceeding two consecutive or 7 total days per year	X	■	■
Art Shows	X	■	■
Craft or Peddler's Fairs not exceeding three consecutive or 10 total days per year	X	■	■
Art or photographic exhibits not exceeding three consecutive or 10 total days per year	X	■	■
Christmas tree or other seasonal sales not exceeding 30 days per year.	X	■	■

- Permitted Use
- Permitted if conducted entirely within a building
- X Not permitted
- CUP Permitted upon approval of a Conditional Use Permit

Neighborhood Commercial Centers

The smallest in the hierarchy of commercial centers is the neighborhood center. These are typically sited on an acre or two and contain local retail and service businesses such as convenience stores, deli's, video stores and may contain some local services such as dry cleaners or medical or veterinary offices. They are intended to serve one to a few neighborhoods in a primarily local trade area. While it is recognized that such trade arrives primarily by auto, it is intended that neighborhood centers be sited to facilitate and encourage walk-in trade from the neighborhood and access by bicyclists. The size and locational criteria for neighborhood centers should make the trips generated from within the trade area no more than 4 or 5 blocks in distance.

Neighborhood centers are not sited in the Land Use Diagram of this Plan. Because they are dependent upon certain elements of design at the neighborhood scale, it is the intent of this Plan that neighborhood commercial centers shall be allowed in either the Low, Medium or High Density Residential Districts upon approval of a tentative subdivision map creating a parcel for the neighborhood center. Once established, neighborhood commercial centers shall meet the standards for use, design and maintenance identified in this Plan and the special requirements imposed at the time of approval. Table 3.4.2 shows the uses permitted within neighborhood commercial centers as well as other types of commercial centers.

Community Commercial Centers

A community commercial center is intended to serve a population comprising a number of neighborhoods with retail goods. Primary access is by automobile and public transportation. Community centers are generally "anchored" by a major supermarket, often in conjunction with a major drug store and will typically have a number of smaller retail stores, banks and offices as well. In larger centers, anchor tenants may be department or discount stores.

Community commercial centers form important elements of the image of the community. The level of architectural quality and finish and the amplexness of landscaping and maintenance speak directly of a community's pride in itself. For this reason a public process for architectural review of such developments is embodied in this Plan.

Major retail centers often have considerable need for utility space and loading docks. In order to maintain a positive aesthetic effect, architectural review shall extend to all sides of the center and the level of detail and finish shall be maintained for any public view. Where loading docks, pallet

storage, trash receptacles or other potentially unsightly activities need to occur, they shall be screened by architectural elements or landscaping.

Where commercial centers abut residential properties, the interface shall be treated sensitively. Walls shall be of unit masonry and well landscaped. It shall be the responsibility of the commercial use to ensure that no negative impacts from that use effects the residential property. No light fixtures shall be directed at the residential use unless properly shielded from glare. Noise generated by commercial activities shall be attenuated so that it is no greater than 45 dBA L_{dn} or the original ambient noise levels of the site, whichever is greater, as measured at the property line.

Highway Commercial

Highway 70 represents a major artery between metropolitan regions. This creates a significant demand for services related to the movement of goods and people and represents an opportunity for economic development in Yuba County. In order to accommodate this demand, the Plan establishes areas for highway commercial development in proximity to access from the highway. These areas occur close to the proposed Plumas-Arboga Road interchange in the central part of the Plan area.

Highway commercial uses can be thought of as primarily two types. One obtains its primary trade from through traffic such as lodging facilities, restaurants and auto service establishments and may also have a minor trade from the local area. These facilities may be quite attractive and of substantial architectural quality. The main problem which can occur is one of over-signing and visual clutter. Specific attention should be made during design review to sign programs for new development with emphasis made upon clustering signs in common reader boards and marquee signs. The County of Yuba should investigate the possibility of State legislation to apply the Caltrans "Logo" sign program, which is currently authorized on portions of Highway 5, to Highway 70. This program allows the installation of small clustered "logo" signs within the state right-of-way and reduces the necessity for tall, free-standing signs for highway identity.

The second general type of highway uses are those which have a regional market and often involve outdoor merchandise or storage. Examples include automobile dealers, truck terminals, mini-warehouses and transportation or transfer stations. These benefit greatly from proximity to a larger market afforded by a highway location but can also be intrusive when next to residential areas. Design review is equally important in these types of uses in ensuring adequate screening of outdoor storage and in signing.

Specialty Centers

A fairly recent trend in retailing has been the development of specialty centers which group like businesses in clustered and planned developments. Examples include auto “malls” which group dealers and sometimes service facilities; home improvement centers which include furniture, plumbing, carpeting, and other building materials suppliers and contractors; factory outlet centers providing clothing and other general merchandise and like ventures. It is felt that the development of such specialty centers is a positive response to market changes. They increase consumer choice and tend to reduce the amount of travel, and therefore energy cost for comparison shopping between remote businesses. The development of specialty centers is, therefore, encouraged in the Plumas Lake Specific Plan.

The highway commercial areas are especially suited to the development of specialty centers by reason of their access and separation from residential areas. Proposals to develop such centers shall be favored. In the review of these proposals, the County shall insist upon commonly circulating parking lots and shall attempt to bring a consistency in architectural treatment.

A unique form of specialty center is the medical-dental center. The existing population of the Linda and Olivehurst area is deficient in such services and the potential population of the Plan area of nearly 30,000 makes this deficiency more acute. Some interest has been expressed by medical service providers currently present in the Yuba-Sutter bi-county region in establishing an outpatient and laboratory facility within the Plan area. This will create a need for medical and dental offices, urgent care facilities, physical therapy facilities and related businesses. A site of approximately 15 acres is shown in the northern portion of the Plan for such a medical complex. Because the decisions related to actually developing such a center are complex, the designation of this site should be considered as a favored location and not as a reservation for exclusive use. In the alternative that a medical center cannot be developed at this location, the site may be used for medium density residential purposes.

Business Parks

The Business Park District is intended to provide areas for the location of high technology and non-polluting manufacturing uses, offices, warehousing and related facilities. All structural improvements, parking and landscaping will be subject to design review which shall insure that a high level of quality in improvements and landscaping is provided.

Table 3.4.3 describes the uses permitted in the Business Park district and general performance standards applicable to such development.

Table 3.4.3 Uses Permitted Within Business Parks

Use	Performance Standards
Manufacturing Uses	<ol style="list-style-type: none"> 1. All manufacturing and other activities shall be conducted entirely within a building. 2. Outdoor storage of materials or finished goods shall be permitted, however, all such storage shall be enclosed by fencing or building facades and landscaping so that it cannot be casually observed from abutting parcels, or public rights-of-way. Outdoor storage areas shall not exceed 50% of the gross floor area of the manufacturing or business use to which it is related nor shall they be located within any required setback area. 3. Noise generated by manufacturing or other activities shall not exceed 65 Dba as measured on an L_{dn} scale at the property line. 4. No significant dust, smoke or air or water borne pollutants shall be emitted by any use or activity. 5. Light and glare from security lights, parking lot illumination or other illumination sources shall be reduced in height and intensity to minimum levels and shall be fully shielded from any abutting residences. 6. No use shall generate interference with electrical appliances, radios, or other equipment which is discernible off-site.
<ol style="list-style-type: none"> 1. Assembly and manufacturing of finished goods including the storage, distribution and limited sales of such goods. Any Retail sales shall be clearly incidental to the primary use of the site. 	
Service Uses	
<ol style="list-style-type: none"> 2. Blueprinting, printing and copying 3. Day Care Centers 4. Equipment repair services 5. Laboratories including medical, dental, research and testing 6. Other business services including janitorial security, data processing, design, communications and answering services, mail and delivery services and architectural and drafting services 7. Trade schools and training facilities 	
Office Uses	
<ol style="list-style-type: none"> 8. Banking and financial institutions 9. Government offices 10. Labor unions and professional associations 11. Professional offices including medical and dental, legal, real estate and similar professional offices 	
Warehousing and Storage	
<ol style="list-style-type: none"> 12. Wholesaling 13. General warehousing (except mini-warehouses) 	
Miscellaneous Uses	
<ol style="list-style-type: none"> 14. Cafes and restaurants 15. Recreational facilities including fitness centers, court games, exercise centers and similar uses 	

3.5

Parks and Recreation

Parks and Recreation

The Olivehurst Public Utility District (OPUD) operates a limited parks and recreation program within their jurisdiction to north of the Specific Plan. A proposed major reorganization to extend services throughout the Plan area is planned. At the time of development of this Plan, OPUD operated 12 acres of parks to serve its resident population of approximately 10,000. This ratio of 1.2 acres of park land per 1000 population is far below the standard of 5 acres per 1000 population established by policy of Yuba County. The Plumas Lake Specific Plan will meet or exceed the higher standard.

The overall plan for the parks system roughly parallels the concept for providing commercial services. That is, a hierarchy of parks shall be developed which serve the need for both quiet retreat and spontaneous recreation and for more elaborate, organized sports. The major elements of this concept are parks for both the neighborhood and community scale.

Community Parks

The Land Use Diagram shows four planned Community Parks spatially located in the north, central and south portions of the Plan area. Community parks provide a level of recreation and facilities which serve a number of neighborhoods and a population of perhaps 3000 to 5000. They should be located at convenient and accessible locations such as along major roads.

Community parks will generally be approximately 20 acres or larger and will be appropriate locations for major investments in active recreation facilities. These may include sports fields, swimming facilities particularly those containing Olympic-sized pools, gymnasiums and tennis complexes. They should be made available for organized sports and recreation programs sponsored by OPUD or other groups.

Although the District does not perceive the present need for lighted sports fields, there remains some possibility for a future demand for such facilities. Because of the potential conflicts with residential uses due to night-time activities, lighted fields and possible noise generating events, it is undesirable for these activities to be scheduled within neighborhood parks. The community parks can fulfill any future need to accommodate these functions.

In the design for improvement of community parks, the District shall attempt to minimize the potential conflicts between park usage and neighboring residences by providing sufficient land for buffers from sports fields or assembly areas. It shall also use shielded light fixtures in fields or parking lots to reduce glare upon abutting residences wherever feasible, and shall also provide substantial landscape screening along the residential-park interface. Community parks should be linked to trails networks for bicycles or pedestrians wherever feasible.

Community Park Site 1

The most northerly community park is located immediately south of the planned civic center and adjacent to a proposed high school site near Plumas Arboga Road. It can be designed to share parking with the civic center. This park site would make an ideal location for future gymnasium or major swimming facilities because of its proximity to the planned administrative complex for the Olivehurst Public Utility District. This site presently consists of approximately four parcels.

Community Park Site 2

A second major park site is located south of the planned east-west arterial leading from the freeway interchange in the central portion of the Plan. This site is on the western edge of the Plan adjacent to the major drainage facility in that area. The park, itself, can fulfill some of the agricultural buffer function described below. This park site is less urban in character than the others and will be less suited to the development of elaborate facilities for organized sports. If demand exists for equestrian facilities, the site could, however, be especially suited to the development of arenas, stables and other related uses. It is one of the most accessible locations within the Plan to the regional equestrian trail planned for the Feather River levee area to the west.

Community Park Site 3

A third community park is proposed at the intersection of a planned major east-west collector road and the north-south drainage facility that bisects the southerly portion of the Plan area. This location is central to the major concentration of residential population in that area and has the ability to be linked to this population by bicycle trails in the drainage right-of-way.

Community Park Site 4

The fourth community park is located east of Highway 70 and serves as a separation and buffer between the neighborhoods located to the south and the planned wastewater treatment plant to the north. This site has more limited accessibility than the others and would not be as suitable for neighborhood-based use since nearly all people must come by vehicle via the planned freeway interchange at the extreme south end of the Plan area.

Neighborhood Parks

Neighborhood parks are not shown on any diagram of the Specific Plan. They are, nonetheless, essential parts of the Plan and the development of residential neighborhoods. These small parks provide a visual relief to the appearance of the neighborhood, an opportunity for casual daytime use as sports fields, places of local assembly and picnics, and a destination for walks or bicycle rides for residents. They also commonly provide a special use when improved with playground equipment as a place for play by young children.

Neighborhood parks may vary from one acre or less to around five acres. They should be designed as internal elements to the neighborhood at the time of precise layout of lots and homesites. Minor collectors which penetrate neighborhoods might typically terminate at a neighborhood park or school. The park, itself may be designed as a combined school-park facility if agreements between OPUD and the school district were reached for joint use and maintenance. Neighborhood parks may also be owned and operated by neighborhood associations or homeowners associations for their exclusive use. In this event, the County shall credit the developer for the land provided for the park in fulfillment for as much as 50% of the developer's obligation for providing parks and recreation under the policies of this Plan. The County shall ensure at the time of subdivision that the park is improved and that an organization properly empowered and funded to maintain parks is formed.

Generally a neighborhood of 300 units or larger should have a neighborhood park unless a community park or other major recreational element is provided in immediate proximity to the neighborhood. Smaller neighborhoods might share such parks or might be designed with smaller facilities such as tot lots. Wherever any mature shade trees, either natural or planted exist within a new neighborhood, the site where the trees are located should be considered as primary locations for parks. This can add to an early maturity of the park landscape and increase usage in the early years of development within the Plan.

Private Recreation

Private recreation can be expected to be proposed within the context of residential projects or as independent commercial proposals. Examples of the former might include privately operated golf courses and private parks and recreation centers for residential communities. The latter group might include fitness centers, bowling alleys and similar commercial establishments. For the most part the latter group can be accommodated within the Commercial districts and are not considered apart from other commercial uses. Certain specialized recreational businesses such as public stables can locate within designated buffer areas as described in the following chapter.

For some facilities of the first type, consideration as to their design needs to occur at the time of submission of tentative maps for residential projects. Golf courses, for example, present some hazards to adjacent uses including traffic movements on roads as a result of play and golf cart crossings. For this reason, a routing plan for the course should be submitted at the time of review of residential projects to evaluate the potential hazard to residents and motorists. In general, fairway and rough areas should be a minimum of 300 feet wide in landing areas and a distance of at least 200 feet should be provided to roadways at the back of greens. These standards should not be considered absolute. Either more or less separation may be indicated depending upon elevation differences, the presence of heavy tree plantings or other golf hazards, and the direction of drives for a majority of golfers given the design of the hole.

Planned private recreational centers and private parks should be improved in a phased manner contemporary with the development of the neighborhoods which they serve. As mentioned previously, private parks and recreational facilities may be credited up to 50% of the obligation of a residential developer to provide parks and recreation.

3.6
Open Space

Open spaces within the Plan area fall into two basic types — public and privately owned improved parks and schools, and passive open spaces which serve a variety of purposes. This chapter deals with passive open spaces.

Flood Control Facilities

A major component of passive open space is the land devoted to drainage and flood control facilities. This includes linear detention channels and the larger detention ponds. Approximately 186 acres of such facilities are planned to occur within the boundaries of the Plan. The primary function for flood control its design criteria is described in Chapter 4. In this chapter, their incidental use as open space is described.

Although channels and basins are designed to handle major storms of 100 year frequency, the criteria for design calls for wide facilities having banks of an average of 4:1 slope and shall vary typically between 3:1 and 5:1. The top of such slopes should be contoured to avoid an excessively geometric appearance. Sufficient land should be provided outside the tops of slopes to allow for the installation of landscaping and paths. This should have a minimum of 20 feet on either side for this purpose. An improved multi-function bicycle path and maintenance path should be provided on either side of channels which may meander within the landscape area. Where this channel right-of-way is adjacent to local neighborhood streets, such as at the ends of open cul-de-sacs or along parallel roads, fencing shall be prohibited and access points provided to the bikeways.

Public access to drainage and flood control open spaces shall generally be limited to visual access from these higher vantage points. In order to protect public safety and to prevent vandalism, physical access may be prevented by the use of unobtrusive barriers at the tops of slopes or by other means. Unless special hazards exist, the agency responsible for maintenance of such facilities shall not secure them with chainlink or wire fencing which may detract from public views.

It is anticipated that a certain amount of wetlands restoration and mitigation work will occur in the improved channel areas and ponds. Where this occurs, it would be appropriate for adjacent landscaped areas to include descriptive signing indicating the nature of wetlands restoration, wetlands species present and related information.

Other Passive Open Spaces

Other areas exist within the Plan which do not lend themselves to development but provide opportunities for passive open spaces. In the south portion of the Plan on the east side of the proposed major arterial there is a raised berm of varying height which was formerly the bed of the Sacramento Northern Railroad. This feature serves no present function for flood control or transportation. In some cases it can be graded and the excess material used for fill. In others, it will undoubtedly remain a part of the landscape. This raised berm and other features like it should be landscaped with drought tolerant species and may serve as additional right-of-way for bicycle trails.

Passive open spaces may be developed as separations between neighborhoods and also as penetrating design elements within neighborhoods. If these elements connect to larger open spaces such as parks, drainage facilities or other publicly owned land, the linear extensions may be consolidated with the larger parcel. Agencies responsible for maintenance may require separate mechanisms or areas of benefit to ensure adequate funds for maintenance of these additions. In other situations, passive open spaces may be developed as private elements to be owned and maintained by neighborhood or homeowner's associations.

Buffers

The Plumas Lake Specific Plan is bounded on the north by the urban area of Olivehurst, on the east by the substantial barriers of Highway 70 and the Southern Pacific Railroad, and on the south by the Bear River and its levees. The west side of the Plan area, however, merges into productive farm land planted largely with orchards of walnuts, prunes and almonds. Whenever the process of urbanization meets agricultural land a number of conflicts occur. These have historically resulted in pressures upon the farmer to modify farming practices and ultimately have contributed to the conversion of such land to more urban uses.

Because the Plumas Lake Plan contains substantial land inventory for many years of growth and development, it is vital to consider the Plan boundary as a more-or-less permanent urban boundary. Consequently, the

Plan includes measures to ameliorate the inherent conflicts which occur between urban uses and agriculture.

In a sense, the nature of these conflicts occur in both directions. The presence of a large population adjacent to farms affords the likelihood of frequent trespass by people and domestic pets into surrounding undeveloped lands. Vandalism of crops and machinery and annoyance and predation of livestock occurs with some frequency and with resulting costs to agriculture. On the other hand, certain farming practices have adversely affected urban and in particular, residential uses. These include blow-down of aerially applied fertilizers, herbicides and pesticides; noise from machinery, bird repellent devices and harvesting activities; and fugitive dust emissions from plowing and soil preparation. To some degree these problems are less prevalent with orchard land and tree crops as compared to annual crops such as rice and other grains. A significant potential for incompatibilities remains, however, in the area of the western edge of the Plumas Lake Specific Plan area.

The concept of buffering is the paramount mitigation proposed for the Plumas Lake Specific Plan. A number of variables exist in the atmospheric dispersal of pesticides and other potentially toxic chemicals used by agriculture. The factors include atmospheric conditions and turbulence, droplet size of the applied liquids and other factors. It is generally true, however, that distance causes a geometric reduction in the concentrations of these airborne materials.

Some experience by agricultural counties in California which have urban populations has resulted in standards for buffer areas. San Luis Obispo County has implemented standards for buffers which vary by type of crop. These standards are flexibly applied depending upon individual circumstances but a basic minimum buffer area for orchard crops of 300 feet has been established in that county.

The Land Use Diagram for the Plumas Lake Specific Plan shows a buffer strip along the entire western edge of the Plan south of the currently unnamed extension of Plumas-Arboga Road. This buffer strip is defined as having a minimum dimension of 300 feet in width. Upon review of specific development proposals and recommendation of the County Agricultural Commissioner, this buffer may be interpreted to be either lesser or greater depending upon individual circumstances such as crop type, prevailing winds, and the presence of other mitigating features such as screening.

Table 3.3.6 shows the uses permitted within the agricultural buffer district along with special structural setbacks and other standards unique to this district.

Table 3.6.1 Land Uses in Buffer Area

Land Use	Minimum Parcel Size	Ag Setback	Design Review	Other Limitations
Single Family Residential	3 acres	300'		Special setback required for residence only.
Caretaker Dwellings in conjunction with business use	n/a	300'	✓	Special setback required for residence only.
Nurseries, wholesale and retail	1 acre	none	✓	30' setback from abutting residential uses for inventory.
Agricultural Services	1 acre	none	✓	1. Except agricultural chemicals. 2. 30' setback from residential..
Equipment Storage Yards	1 acre	none	✓	Outdoor storage requires landscape or other screening from residential uses.
Warehousing including mini-warehouses	1 acre	none	✓	10' landscape screening along residential edge.
Stables and kennels	3 acres	none	✓	No corral or pen within 30' of residential use.
Drainage and Detention Basins	n/a	none		None
Pasture and grazing	3 acres	none		Except hogs. No corral or pen within 30' of residential use.

3.7.1

Fire Protection

Fire Protection

Two fire protection agencies currently provide fire protection within the Plan area. The Linda Fire Protection District operates a small station in the northern part of the Plan near the proposed civic center site and presently serves the area to the north of the station. The Olivehurst Public Utilities District serves only the extreme northern portion of the Plan area.

While it would be considerably more efficient to reorganize district boundaries so that a single district were responsible for fire protection within the Plan area, the existence of mutual aid agreements somewhat mitigates against this problem. Furthermore, it is not immediately apparent which district would most logically serve the entire Plan area. OPUD is the predominant public agency that will provide a broad range of services in the Plan but it is the Linda Fire Protection District which currently has the only facility there. At the time of preparation of this Plan it was the stated intent of the agencies involved to preserve existing district responsibilities as to fire protection.

Currently, the Plan area has a Fire Service Rating of 8 which indicates a poor level of service common to rural areas. The existing urbanized portion of Olivehurst is rated at 5 by comparison. It will be necessary for the fire districts to consider the development of at least one station in the southern portion of the Plan and manpower and equipment to staff it. Manpower and equipment needs will also need to be reevaluated for the existing station in the north area. Equipment and response times should be designed to maintain at least the service rating that prevails in comparable urban areas served by each respective district.

3.7.2

Police Protection

Police Protection

As an unincorporated portion of Yuba County, the Plumas Lake Specific Plan area receives police protection from the Yuba County Sheriff's Department. The Department currently operated out of a centralized facility at the Yuba County Courthouse in Marysville. This facility was undergoing remodeling and expansion of its jail facilities at the time of preparation of this Plan in 1992.

The Sheriff's Department has expressed an interest in the concept of mini-stations to be located within the community. A potential exists for the establishment of "store-front" stations in some of the commercial centers that are planned. These facilities have their basis in traditional city foot patrol and "neighborhood cop" systems from the past. The concept attempts to re-establish the personal relationship and trust which could develop between law enforcement officers and the neighborhood which they are responsible for protecting. This concept fits well with the emphasis in this Plan on strengthening neighborhood identity. For purposes of this Plan the idea can be referred to as "store-front substations".

It remains to be determined whether the County can develop the fiscal resources needed to sustain a store-front substation program. A recently adopted capital facilities fee includes a one-time fee of \$97 per resident for law enforcement facilities. This includes court and jail facilities as well as those related to the Sheriff's operations. Certainly the costs needed to support distributed personnel, communications, and holding facilities is greater than it is for centralized facilities. In addition, the relatively low density of the residential portion of the Plan makes it necessary for officers stationed at store-front substations to have immediate access to vehicles.

The Sheriff's Department and Board of Supervisors should evaluate store-front substations in light of the potential for improved community participation and support, potential for relief of congestion at the main facility and also in terms of potentially higher costs. Should the Board of Supervisors and department support the concept, assistance through dedicated facilities in this Plan should be pursued. The mitigation for increased demands for police protection caused by the development of new commercial centers can be partially satisfied through contributions from the developers of commercial centers in providing space within the center for the store-front substation. As discussed in other sections of this Plan, the better security within the center should be able to be recovered through higher rates and potentially higher occupancy of tenant spaces.

**3.7.3
Libraries**

Libraries

Yuba County currently operates a single main library in Marysville. While interests exist on the part of library administrators for the development of branch libraries, funds have never been found for their construction and staffing. In other counties branch libraries have been closed in recent years due to this persistent lack of funding.

The County of Yuba has recently adopted a facilities financing fee to be imposed upon new development. This fee includes approximately \$83 per resident to go toward the maintenance and development of the library system. It would be appropriate to site a branch library within the Plan area to serve its future population and that of the existing Olivehurst community. Ideally, the branch library should be developed in conjunction with the Civic Center but locations within the major commercial zones may also be suitable.

**3.7.4
Civic Center**

Civic Center

Located in the northern portion of the Plan is a site of approximately 20 acres for a future Civic Center. It is situated in proximity to two other major public uses, a proposed high school site and Community Park #1. In concept, the Civic Center is reserved as a future administrative hub for the Olivehurst Public Utilities District, which will also operate the community park. With full development of the Specific Plan and incremental development of the existing Olivehurst community, the population of the overall community will approach 50,000. It is reasonable to project that an urban population of this scale will someday require an administrative and social center as a focus of the community. Community meeting rooms, an auditorium, public offices, clinics, a library, and recreation facilities involving substantial construction such as swimming facilities and gymnasiums would all be appropriate elements of the Civic Center. It is conceivable that at some point in the future, the community may consider its incorporation as a City, offering a full range of civic functions. The Civic Center site is centrally located to serve such an eventuality.

**3.7.5
Schools**

Schools

The Plumas Lake Specific Plan area is served by three different public school districts. In the northern half of the Plan the Marysville Joint Unified School District provides elementary and secondary education to its residents. The southern half of the Plan area is within the Plumas School District and the Wheatland High School District. The Plumas District operates a single school serving grades K-8 in a predominantly rural

setting. At graduation the students go on to attend Wheatland High School in that city.

At build out, the Plan area will generate in excess of 2000 high school age students. This is a sufficient student population to justify a new medium-sized high school although the presence of two districts means that existing or planned capacity in either district may be available to absorb part of this demand. The Wheatland High School District has not initially indicated its interest in siting another campus in the Plan area.

Due to the significant growth in the Linda and Olivehurst communities served by the Marysville Joint Unified District and the additional growth provided for in this Specific Plan, it is anticipated that the Lindhurst High School site will be incapable of handling all of the future growth. A potential high school site has been shown in the Land Use diagram in proximity to the proposed civic center and community park #1. This site is in excess of 40 acres and could serve as a centrally located new campus. The process for approving new school sites is a complex one and involves both the district and State Department of Education. At present, no review of the site shown in this Plan has occurred. This site should, therefore, be considered tentative and non-binding. Its inclusion in the Plan has been to serve the purpose of quantifying traffic and other potential impacts from a high school and to focus attention on one feasible site for this large facility. In the event that the school district does not chose to acquire and develop this or other schools shown in the Plan, the lands may be used for residential purposes in a similar fashion and density as that of abutting properties.

A middle or junior high school site is also shown on the Land Use diagram in the southern portion of the Plan area in the Plumas School District. Because of the advance discussions conducted between the land owner and the school district, this site may be considered as feasible. As with the high school site, the decision to acquire and develop this site has yet to be made by the district and should be considered preliminary and non-binding.

Because of the population involved, it is likely that an additional two or three middle schools will need to be developed within the Plan area. In addition, a need for a total of 12 to 15 elementary schools can be foreseen. The siting of these facilities can best be accomplished at the time of major subdivisions if participation in the design and planning process is sought from the relevant school district. The County Planning Department should encourage developers of residential projects to contact the school district administrative offices at the earliest stage of design of their projects.

According to officials at the Plumas School district, the district's

current expectation is to develop elementary schools having a pupil population of around 160. This small campus size is typical for a rural district as Plumas has been throughout its existence. It is, however, very small for a suburban school and if followed in the future will result in an inordinately large obligation for school facilities in that portion of the Plan. A more typical suburban school may have two 30 pupil classrooms per grade in a suburban setting. This would result in a K-6 school of around 420 students. Generally, the development of 800 to 1000 dwelling units will provide enough pupil generation to fill such a school.

The development of new schools has been one of the most complex issues related to community planning for many years. In essence, problems associated with school construction have resulted from the exhaustion of local funding sources and the extreme difficulty in approving school bond measures. This has meant that new developments have been looked at to provide the full costs of new schools made necessary by the growth that the development accommodates.

Until 1992 the mechanism to accomplish this has not been in place. With the passage of Ordinance #1117, the Yuba County Board of Supervisors made it possible for any school district in the County to demonstrate the need for school facility financing by requesting the County's assistance in collecting developer fees after the district had prepared a school facilities plan. Currently, the Marysville Joint Unified School District and the Wheatland High School District have done this. The total fees for elementary and secondary schools in these districts is approximately \$8800 per dwelling unit. The Plumas School District would also be eligible for a proportion share of these fees if it meets the requirements of the Ordinance and make a formal request to the County.

Measures To Provide for Schools Within the Plumas Lake Specific Plan

1. The Plumas School District should at its earliest opportunity take advantage of the school financing mechanism enabled by County Ordinance 1117.
2. The Plumas School District should reexamine its current expectation regarding school size, and develop policies dealing with suburban schools which may be needed within its area of service.

3. All school districts within the Plan area should develop plans for the location of major facilities within the Plan area based upon their standards for location, attendance districts and size.
4. School districts should designate a staff individual to be available to work with land owners, developers and County staff to assist in the design and planning of neighborhoods and elementary schools.
5. For any single residential project having in excess of 800 dwelling units, an elementary school shall generally be a necessary component of the project. Elementary schools shall be preferred in the interior of larger neighborhoods to facilitate the concept of neighborhood identity unless it is the policy of the school district that other locational criteria prevail.

3.7.6

Solid Waste

Solid Waste

The Plumas Lake Specific Plan area is served by a regulated private waste collection and disposal service, Yuba-Sutter Disposal Inc (YSDI). YSDI operates the existing landfill east of Marysville as well as providing collection service. The firm successfully employs a process for recycling of wastes with separation provided at the landfill site or at transfer sites.

Solid waste collection will be provided within the Plan area by YSDI on a mandatory collection basis. Mandatory collection will ensure that accumulation of solid waste will not occur within the Plan area and that illegal dumping along roads will be minimized.

3.7.7

**Public Services
and Operations
Financing**

Public Services and Operations Financing

Structural changes in the manner in which local governments are funded in California are having a profound effect upon land use policies. The transfer of property tax and other revenues away from counties and special districts to fund State government has left a substantial revenue void where funds were previously available for vital local public services.

At present it is not known whether these structural changes, as exemplified by the property tax transfer of 1993, represent a permanent departure from long term fiscal policies in California or only a temporary fiscal crisis which will eventually lead to structural reform. Currently there is a proposal endorsed by the California State Association of Counties (CSAC) which would place a constitutional amendment on the State ballot in November 1994 to return local property tax revenues to local govern-

ments. Such an amendment might conceivably return to local governments a stable funding base which could be used to fund local public services.

Until such a time as these fiscal issues may be resolved, however, prudent public policy requires that alternative means of funding increased local public services associated with growth within the Specific Plan area be provided. As discussed elsewhere in the Plan, the County and the Olivehurst Public Utility District have already created the fiscal framework needed to provide public infrastructure within the Plan area through a variety of mechanisms which include Mello-Roos Districts and impact fees for capital facilities. In addition to these, mechanisms must be established to provide on-going funding for local government operations and maintenance.

Measures to Provide On-going Funding for Local Government Operations and Maintenance within the Plumas Lake Specific Plan

1. The County will cause the formation of County Service Areas, or similar funding district mechanisms for the purpose of funding the proportionate share of local government operations and maintenance costs associated with development within the Plan area.
2. Prior to granting development entitlements within the Plan area, the County will require annexation into such district or districts.
3. The County will require developers within the Plan area to fund the County costs associated with studies required to determine the proportionate shares of public services and administrative costs as part of individual project reviews.
4. In the event that State level structural fiscal reform should once again result in a more collective approach to funding local government operations and maintenance costs, the funding mechanisms identified in this section shall be reevaluated and adjustments shall be implemented to promote and equitable distribution of fiscal burden within the County.

4 Public Infrastructure

4.1

Infrastructure Plans

Background

This chapter discusses the basic public infrastructure needed to support the level of planned development within the Plumas Lake Specific Plan. It covers the systems for the delivery of water, collection and treatment of wastewater and drainage and flood control systems. The first two systems will be the responsibility of the Olivehurst Public Utility District to develop and operate following annexation of the Plan area. The latter system will be the joint responsibility of the County of Yuba and Reclamation District 784, depending upon type of facility.

No master plans for water, wastewater nor drainage systems have been developed by the respective public agencies involved. However a number of separate studies have formed the basis for the preliminary plan for these services which this chapter describes. These studies include the following:

“Plumas Lake Wastewater Treatment and Reclamation Facility, Administrative Draft EIR”, March 1992, CH₂MHill

Technical Studies prepared for the Wheeler Ranch Project, February 1992, Urban & Environmental Planning

“Plumas Lakes Specific Plan Constraints Analysis (Draft)”, February 1991, Planning Concepts

Sanitary sewer design criteria has been derived from comparable Sacramento County improvement standards for sewage generation rates and peaking factors. Wastewater treatment capacity is based upon “Average Dry Weather Flow” which provides conservative estimates and approximates the criteria used by CH₂MHill for the design of the proposed wastewater treatment plant in the southerly portion of the Plan area.

Domestic water design criteria is obtained from Sacramento County improvement standards, OPUD criteria, the Linda County Fire District and from records of actual use. Water wells were assumed to approximately meet maximum day demand with water storage tanks supplying fire flow demands.

The conceptual infrastructure presented in this chapter is preliminary and represents only one of a number of possible solutions to service needs within the Plan area. While the infrastructure plans are of sufficient detail to address the planning presented, System Master Plans should be prepared by or for the responsible agencies which might consider regional sanitary sewer, water and storm drainage issues. Such issues would include ultimate capacities and service areas of existing and planned systems, feasibility of use of surface water supplies for the OPUD area and regional flood control. It is desirable and even necessary to periodically prepare and update such master plans to consider changing demographic and environmental factors, new technologies and new standards imposed by higher levels of government.

All facilities described in this chapter as well as all arterial roads and interchange improvements described in Chapter 3 are considered to be "Specific Plan" infrastructure. As such, they are constructed by public financial mechanisms with costs spread over the entire Plan area. Construction of Specific Plan infrastructure by individual developers may occur and proper credits provided against that developer's obligations to the financial program.

Wastewater System

Existing Conditions

The land within the Plan area has historically been used by agriculture, predominately rice production. Individual dwellings are concentrated near the existing Plumas Lake Golf Course and near the Broadway area. These areas are served by individual septic systems, many of which have some incidence of failure.

Existing topography is flat with a general northeast to southwest slope. Elevations range from approximately 53 feet in the northeast to 40 feet in the southwest. The existing OPUD Wastewater Treatment Plant is located to the northeast of the Plan area and uphill from it. This plant has a current capacity of approximately 1.8 Million Gallons per Day (MGD) and current usage of approximately 0.9 MGD. It has an ultimate design

capacity of 3.9 MGD. The plant discharges to the Bear River via Algodon Slough.

Soils in the Plan area are classified as San Joaquin Loam and Capay Silty Clay Loam. Subsurface soils may contain silty sand or sands typical in Sacramento alluvial deposits. The depth of these soils and the accompanying water table will need to be determined as part of detailed soils studies related to specific projects. For purposes of conceptual engineering and cost estimates associated with this Plan, a water table depth of 25 feet has been assumed.

Proposed Wastewater Improvements

The Plumas Lake Specific Plan area, at build-out, is expected to generate approximately 6.5 MGD of wastewater (average dry weather flow). The project will be served by a combination of gravity sewers and force mains carrying wastewater to the existing treatment plant to the north and to a proposed, new treatment plant located within the Plan area on the south. The boundary between the service areas of the two plants is approximately along Clark Slough in the central portion of the Plan. About 2.9 MGD at build-out will sewer north to the expanded existing plant and the remaining 3.6 MGD will flow south to the new plant. At build-out the 2.9 MGD directed to the existing plant will use 95% of the remaining ultimate design capacity. Should OPUD wish to serve other land not currently served by this plant, additional capacity will have to be designed. Table 4.2.1 shows the sewage generation rates used in the development of the concept for wastewater collection and treatment.

**4.2
Wastewater**

Table 4.2.1 Wastewater Generation Rates

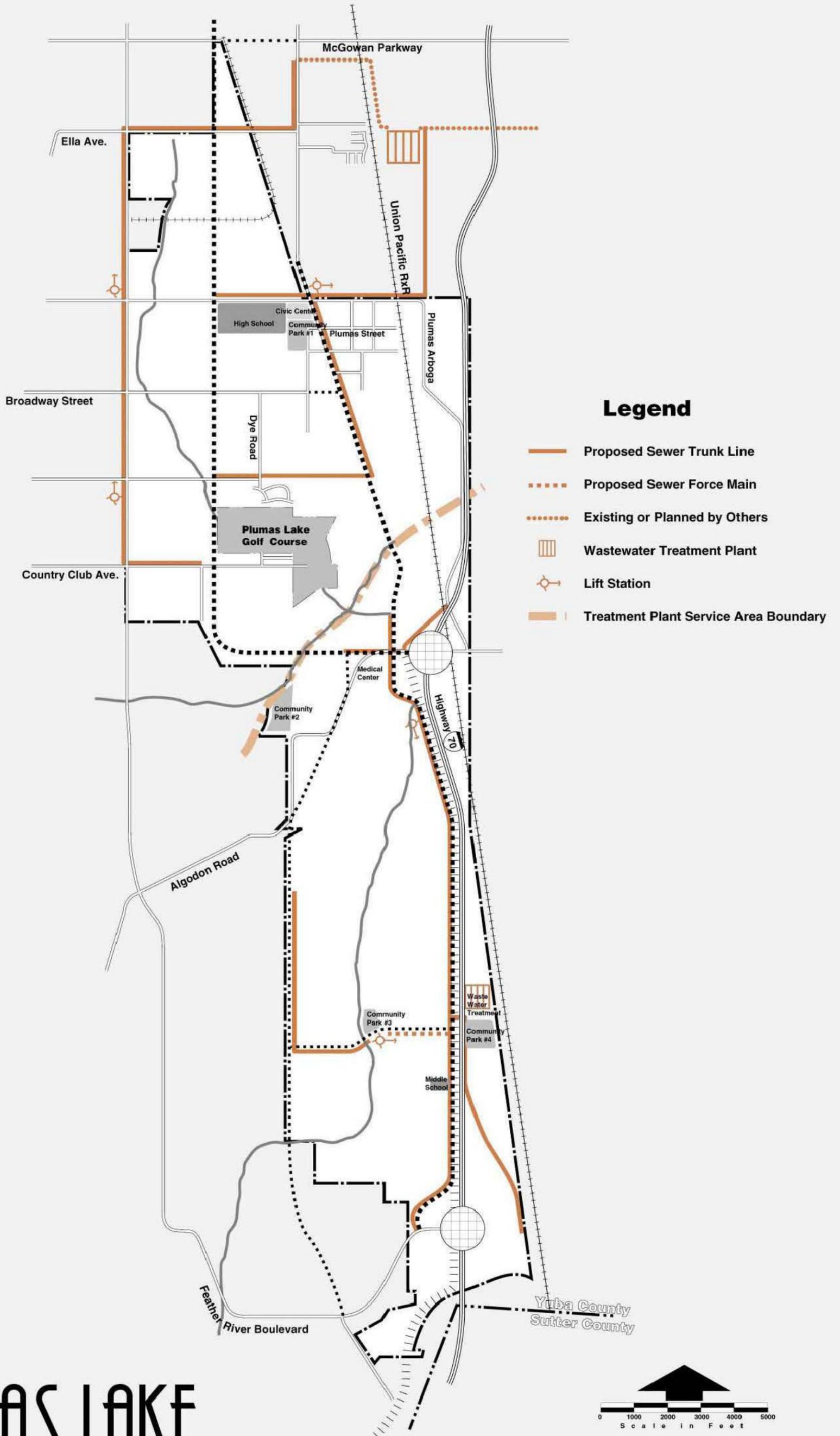
Land Use	Sewage Generation
Low Density Residential (2 du's/acre)	400 gpd/EDU
Medium Density Residential (4 du's/acre)	400 gpd/EDU
High Density Residential (12 du's/acre)	300 gpd/EDU
Community Shopping Center	2000 gpd/acre
Highway Commercial	2000 gpd/acre
Business Park	2000 gpd/acre
Medical Center	2000 gpd/acre
Parks and Recreation	n/a
Developed Public Use	2000 gpd/acre
Schools	2000 gpd/acre

For design purposes per OPUD standards, a peaking factor will be applied to average daily flows. In addition, 1000 gpd will be added to the modified ADF rates to account for groundwater infiltration. The calculated design flow approximates peak wet weather flow conditions.

The site for this second plant is shown in Figure 4.2.2. It is approximately 60 acres in size and is bounded by Algodon Slough, the Western Pacific Interceptor Drainage Canal and the proposed Community Park #4. Like the existing treatment plant, the proposed facility will also discharge to Algodon Slough and the Bear River. This facility has been initially proposed to have a design capacity of approximately 1.8 MGD to be constructed in two or three phases. The site has sufficient size for further expansion to the necessary 3.6 MGD capacity configuration. Further design work will need to occur to meet this treatment configuration. Discharge permits from the State Regional Water Quality Control Board will have to be obtained prior to construction.

The new wastewater treatment plan will be designed to utilize an advanced treatment process. Treated effluent will meet Title 22 standards for water quality and can be used for irrigation. In order to conserve ground water supplies, the use of treated wastewater for irrigation of the proposed golf course in the central part of the Plan should be considered. It is estimated that the golf course will need approximately 700 acre-feet of water per year for irrigation purposes. This translates to approximately 0.63 MGD on the average. Peak daily demand in the summer may be as much as 2.0 MGD of the total build-out effluent of 3.6 MGD from the southerly treatment plant. Other uses for treated wastewater including use in public landscape and park areas and sale to surrounding agricultural uses should be considered. The combined discharge from both plants into the Bear River may require that during low-flow conditions in the river secondary disposal of treated effluent may be required.

Sewer trunk lines have been conceptually designed to serve all portions of the plan area. These will range from 8 to 36 inches in pipe size. A 36 inch line crossing Highway 70 will be required as part of these ultimate improvements. At least five permanent lift stations will also be necessary to support the system. These facilities are shown on Figure 4.2.2. During build-out of the Plan, it may be desirable to construct interim facilities to serve component development in a cost-effective manner. Such facilities may include lines and temporary lift stations. Interim improvements are not shown in the Plan because of the difficulty in projecting development phasing and are not included in the cost projections. However, as a policy of this Plan, such facilities should be developed at the sole cost of the benefiting project and no credit should be provided unless the facilities can substitute for permanent facilities. Any over-sizing of facilities to serve future planned development shall be subject to reimbursement or be credited against development fees or other financial mechanisms established for planned facilities.



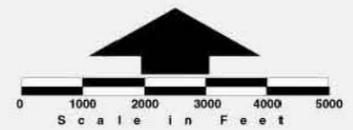
Legend

-  Proposed Sewer Trunk Line
-  Proposed Sewer Force Main
-  Existing or Planned by Others
-  Wastewater Treatment Plant
-  Lift Station
-  Treatment Plant Service Area Boundary

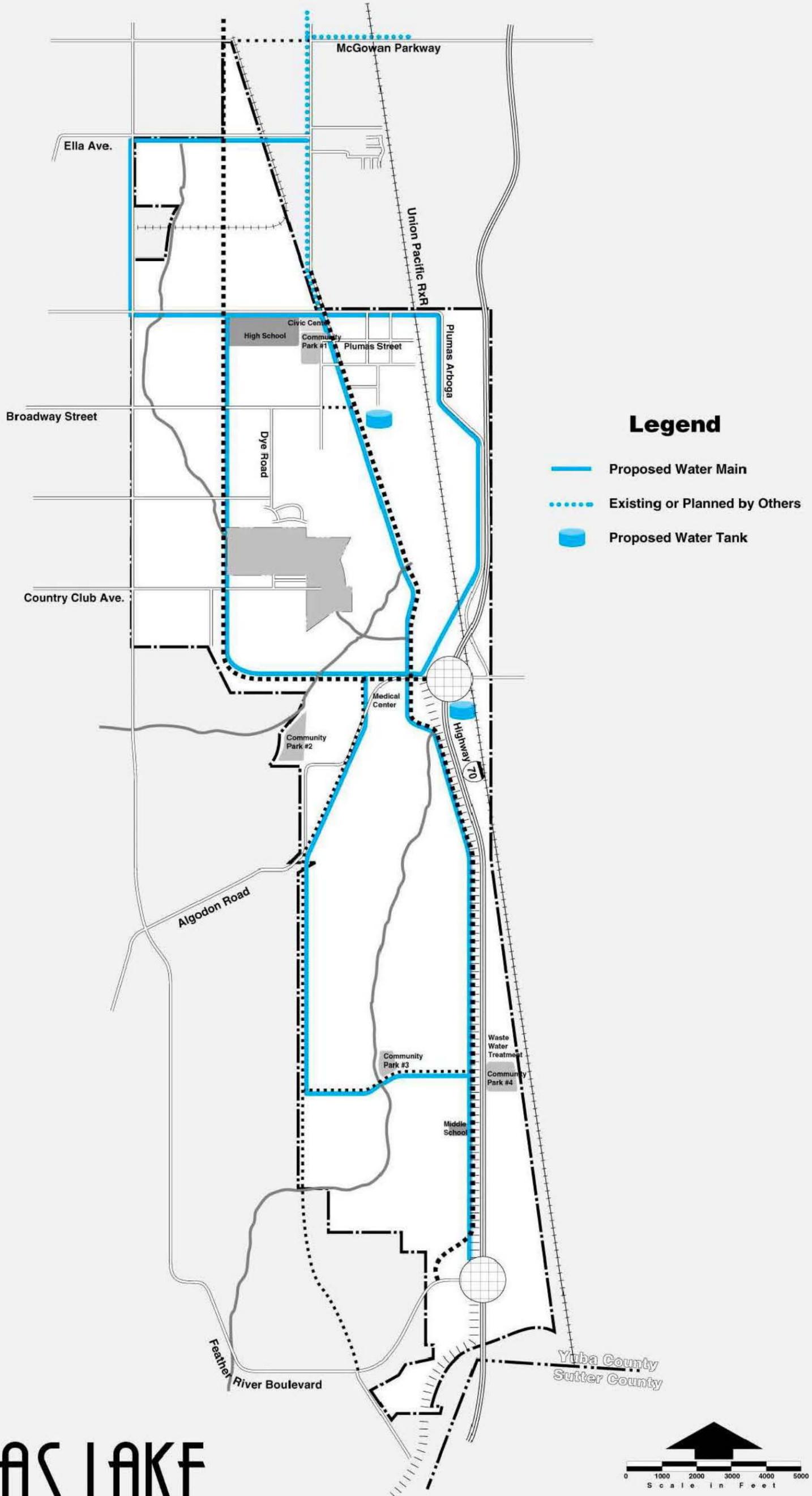
To Star Bend

Figure 4.2.2

PLUMAS LAKE
SPECIFIC PLAN



Wastewater



To Star Bend

Legend

- Proposed Water Main
- ⋯ Existing or Planned by Others
- Proposed Water Tank

Figure 4.3.2
PLUMAS LAKE
 SPECIFIC PLAN


 0 1000 2000 3000 4000 5000
 Scale in Feet
Water

Water System

The Plumas Lake Specific Plan is currently within the Spheres of Influence of two water purveyors, the Olivehurst Public Utility District on the north and the Plumas Mutual Water Company in the central portion of the Plan area. OPUD currently serves its customers through a grid of water mains and wells in the developed lands to the north of the Plan area. The Plumas Mutual Water Company is a much smaller district and provides only irrigation service.

OPUD maintains a number of existing wells which generate between 1000 and 3000 gallons per minute (gpm). The district currently has a waiver on meeting State water quality standards on their existing wells. The problem stems from high concentrations of iron, manganese and hydrogen sulfide in the groundwater. In general, this problem is less prevalent in the south of their service area as it approaches the Plumas Lake Specific Plan. The two wells currently serving the existing Plumas Lake Golf Course meet water quality standards without wellhead treatment. All future wells will have to meet State and EPA water quality standards.

In serving the Plumas Lake Specific Plan area, OPUD does not have any plans to include surface water supply in their system, although they have surface water rights to the Bear River. To utilize this source, OPUD's existing water system would have to be redeveloped for larger water distribution mains to accommodate a single source.

Consideration of the provision of public services such as domestic water, and efficiency in the service areas for special districts is legally the responsibility of the Local Agency Formation Commission (LAFCO). The Yuba County LAFCO is comprised of a Board made up of representatives of local elected governing bodies of the two cities and the county. It is independently responsible for carrying out the mandates for the Commission established under State law. It is beyond the legal responsibility of a County sponsored Specific Plan to require certain actions by LAFCO, however, well established engineering principles have guided the plan for an adequate water supply and delivery system which is proposed. These principles dictate a consistency in the approach to system development and the need for integrated, looped water lines which meet fire flow requirements and other standards. For this reason, it is assumed in this Plan that political reorganizations involving the Districts providing water service will occur under the authority of the LAFCO process. A single water purveyor having the capability to assume responsibility for operation of the entire system is necessary. For purposes of this Plan, OPUD is assumed to be that district.

Proposed Water System Improvements

The primary infrastructure for the planned water system has four components: water supply through a system of wells, water treatment, storage and distribution. OPUD will be responsible for the operation of new wells and water main facilities within the Plan area. The district will accept new wells provided on a project-by-project basis by developers within the Plan area. For each project, either multiple wells or wells with connections to the existing distribution system will be required to provide for redundancy in supply.

New wells will be required to meet State and EPA standards for water quality. This may require wellhead treatment of supply. Table 4.3.1 reveals the domestic water demand rates and fire flow conditions for each use proposed in the Plan.

Table 4.3.1 Water Demand Rates

Land Use	Demand Rate/Acre	Fire Flow
Low Density Residential	6 gpm	1500 gpm
Medium Density Residential	12 gpm	1500 gpm
High Density Residential	15 gpm	1500 gpm
Commercial/ Office	12 gpm	3500 gpm
Business Park/Warehousing	12 gpm	3500 gpm
Golf Course/ Park	19 gpm	n/a
Schools	5 gpm	3500 gpm
Medical	50 gpm	4500 gpm

All distribution lines capable of 50 psi minimum, 20 psi residual with fire flow.

Low and medium density residential rates are calculated on the basis of 3 gpm per unit.

Other factors based upon OPUD district engineer, Sacramento County factors and empirical data.

Water storage to meet fire flow requirements will be necessary. This requirement will be met through the use of storage tanks and, to some degree, well capacity. For the Plan area, two 0.8 million gallon storage tanks and approximately 21 wells have been estimated as necessary to fulfill the maximum day demand and fire flow requirements for the uses pro-

posed. Potential tank site locations are shown on Figure 4.3.2. These locations should be considered preliminary.

The nature of the water system with the lack of a single point source precludes the need for a system of very large diameter pipelines. However, a grid of looped waterlines will be necessary to provide minimum fire flow conditions and to service some of the smaller parcels where on-site wells are not practical. As development proceeds, projects will be linked together at their boundaries. The backbone of the water distribution system will be an 18 inch water main from the Plan's southern boundary near the Bear River to the Plan's northern boundary near the Union Pacific Railroad near East Arboga Road. Here the water main will tie into an extension of the existing 12 inch line at the intersection of Arboga Road and McGowan Parkway. As shown in Figure 4.3, other distribution mains will be installed in major arterial roads to facilitate fire flows. Minor extensions off of the backbone system will be determined on a project-by-project basis and sized at that time depending upon adjacent land uses, densities of development and the location of wells and storage tanks in the area.

Electric and Gas Services

These services are provided by the Pacific Gas and Electric Company within the Plan area as they are in all of Yuba County. PG&E has two electric substations in the vicinity of the Plan. Planning issues related to these services involve two major areas. One is the location of potentially negative utility and transmission facilities and the other is conservation programs to reduce energy consumption and costs to future residents and businesses.

Facilities

The northerly substation in the Olivehurst area has sufficient capacity to serve a significant portion of planned growth. The second substation which is located in the immediate vicinity of the planned interchange in the central portion of the Plan is designed to serve agricultural users and would not have capacity suitable for the balance of development within the Plan area. At some point during the buildout of the Plan it would be necessary for PG&E to either upgrade one of its existing facilities or develop a new one. Should it be decided that a new facility is necessary within the Plan area, it is advisable for the utility company to consult with the Yuba County Planning office at the earliest opportunity over siting decisions so that a minimum of conflicts arise with adjacent uses. In general sites in either

4.4 Electric and Gas

business park or open space areas would be preferred to those having close proximity to residential areas. Sites along arterials should also be avoided. If future substation locations are found which may have negative visual effects, the facility should be designed with ample area for landscape screening and buffering.

An existing major electric transmission line transects the Plan area in its most northerly region. Residential parcels abutting this facility should be designed to have excess depth or an intervening road or open space to provide some separation from residential structures. In general, such structures should not be located closer than 60 feet to the right-of-way.

It is anticipated that all other electric and gas services and distribution lines in new development will be placed underground in accordance to Public Utility Commission (PUC) rules. Some existing above-ground electric services exist in the Plan area to serve existing rural developed properties. These facilities may become unsightly elements in the streetscapes over time. PUC Rule 20 requires Public Utilities to administer a fund for the conversion of existing above-ground facilities to underground ones as funds become available. As of 1992, Rule 20 funds for all of Yuba County amounted to approximately \$400,000 annually. While specific state guidelines exist, the County could consider taking the official position that a priority exists within the Plumas Lake Specific Plan area for their use. To the extent that funds may be expended in the Plan area they would not then be available for undergrounding projects in other parts of the County.

Energy Conservation

Both the State and PG&E have been active in promoting energy conservation through a variety of programs and regulatory standards. Title 24 of the State Administrative Code sets minimum energy standards into building codes. Other programs are being developed for new development and take advantage of emerging technologies or marketing trends, or are specifically designed to provide housing which exceeds Title 24 standards. Considering the long-term buildout of the Specific plan and the likelihood of changes to existing programs or new opportunities for conservation that are impossible to foresee, it is difficult to adopt any one approach in this Plan. However, it is the intent of this Plan that one or a combination of a number of proven techniques be applied in new development in the Plan area. As of 1992, some of the programs which might be considered include the following.

California Comfort Home Program

A program administered by PG&E providing cash incentives for employing a combination of architectural, landscape and rated appliance measures to improve energy conservation 10-30% above Title 24 requirements. In general these measures involve solar orientation of rooms, shading through the use of overhangs and landscaping and use of Seasonal Energy Efficiency Ratio (SEER) rated appliances. An application for each model or custom home is required prior to construction for eligibility.

California Home Energy Rating System (CHERS)

The CHERS program is presently a pilot program which provides additional incentives for residential projects. It is expected to be more generally available in the future.

Performance by Design

A program of cash incentives administered by PG&E as of July 1, 1992 for commercial developments which exceed Title 24 requirements. The program will be in effect at least through 1995. It provides cash incentives related to peak and non-peak energy reductions. Requires application to PG&E prior to construction.

Gas-Powered Vehicles

PG&E currently has natural gas conversion kits for private vehicles. This emerging technology may have more general usage in new vehicles in the future. One limitation at present is the scarcity of refueling stations. Compressors providing slow-fill fueling stations in the garages of private residences can conveniently be constructed and plumbed at the time of construction of the unit. The compressors need to be installed outside of the structure for ventilation and to meet AGA standards but can be served off of standard residential meters. As of 1992 the cost of such installations was approximately \$3500 per unit.

At the time of application for design review for a project of more than 10 units, the County shall require the developer to submit an Energy Conservation Plan. The plan shall describe the techniques and programs to be employed in the development of the project to achieve energy conservation. These may include the intent to make application for a program administered by PG&E, the techniques used in the architecture of the homes, the elements of the landscape program designed to enhance energy conservation, or the employment of features such as gas appliances or gas vehicle fueling equipment that is proposed to be carried out.

Storm Drainage

The Plumas Lake Specific Plan lies entirely within Reclamation District No. 784. The District has historically maintained a system for collecting and discharging drainage water into the adjacent rivers. Reclamation District facilities consist of a series of drainage canals which lead to four locations where pumping plants are used to discharge storm drainage over levees and into the Feather and Bear Rivers. Two of these pumping stations also have gravity flow pipes which operate under low river flow conditions. To supplement the pumping stations, the District relies on storage to manage peak flows during periods of intense rainfall.

The Plumas Lake Specific Plan area is located in the southerly and easterly portion of Reclamation District 784 and as such is subject to receiving much of the drainage that is generated upstream of the planning area. It is therefore necessary to look at the entire Reclamation District, both under existing conditions and under projected development conditions, in order to develop comprehensive plans in order to identify regional storm drainage facilities.

Three canals serve as the main conveyance to points of discharge into the Feather or Bear Rivers. These canals are designated as Lateral 15/Algodon Slough, Lateral 13 and the Lower Clark Slough. Lateral 15, a man-made channel, extends from West Linda south to pump #1 at the Plumas Lake Canal where drainage is pumped up into the Algodon Slough and south to the Bear River where it terminates at Pump No. 6. Lateral 13 serves the central area of the district north of Plumas Lakes Golf Course to Murphy Road. Lateral 13 is also referred to as the upper portion of Clark Slough and is a historic natural drain serving the area. The alignment and channel have both been altered to increase drainage capacity, but the basic alignment remains in its original location. Lateral 13 confluent with the Plumas Lake Canal at the Plumas Lakes Golf Course. The Plumas Lake Canal is an old natural slough which has a meandering alignment. Plumas Lake is best described as a low area subject to flooding during periods of heavy rain when the Plumas Lake Canal overflows its banks. Prior to the drainage improvements and levee systems that now exist, flooding in the area was very common. The third main drainage canal is the Lower Clark Slough. This drainage canal begins just south of the Plumas Lake Canal and runs south to the Feather River at Pump No. 2. Runoff from the southern

portion of the Specific Plan area is directed to the Lower Clark Slough via laterals 16 and 5.

The Reclamation District has several methods of diverting runoff water from one of the three main laterals to another. This allows management of drainage flows for the most effective of drainage water from the District.

FEMA Flood Hazard maps

The Plumas Lake Specific Plan area possesses both Zone A and Zone B designations on the FEMA Flood Hazard Maps. Zone B areas are defined as those areas situated within the limits of the 100-year to 500-year flood plain, or areas protected by levees from the base flood; or certain areas subjected to the 100-year flood with average depths of less than one foot or where contributing area is less than one square mile. Zone A is defined as the areas of 100-year flood base elevations and flood hazard factors not determined.

The Reclamation District's experience indicates that much of the Zone A areas are subject to frequent flooding and have effectively become natural storm water detention areas. The finished floor elevations of proposed improvements shall be constructed at an elevation above the 100-year flood plan or certified to be protected in accordance with program requirements administered by Yuba County.

Proposed Improvements

The proposed system combines the use on-site, off-site and linear detention; and conveyance improvements; underground storm drain pipes, channel improvements and discharge pumps to provide a phasable plan consistent with the anticipated Master Drainage Plan for Reclamation District 784. Improvements were sized and located in order to provide phaseability, to limit significant modification to the existing drainage channels and to reduce the amount of off-site detention required. The desired to avoid modification of existing channels was driven by the need to phase improvements and to avoid potential wetlands. Detention facilities, drainage shed modifications, and drainage diversions were used, where possible, to limit developed runoff quantities to existing levels in the existing channels. Figure 4.5.1, the Drainage Diagram, shows the conceptual plan for drainage improvements within the Plan area. The policies and standards for specific development with the Plan are provided in Chapter 2.

Northern Plan Area: A detention Pond will be located along side the upper portion of the Clark Slough (Lateral 13). The capacity of the detention pond required for the Specific Plan Area is estimated to be 40 acre-feet, however the basin area should be capable of greater storage which will likely be required to mitigate runoff from areas north of the Specific Plan Area. A control point for runoff is Lateral #13 at The Plumas Lakes Golf Course. To help maintain existing runoff quantities at this point, drainage to the west of Lateral #13 will be directed to the eastern boundary 300 foot wide buffer, and south to the Plumas Lake Canal. The drainage shed located to the east and north of the golf course will be partially diverted east and south via storm drain pipe to the Plumas Lake Canal. The existing inundation area located to the east of Lateral #15 will continue to be used and will be expanded in volume to 900 ac-ft. The basin may be simultaneously reduced in area provided the necessary volume is provided.

Central Plan Area: Improvements in the central plan area consist of channel improvements and off-site detention. This area is subject to periodic flooding and as such for development to occur in this area, significant channel improvements will be required. The size and location of these channel improvements will need to be evaluated on a project by project basis and must be consistent with the Mater Drainage Plan. The resulting channel efficiency and reduction in storage volume will ultimately require off-site detention near pump #3 at the Feather River. Currently, storm water is detained on lands near pump #3 and along the banks of the Plumas Lake Canal. As development occurs, the capacity of these areas will be reached at which point improvements will be required to increase the total off site detention capacity to approximately 100 acre-feet. The timing and location of these improvements will be dependent upon the intensity of upstream development. Therefore, it will be necessary to evaluate the impact on detention storage caused by each development as it is proposed. Additional storage may be required to reclaim land currently within the existing floodplain, which cost may be borne by the properties benefiting from such development.

Southern Plan Area: Improvements in the southern plan area consist of drainage shed modifications, storm water diversions, direct pumping and linear detention. The linear detention facility will be located along the western boundary of the south plan area and will be incorporated into the 300 food wide buffer. Discharge from the southern area will be limited to

existing flows at an outfall structure just downstream of the confluence of the linear detention facility and lateral #5. During major runoff events, the resulting backwater will be contained in the linear detention basin (estimated capacity of 280 ac-ft.). Drainage from the southern area will be directed to the linear detention facility via underground storm drains and via diversion structures from lateral #16. Division structures will be provided from Lateral #16 to the linear detention facility such that the existing capacity of Lateral #16 is not exceeded.

The triangular portion of land located to the east of Highway 70 and east of the Southern Pacific Railroad levee will drain into the Algodon Slough during non-flood periods, however a secondary means of draining the area or on site storage for the 100-year storm will need to be provided during flood stages in the Algodon Slough (approximately 100 ac-ft.) A possible secondary drain would be the direct pumping of runoff into the Southern Pacific Canal or Bear River. The ability to drain this area is contingent upon the upstream drainage improvements which will provide capacity in the Algodon Canal.

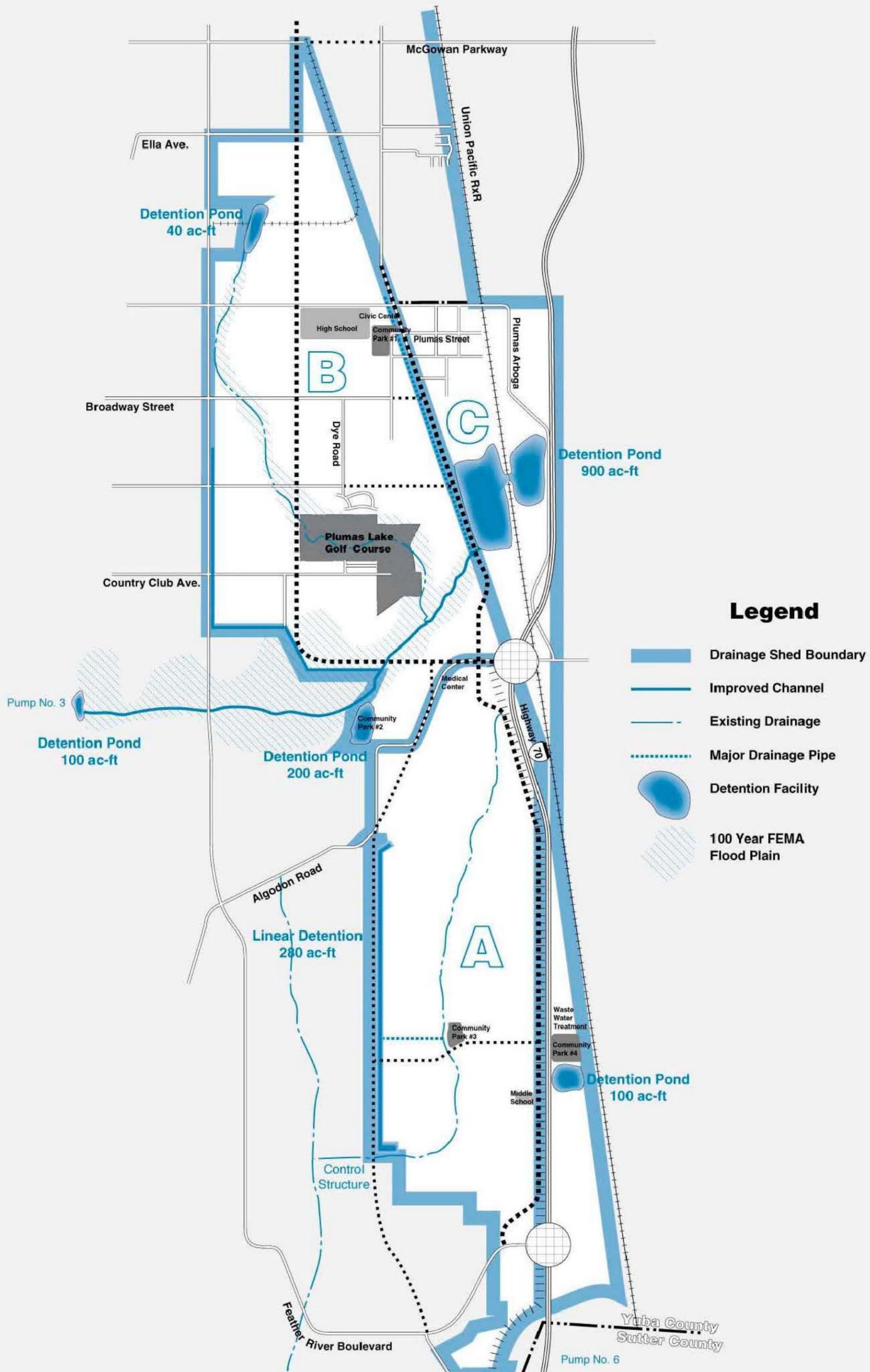
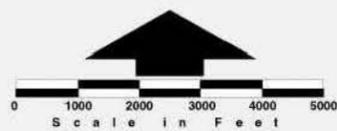


Figure 4.5.1

PLUMAS LAKE SPECIFIC PLAN

Drainage



5 Implementation

5.1 Relationship to Zoning Ordinances

Applicability of Zoning

As with other Specific Plans within the County of Yuba, the adoption of this Plan provides a level of control and flexibility which is comprehensive and which makes the use of traditional zoning tools unnecessary. The entire Plan area shall be zoned "Planning Reserve" to reflect the existence of the Specific Plan and to avoid any ambiguity over standards. The applicable standards and policies for the Plan area shall include this Specific Plan, the Design Guidelines and Financing Plan, any applicable Development Agreements which may be entered into, and the conditions imposed upon subsequent entitlements such as tentative subdivision maps.

5.2 Park Dedication

Parks and Recreation Implementation

§11.15.661 of the Yuba County Code establishes a requirement for parkland dedication or in-lieu fees for that purpose. These requirements are imposed at the time of the subdivision of land into residential parcels. The ordinance also provides that any special requirements contained within adopted specific plans prevail over the general provisions of that code section.

For purposes of implementing the requirements for 5 acres of parkland per 1000 population contained within this Plan, §11.15.661 is hereby incorporated by reference, subject to the following modifications.

Credits for Private Recreation

As discussed previously, any private parks and recreation facilities provided by a developer for the common use of residents within a project may be credited up to 50% of the land required for public park and recreation purposes under §11.15.661. In applying such credits, the approving authority shall find that the private facilities are in conformance to this Plan and the applicable provisions of the County General Plan, and are of reasonable general benefit to the residents of the project in which they

are located. If recreational facilities are of limited benefit, the approving authority, at its sole discretion, may credit the development with some percentage less than 50% depending upon circumstances.

The dedication of parkland and or the payment of in-lieu fees shall be made to the Olivehurst Public Utility District (OPUD) or in the event of OPUD's inability to accept such lands or fees, to the County of Yuba. Prior to the approval of any Final Subdivision Map for residential purposes or prior to the issuance of any Certificate of Occupancy for any residential building permit on a parcel for which no parks dedication or in-lieu fee has previously been imposed, the developer shall enter into an agreement with OPUD, in a form satisfactory to OPUD, which sets forth the specifications and timing of dedication or payment. Notice of the acceptance of said agreement shall be provided to the Planning Department by OPUD within 10 days of execution. Following receipt of said notice, the County may proceed with recording of final maps and issuance of Certificates of Occupancy.

Other Credits

Credits for improvements to dedicated park sites authorized under §11.15.661 (g) shall not be granted within the Plumas Lake Specific Plan. Parkland which is dedicated shall be provided with improved access including paved roads, curb, gutter, sidewalk and utilities as required by the standards for road improvements contained within this Plan for any parcel of land created by a valid subdivision map. Credits for actual park improvements including landscaping, irrigation systems, sports fields or equipments, lighting, on-site parking or public rest rooms or other structures shall be allowed.

Limitations on Credits

Recreation needs are served in this Plan through a system of neighborhood parks and community parks having different functions as discussed in Chapter 3. Where credits are granted for private recreation and the dedication and/or improvement of neighborhood parks, it shall not exceed 75 % of the total obligation for parkland or in-lieu fees. The remaining 25% shall be considered the development's responsibility to the community park program. This responsibility may be met only through the payment of in-lieu fees or the actual dedication or improvement of one or more of the planned community park sites.

Development Staging

Because of the size of the Plumas Lake area and the time which must pass for the market to absorb the development, it is anticipated that full build-out of the Plan will not occur until well beyond the year 2000. Improvements necessary to support the ultimate development will also be staged over time. These include water and wastewater treatment systems, major roads and interchanges, schools and other public improvements.

It is impossible at the initial stage of planning that this Specific Plan represents to accurately foresee the nature or sequence of the staging of development. However, the planned Specific Plan infrastructure can be seen to consist of individual components of road sections, utility lines, and other facilities which have given capacities and general service areas. It will be necessary during the review of component subdivisions and other development projects for the County and special districts such as OPUD to relate those proposals to remaining capacities of existing infrastructure and to planned infrastructure. At the time of review of these projects the elements of planned infrastructure necessary to support the individual project must be identified and financing mechanisms established or modified to carryout the facilities at the time that they are needed.

Enforcement of Standards

No development shall commence, nor any building or public improvement constructed, unless it is in conformance to this Specific Plan. The requirements embodied in this Plan as to land use, density, design and other development standards shall be enforced by the Director of Planning and Building Services of Yuba County and by any approving authority for any required entitlement. Compliance with the architectural programs and illustrative plans depicted in this Plan shall be subject to the interpretation of the Director of Planning and Building Services who shall be guided by reasonable flexibility in finding compliance with the architectural concept and level of quality of development. Architectural illustrations shall not be construed as specifying final materials, architectural style nor other precise elements of design.

Public Services Financing

Appendix 2 contains an overview of the options available for public financing of major facilities necessary to carry out the Plan. The actual steps taken to fund and construct public improvements will follow negotiations between the developers of portions of the Plan and the public agencies

**5.3
Development Staging**

**5.4
Enforcement**

**5.5
Public Financing**

involved. Mechanisms employed will be determined through consideration of financial market conditions and will be guided by the goals of security and obtaining the most favorable terms for the ultimate consumers of housing and other products of the Plan.

**5.6
Plan Administration**

Administration of the Plumas Specific Plan

The Plumas Lake Specific Plan will be administered over time by the County of Yuba and particularly the Department of Planning and Building Services. As with other policy documents adopted by the County, the interpretation of the policies and intent of the Plan will be made by the Director of that department, subject to possible modification by the County Planning Commission as need may arise.

Amendments to the Plan shall be permitted without limitation, however, the County shall ensure that the underlying goals of the Specific Plan are not violated by such amendments.

It is anticipated that many, if not all, land owners and developers within the Plan will wish to enter into Development Agreements to carry out certain aspect of their projects and to make commitments as to performance and schedules. Notwithstanding any other provision of this Specific Plan, development agreement means a development agreement as provided by Government Code §65864 to §65869.5 or other form of document, agreement, or condition(s) as may be desired at the discretion of the County of Yuba.

**5.7
Design Review Process**

Design Review Process

Community aesthetics are considered to be an important component to the success of this Plan. The maintenance of a minimum level of quality in architecture and development helps to promote civic pride and maintains property values. For these reasons a process for the public review of designs of certain kinds of development is hereby established. The Guidelines are primarily intended to be used in that review.

Projects for Which Design Review is Required

Where the following types of projects are proposed within any land use district of this Plan, a review of the proposed site plan and preliminary architectural plans is required pursuant to this Section prior to the issuance of building permits for the project.

- Commercial, industrial, office or private institutional buildings or groups of buildings, or additions to such buildings designed as a single project where the total gross floor area of the new construction or addition exceeds 1000 square feet.
- Multi-family residential or half-plex buildings or groups of buildings designed as a single project where more than 5 dwelling units are proposed.
- Single family production housing proposed within a single neighborhood which exceeds five dwelling units constructed more or less concurrently.
- Public utility structures such as electrical substations and transmission towers in excess of the maximum height restriction of the land use district.
- Proposed public schools and other public buildings except that such review shall be considered non-binding upon the school district and that the application fees for design review shall be waived.

Application Requirements

Applications for Design Review shall include a site plan and preliminary landscape plan, drawn to scale and in sufficient detail to show the location of all proposed buildings, parking facilities, and landscape areas in relation to all parcel lines and surrounding structures within 10 feet of the property line. Preliminary elevations of all four sides of proposed building types and typical sections of fences and walls shall be provided. Perspective renderings may substitute for elevations of any given exposure. The Planning Director may require that sample materials for exterior color, glazing, masonry or roof material be submitted. All applications for design review shall be accompanied by a non-refundable filing fee in an amount established by the Board of Supervisors for such review.

Design Review Committee

The Board of Supervisors shall appoint five members to a Design Review Committee which shall be responsible for the approval of Design Review Applications. Membership shall be for one year terms but incum-

bents may be reappointed by the Board of Supervisors for an unlimited number of consecutive terms. A minimum of three members of the Committee shall demonstrate a combination of technical knowledge, training or experience in design-related fields. Practicing architects, urban planners, landscape architects, and civil engineers shall be considered otherwise qualified to membership for one of the three technical seats. Artists, art teachers, and art or architectural historians may also be appointed to serve on one of the three technical seats. The remaining two seats on the Design Review Committee shall be appointed by the Board of Supervisors from residents of the Plumas Lake Plan area without respect to technical qualifications. In the event that an insufficient number of technically qualified persons or areas residents can be found to serve on the Committee, the Board of Supervisors may make appointments of any person it deems qualified and interested.

In order to facilitate consistency in the largely subjective process of design review, the Design Review Committee may adopt policies over time which do not conflict with the provisions of this Plan nor its Design Guidelines. Such policies may not act to hinder the provision of low and moderate income housing, however, through the adoption of minimum floor area standards or other general standards which are not directly related to architecture or design. The Committee may recommend amendments to this Plan or the Design Guidelines which shall be referred to the Board of Supervisors for consideration of funding and further direction for processing.

Approvals

The Design Review Committee shall consider applications for development subject to its review at a regular meeting at a time and place to be determined. Although approval shall not require a public hearing pursuant to §12.10.120 of the Yuba County Code, all items shall be noticed in a newspaper of general circulation and agendas made available to the public at least 7 days in advance of the meeting. No other notice of scheduled items shall be required.

The Design Review Committee may approve, approve subject to conditions, or continue scheduled items brought before it for consideration. In the case of projects which require other approvals from the Planning Commission or Board of Supervisors, its action shall be a recommendation to that other body. In cases where its action represents the final approval prior to issuance of building permits, the decision shall be final unless

appealed to the Board of Supervisors in accordance with §12.10.160 of the Yuba County Code. In addition to the normal avenue of appeals, the Board of Supervisors by its own initiative upon a motion passed at any regular or adjourned meeting, may schedule a review of any action by the Design Review Committee. At such a review the Board of Supervisors may reaffirm, modify or invalidate any action taken by the Committee.

Because design review is not an entitlement for use, the Committee shall not normally deny a project for which design review is required. However, if the Committee has considered three or more modifications or alternative designs to a given project and it is still unable for approve the proposal, the application shall be considered denied and a new application shall be required together with the normal application fee. Approvals shall expire 24 months from the date of final action unless the project is substantially commenced prior to that date. The Planning Director may extend the approval for a period not to exceed 90 days.

Minor Approvals and Appeals

For developments or additions to existing developments which do not require design review by reason of their size or type and for minor modifications to approved projects, the Planning Director shall make an informal review of building permit applications and may require additional exhibits or plans to ensure compliance with this Plan and the Design Guidelines. Any appeal of the Planning Director's decision on such minor proposals may be appealed by any aggrieved party to the Design Review Committee. In these cases an additional notice to the appellant shall be provided at least 7 days prior to the matter being considered by the Design Review Committee.

General Development Review Process

The Plumas Lake Specific Plan recognizes the statutory responsibility of the Planning Commission and its experience in the review of subdivisions and matters of land use. It anticipates that another special expertise in the review of architecture and landscape plans will be found in the Design Review Committee and that both the Planning Commission and Design Review Committee are responsible to the Board of Supervisors who must ensure that its land use and development policies are carried out in a consistent fashion.

Where a development project requires design review and also requires some other type of discretionary approval such as a tentative subdivision map or Conditional Use Permit for which a another body has approving

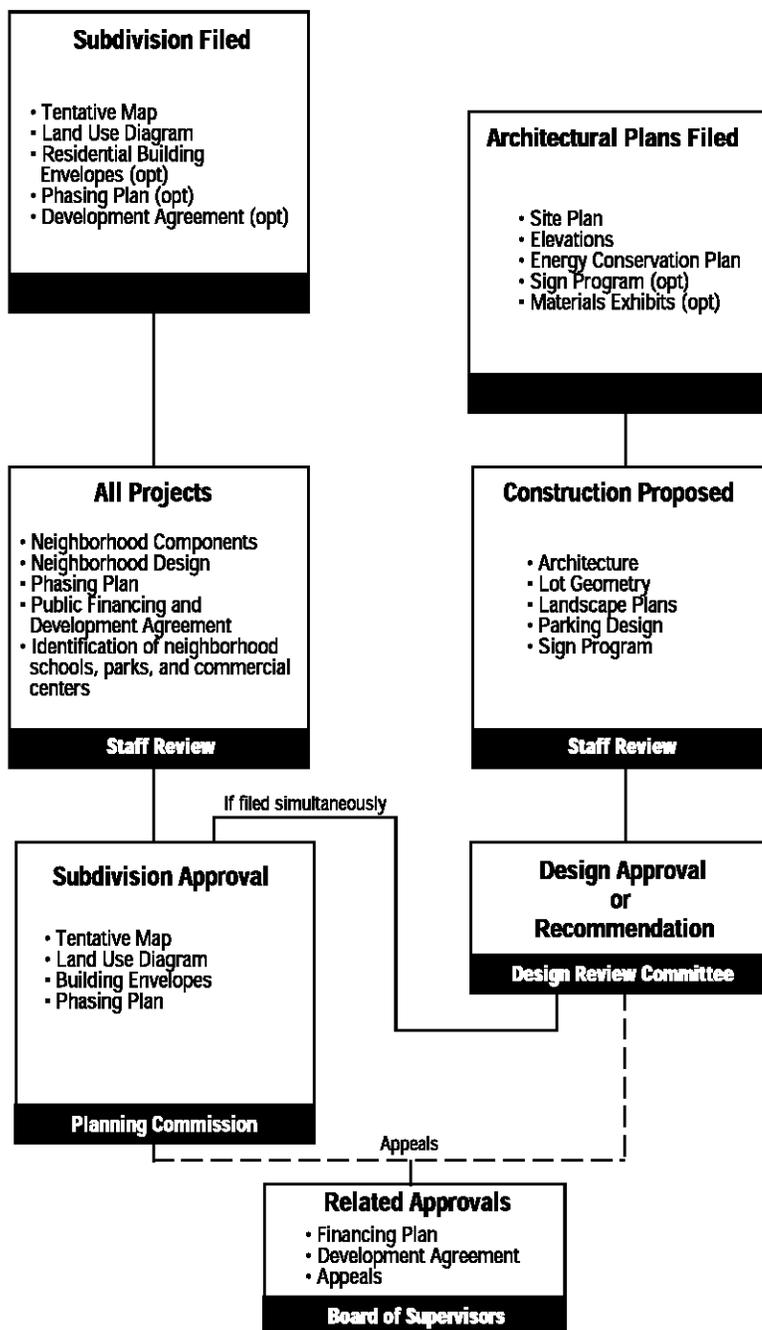
5.8 Development Review

authority, the Design Review Committee may first conduct a review of the proposal. It shall make recommendations to establish conditions of approval which shall be transmitted to the approving authority for their information. The approving authority shall defer on matters of architectural design to the action of the Design Review Committee but shall

exercise independent judgment within its authority as to use, subdivision design or other matters.

In general, where multiple applications may be required, the staff and various committees and commissions shall expedite its review and approval process so as to minimize any unnecessary delays in processing. A diagram of the overall flow of development review is presented in Figure 5.8.1. It should be noted that the design review process shown on the right side of the figure need not necessarily occur at the time of subdivision. However, where construction of homes and other buildings will be carried out by the subdivider, it is strongly encouraged that all applications be filed simultaneously and reviewed in a coordinated manner.

Figure 5.8.1
Development Review Process



Special Case: Development Agreements and Public Financing

By law, only the Board of Supervisors can enter into Development Agreements, issue bonds and adopt development fees. These are potentially necessary measures in order to ensure the implementation of this Plan and to carry out developments which may have been approved by the Planning Commission or Design Review Committee. In carrying out these measures, the Board of Supervisors may modify the approvals of other bodies which had been delegated the authority either by this Plan or by ordinance of Yuba County, to approve tentative maps, plans or other applications. The Board may, at its sole discretion, refer such modifications back to the original approving authority for review and comment prior to final action.

Environmental Determinations on Subsequent Projects

In accordance with §65457 of the Government Code, any residential project which is consistent with the provisions of this Specific Plan is exempt from the provisions of the California Environmental Quality Act (CEQA). This means that no further review of environmental requirements for such a project will occur unless an event such as described in §21166 of the Public Resources Code requires the preparation of a supplemental EIR.

The Design Review Process described herein, is the application of the policies and Design Guidelines adopted as part of this Plan. Since no land use discretion is involved and an application cannot be denied, it is found that the Design Review Process is ministerial in nature and complies with the provisions of §15268 of the Administrative Code (CEQA Guidelines). Applications for design review are, therefore, exempt from the provisions of CEQA and no further environmental document shall be prepared.

For all other forms of projects permitted by the Specific Plan including commercial or industrial subdivisions, an initial study shall be conducted and an appropriate environmental document shall be prepared as required by CEQA.

Design Guidelines

A-1.1

General Purpose of Design Guidelines

General Purpose of the Design Guidelines

These Design Guidelines are presented as an integral part of the Plumas Lake Specific Plan for use by persons, organizations and public agencies in planning and carrying out developments within the Plan. Within the Guidelines is found the general blueprint for development decisions affecting the siting of buildings, landscaping, parking and other design details. The Plan also establishes a process for the architectural review of proposed development of certain types by the County of Yuba in order to assure a compatibility of design, maintenance of a level of quality of development and compliance with the goals and policies of this Plan. The Guidelines are intended to be flexibly applied so that the creative process of design professionals engaged in the development of specific parts of the Plan can be fully realized within this general framework.

All development which follows the adoption of the Plumas Lake Specific Plan will be judged as to their consistency with the Plan and secondarily as to compliance with these Guidelines. Where design review occurs, the approving authority for Yuba County will apply the Guidelines, not with the force of law, but rather, as a guideline intended to firmly steer development in predictable directions. Judgment shall be retained by the approving authority as to whether a particular situation merits strict application of the rules and standards contained herein or whether deviation may be warranted. In applying this judgment, no specific development project nor portion of the Plan shall be entitled to a special privilege, lessening the achievement of the overall level of quality which the entire Plan area enjoys.

Sketches and illustrations that appear in these Design Guidelines are to be considered typical of the features illustrated but not as precise designs. Where dimensions are given they may be considered as general minimums to be reduced by approval of the Design Review Committee when the Committee finds special circumstances in the particular situation under review.

A degree of overlap in the application of these guidelines may occur on a single project having more than one type of approval. For example, the Planning Commission, in conducting a hearing on a Conditional Use Permit, may review a site plan and building design in their determination of whether a particular use should be allowed in its proposed location.

PLUMAS LAKE SPECIFIC PLAN REPLACEMENT PAGE

APPENDIX 1: DESIGN GUIDELINES

Generally, in such circumstances, the Planning Commission shall defer to the Design Review Committee on questions of architectural suitability, finish and quality of buildings and other aesthetic, structural considerations. Similarly, the Design Review Committee shall not question the appropriateness of the use of buildings and improvements nor shall the design of subdivision improvements, road configuration nor the provision of open space parcels be of issue with the DRC.

A-1.2 Single Family Residential

Single Family Residential The standards for the siting of buildings and determining lot geometry in the single family neighborhoods will be determined by the type of residential product which is anticipated to be built upon the lot in question. Conversely, once a lot of a particular shape, width, depth or other dimension is... *(Continued on page 101)*

Table A1.2.1 Residential Lot Geometry

Product type		Minimum Lot Depth*	Minimum Lot Width	Maximum Height	Building Separation	Combined Side Yards	Amended
Single family detached	2-car garage, front yard	90	60 50	36	6	10	Resolution 2003-154
Single family detached	2-car garage, rear yard	105	55	36	6	10	
Single family detached	3-car garage, front yard	100	70	36	6	10	
Single family detached	3-car garage, rear yard	105	60	36	6	10	
Single family detached	Alley access	90	50	36	6	10	
Single family detached	"Zero" Lot Lines	90	50	36	6	10	
Single family detached	Corner	100	75	36	6	15	
Single family attached or Multi family	Half-plex	90	40	36	n/a	5	
Multi family	Multi-family structure	120	100	36	20	10	

* As measured from the back of easement. (1/2 ft from back of curb per Public Works)

created, its use may be limited for development of types of housing products which require a size or configuration of lot which is larger than the one for which it is contemplated. The general setbacks and other limitations for lots to be developed by various residential products is described in Table A-1.2.1.

Building architecture in single family production neighborhoods should reflect a blend of the compatible use of materials, combinations of colors, and architectural style with variety in setbacks and articulation of wall surfaces and roof lines. The repetition of simple roof lines on uniform setbacks and the dominance of large front-oriented multiple car garages on narrow lots are perhaps the two structural elements that most detract from pleasant and interesting neighborhoods. Architectural trim elements around windows, doors and defining building waist bands should be continued on side and rear elevations which are visible from public vantage points. The degree of architectural detailing and finish shall generally be consistent throughout a production housing project from the least expensive to the most expensive unit.

Architectural Guidelines for Single Family Residential

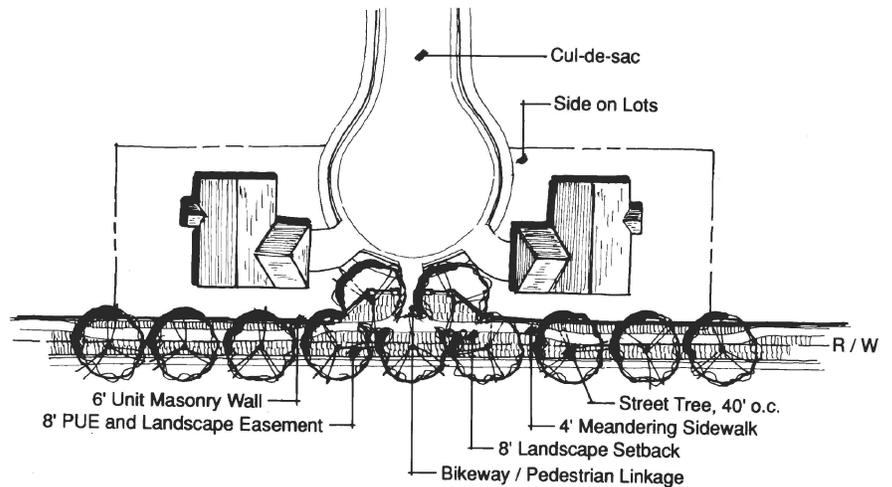
1. Architectural design of all structures should consider the site on which buildings are constructed, their relationship to other structures in the area, climate orientation and natural vegetation.
2. Natural materials such as wood, masonry, stucco, stone and terra-cotta are encouraged. Finish colors should be textural in nature, primarily natural tones, with accent trims on building openings and indentions.
3. Overall height of any single family residence shall not exceed thirty-two feet (36') except where cupolas, chimneys or other architectural features are used. Architectural projections into side yards may not exceed 2 feet.
4. Where rear facades of residential structures face a public open space or golf course or are visible from public roads or paths, that facade should incorporate some of the same design elements as were used on the front of the house, such as window treatments and trim bands.

5. Walls of buildings should have varied forms that provide visual interest and create texture, shadow patterns and avoid uninterrupted planes.
6. Trim materials should be a minimum of three (3") in width and substantial thickness to create shadow patterns. Interesting window treatments are encourage particularly on facades which face pedestrian and vehicular corridors.
7. Attractive attic and foundation vents, consistent with the architectural style should be used in all cases. Plant shelves are encouraged.
8. All roof flashings, gutters, downspouts and other related materials should match adjacent materials and surfaces.
9. Openings in buildings should be designed using architectural enhancements, indentations, roof variations and ornamentations.
11. Roofing materials are encouraged to be clay tile, concrete tile, fire retardant cedar shake or slate. Other materials, such as composition shingles will be considered, if muted colors are used and enough variation of color or texture is incorporated.
12. All mechanical equipment that is part of the residence, including cable boxes and electrical equipment shall be screened from view from any vehicular or pedestrian corridor, in all residential areas. No roof mounted equipment is allowed.

Single Family Residential Site Design

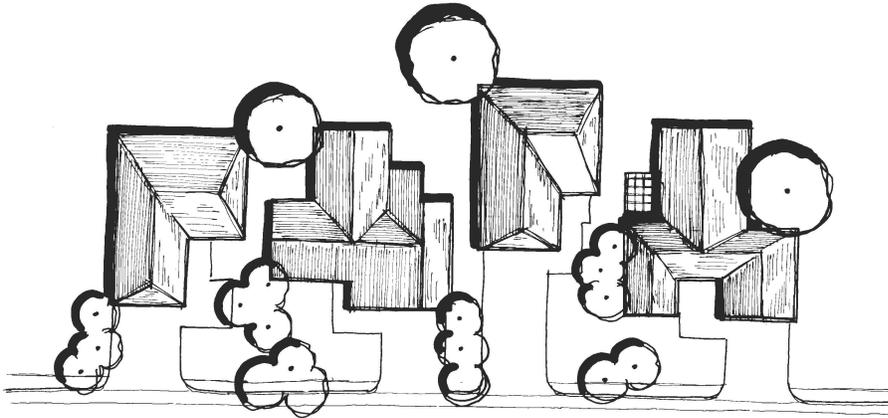
1. All residential projects are encouraged to provide an attractive entry statement at all ingress and egress points.
2. All residential projects are encouraged to utilize design elements that unify the project. Amenities such as landscaping, lighting and signage should be planned as consistent theme elements throughout the proposed project .

3. Pedestrian and bikeway systems within a residential project should be designed to tie into the community systems where ever possible. Local side-walk systems should tie into the community pedestrian network at convenient locations, especially where commercial land uses abut a residential project.



4. When residential projects are adjacent to major drainage facilities or incorporate a drainage facility as a part of the project design, the overall site plan is encouraged to treat the facility as an amenity. The site design should utilize an “eyes-on” concept as opposed to one which turns its back to the feature. Co-utilization of detention basins as passive open spaces and incorporation of drainage canals as part of the open space system is strongly encouraged.
5. Attractive unit masonry walls shall be used at all appropriate locations.
6. All perimeter fencing around residential subdivisions shall be of high quality redwood fence or masonry. Where rear yards of residential lots abut a golf course, view amenities should be created and enhanced by means of wrought iron in yards facing the course, at a maximum height of forty eight inches (48").
7. A variety of lot sizes are encouraged within each project and siting of structures at front yard setback should be varied in order to create visual interest.

8. Single family production housing shall include installation of front yard landscaping for all units prior to occupancy. Landscaping shall include at a minimum, two trees within the lot and



Vary Building Setbacks

one street tree if on a street with a parkway planting strip, turf or ground cover and an automatic irrigation system. Once installed, the developer shall continuously maintain all landscaping up to occupancy of the unit by the initial buyer.

A-1.3

Multi Family Residential Multi-Family Residential

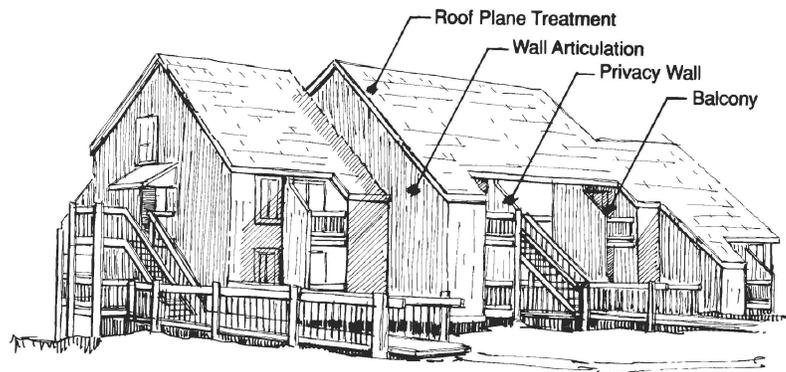
Architecture of Multi Family Residential Projects

1. Architectural design of all structures should consider the site on which buildings are being constructed, their relationship to other structures in the area, climate orientation and natural vegetation.
2. Natural materials such as wood, masonry, stucco, stone and clay tile are encouraged. Finish colors should be primarily natural tones, with accent trims at building openings .
3. Overall height of any multi-family structures shall be limited to thirty five feet (35'), except where architectural treatments are used to create visual interest.

4. Building walls should have varied forms that provide visual interest and break up long expanses of unarticulated buildings. Facade articulation should average at least one architectural projection per unit and each projection should measure no less than two feet-six inches from a major wall plane.

5. Attractive detailing of entry portals, windows, building facades, chimneys and other architectural elements is strongly encouraged.

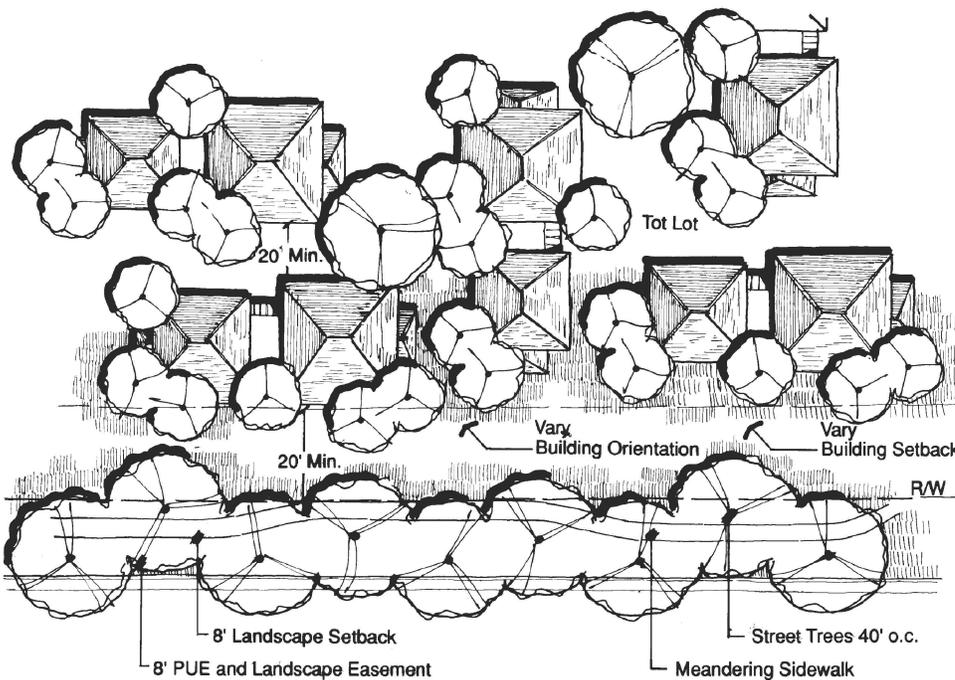
6. Roof flashing, gutters and foundation vents should be consistent with the architectural elements of the structure. No roof-mounted mechanical equipment should be unscreened.



7. Both vertical and horizontal roof articulation is encouraged. Roof lines should be representative of the units beneath them.
8. Exterior stairways should be attractively designed and detailed. Manufactured bolt-on stairs should be avoided. The materials and coloring of stair rails should match those of the building.
9. Private open space for each individual unit is encouraged. Private patios should be fenced in and no dimension should be smaller than ten feet. All balconies should have a minimum dimension of six feet and private open space, per unit, should be a minimum of 100 square feet. Railing should be designed so that items stored on balconies are not visible from public areas.
10. The use of architectural elements such as trellises, arches, arcades, cupolas and colonnades is encouraged to enhance the architectural styling of the structure.

Multi Family Residential Site Design

1. Site design of multi-family residential projects should promote safety and neighborhood cohesiveness.
2. Building setbacks from public rights-of-way, for residential structures, should vary between detached buildings to avoid a consistent repetitious line of structures. Orientation of buildings should also be varied so that interesting outdoor spaces are created. The arrangement of structures should encourage interest and variety.



consistent repetitious line of structures. Orientation of buildings should also be varied so that interesting outdoor spaces are created. The arrangement of structures should encourage interest and variety.

3. Private patios and balconies should be sited to ensure privacy and minimize views from adjacent buildings. Solar access should be a priority when arranging structures.

Multi-family streetscape

4. Recreation amenities should be sited so that all residents have convenient and safe access to them.
5. Parking spaces should be designed so that there is a balanced number of spaces for each building. Parking areas should be located close to residential units so that residents have convenient access to them.
6. Project entries should create a strong sense of arrival. Signage and landscaping of entries should incorporate elements that are repeated throughout the project. Reoccurring and unifying materials used in the entry should be incorporated in other features within the project.

7. Landscaping within a multi-family residential development should provide opportunities for both active and passive recreation. Trees should be planted with enough density and in proper relationship to buildings to provide shaded areas and to reduce solar gain on structures.
8. Site design should accommodate both pedestrian and bikeway circulation systems. On-site circulation systems should provide safe and convenient linkage to the community wide pedestrian and bikeway systems.

Commercial Development

A-1.4 Commercial Guidelines

Commercial Architecture

1. The theme and building forms of proposed structures should be reflective of the urban character of the community. Architectural themes should be developed for all proposed projects and the theme should be repeated in all phases of the project to ensure unity. Buildings and structures should promote an urban plaza character through the consistent use of materials, color, and detailing.
2. Architectural materials that have a natural appearance such as wood, masonry, stucco, stone and clay tile are encouraged. The use of textured or patterned concrete is acceptable if enough visual interest is incorporated.
3. The architectural design of buildings should consider the site, relationships to other structures, circulation, climatic orientations and natural vegetation.
4. Buildings should not have long un-articulated exterior surfaces. Walls should have varied forms and or texture to create visual interest.
5. Buildings along major arterials should provide a variety of elevations and be built on differing setbacks with varied orientations.

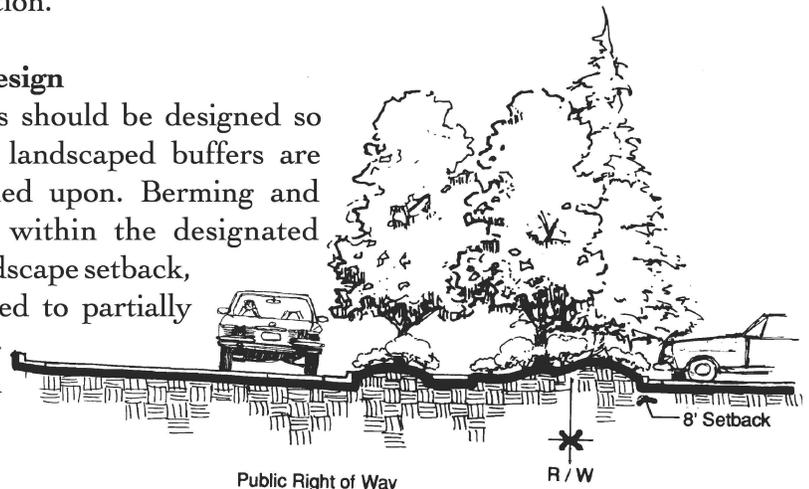
6. Entrances to buildings should be accentuated architecturally.
7. Horizontal orientation of roof planes is encouraged with attractively detailed parapets or similar elements incorporated to hide roof mounted equipment with emphasis on views from Highway 70.

Commercial Circulation

1. Site access should be minimized to limit disruption to off site traffic flows.
2. Access points should be attractively detailed with landscaping and signage treatments. Project entries should be a distinct and definable location that serves as a gateway and creates a sense of arrival.
3. Access driveways should be designed to provide sufficient stacking capabilities to minimize site congestion.
4. Clearly identifiable pedestrian routes from parking areas to buildings should be incorporated. Textured or patterned paving materials are preferred, striping of pedestrian walkways as a means to identify them will not be acceptable.
5. Where the community pedestrian and bikeway system fronts a proposed project site the on-site circulation system should integrate them and provide clearly defined routes for both types of transportation.

Commercial Site Design

1. Parking areas should be designed so that exterior landscaped buffers are not encroached upon. Berming and landscaping, within the designated eight foot landscape setback, should be used to partially screen parking areas from view.



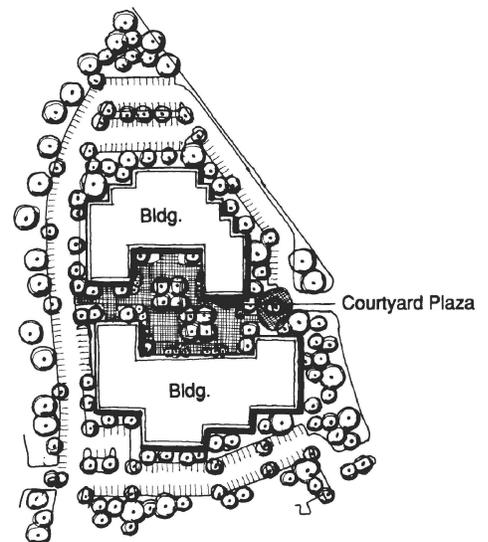
2. Service areas should be designed to have clear and convenient access without interfering with vehicular and pedestrian circulation.
3. Service areas will be screened from roadways with six foot masonry walls, landscaping and architectural elements.
4. Buildings will be located in such a manner so as to enhance the projects visibility and identity, maintain compatible relationships with adjacent projects, provide convenient access to entrances and to address unique site opportunities.
5. Design of both parking areas and open spaces should be done so that either element is not concentrated in one area. Large expanses of parking will be discouraged, smaller linked clusters of separated parking lots are preferred. Landscaped open spaces should be installed in all areas that are not used for buildings or parking areas.
6. Commercial uses should be buffered from adjacent residential land uses by landscape setbacks, drainage easements or open space and shall incorporate a six foot unit masonry walls at appropriate locations.

Business Parks

**A-1.5
Business Park Guidelines**

Business Park Architecture

1. Clustering or massing of multiple buildings on a single project site should be designed with the intent of creating an attractive unified architectural theme.
2. Project themes are strongly encouraged to develop a campus like atmosphere utilizing urban plaza concepts to create linkage between outdoor and indoor space. Treatments such as colonnades, plazas, courtyards and trellises should be incorporated into designs to create architectural function and interest.



3. Roof treatments, if utilized, should be designed to enhance the architecture of structures, creating interest and variety of rooflines.
4. Attractively designed parapets or similar treatments should be used to screen roof mounted equipment from view, especially views from Highway 70.
5. Architectural materials that have a natural appearance such as stone, wood, marble, masonry and stucco will be encouraged. The use of textured or patterned, tilt-up concrete, is acceptable if color, patterns or facade treatments are incorporated to create visual interest. Wood structures should be of high quality construction and architectural detailing. Structures that utilize T-111 or metal siding will be discouraged.

Business Park Circulation

- 1 Site access should be minimized to limit disruption to off-site traffic flows.
- 2 Access points should be attractively detailed with landscaping and signage treatments and should provide sufficient stacking capabilities to minimize site congestion.
- 3 Three way intersections and non-signalized intersections are encouraged to provide efficient flows of traffic.
- 4 Clearly identifiable pedestrian routes from parking areas to buildings should be incorporated. Textured concrete or brick pavers are recommended.

Business Park Site Design

- 1 Parking areas should be designed so that exterior landscaping buffers are not encroached upon and that parking areas are screened from view of public roadways.
- 2 Service areas should be designed to have clear and convenient access without interfering with vehicular or pedestrian circulation.

- 3 Service and dock areas should be sited to minimize visual access from public roadways and pedestrian routes and should utilize landscaping and a six foot unit masonry wall or wood fence to screen them from views.
- 4 Buildings should be located in such a manner so as to enhance the projects visibility and identity, maintain compatible relationships with adjacent projects, provide convenient access to entrances and to address unique site opportunities.

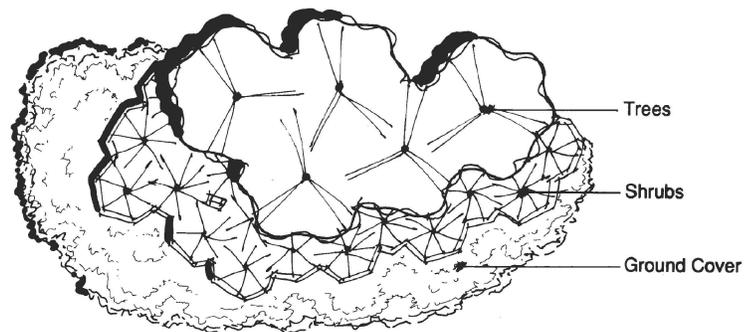
**A-1.6
Landscaping**

Landscape Guidelines

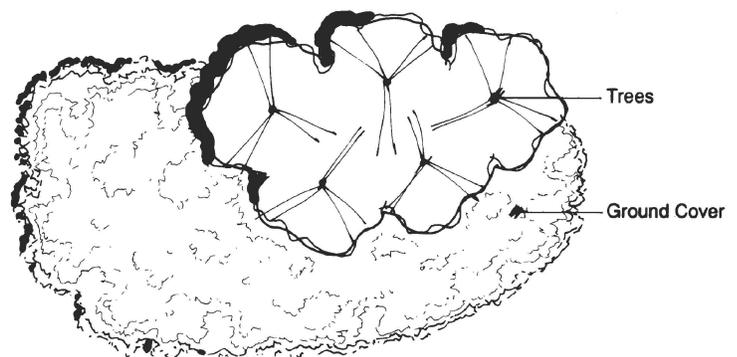
The landscape design guidelines are developed to provide a framework to ensure that development in the Plumas Lake Specific Plan area will create a high quality environment that incorporates consistent levels of landscape design. The guidelines provide examples, typical landscape treatments for specific situations and a plant palate that emphasizes the use of native and drought resistant plant materials.

General Landscape Guidelines

1. Landscape plans should incorporate a combination of plant materials and include evergreens, deciduous ornamentals and seasonal color plantings.
2. Planting concepts should provide a density of plant materials that will create a minimum of two canopies (Trees and Shrubs) and at critical locations a triple canopy (Trees, Shrubs and Ground Covers).
3. Landscaping, in accordance with the approved plan, shall be installed prior



Three Canopy Planting Scheme



Double Canopy Planting Scheme

to building occupancy.

4. All plantings shall be irrigated utilizing low water usage irrigation systems that are electronically controlled and that provide 100% coverage with adequate volumes of water during each growing season.
5. All landscape plans shall be prepared by a licensed landscape architect, a qualified landscape designer or a qualified nurseryman.
6. Designers and contractors shall use commonly accepted industry standards for plant quality, horticultural requirements and installation techniques.
7. Natural drainage courses should be incorporated in the landscape plans as surface drainage, where ever possible.
8. All common areas for multi-family, commercial and business park development not paved or built upon must be landscaped with a combination of approved trees, shrubs, ground cover or irrigated turf, pursuant to an approved phasing plan.
9. Plant massings should be clustered in natural groupings. Linear foundation plantings that create a uniform hedge appearance should be minimized. Clustering of plant materials should follow the general framework described below.

Ground Covers • Shall be planted on spacings that are identified in recognized horticultural publications only. Should be selected to provide both variation of color, texture and growth habit from surrounding plant materials.

Shrubs • Should be massed informally, at recommended industry spacings. Single plant types, unless specimen plants are used, should be grouped, at a minimum, in clusters of three or more. Should be selected to provide vari-

ety of height, color, texture and growth habit.

- **Trees** • Should be clustered informally or linearly at recommended spacings. Should be located to enframe or enhance line of sight to critical features or structures. Should be selected to provide a variety of seasonal interest, color, texture and growth habit. When planted in turf areas, a minimum of a thirty six inch diameter area from the trunk, shall be kept free of grasses.

Plan Area Character

The Plumas Lake Specific Plan is comprised of many diverse parts. The following guidelines for landscape design are provided to identify plan goals in specific areas. These areas have strong relationships to the community's appearance, these guidelines are intended to provide recommendations that will unify the plan area.

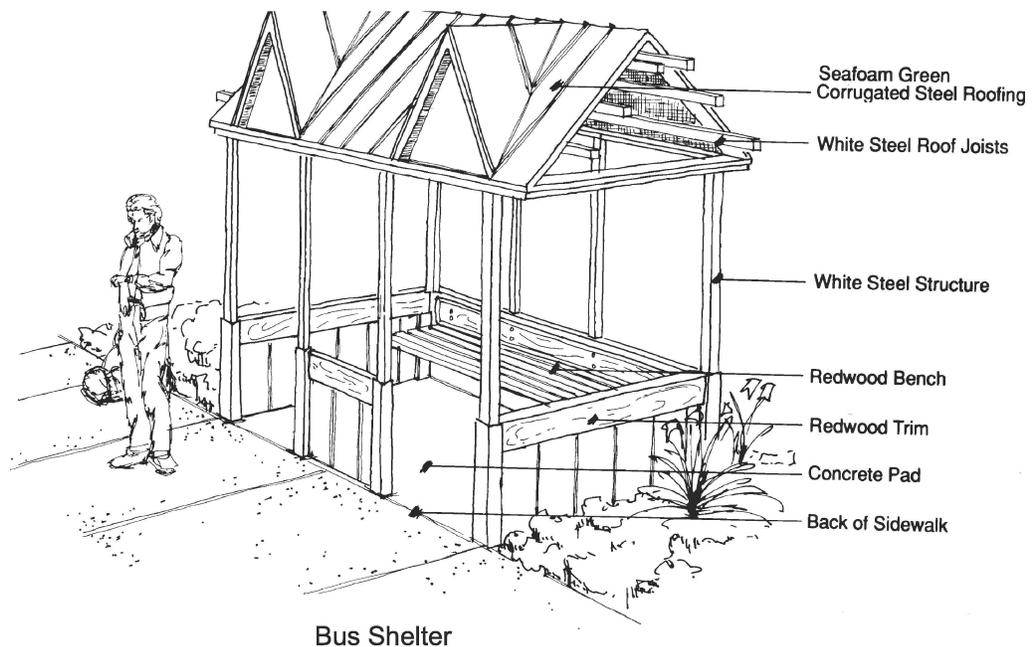
Plan Area Perimeter

1. Landscape treatments along the Plan area perimeter that front arterials or Highway 70 should incorporate both hardscape and plant materials to promote an attractive, identifiable boundary for the plan area.
2. Landscaping treatments along natural edges of the plan area should create a transition between the natural and the improved portions. Impacts to natural and native plants should be minimized. The separation between those areas and the improved greenbelts or urban developments should be designed to blend and avoid sharp distinct changes.
3. Where drainage facilities are incorporated along the plan area perimeter, hard engineered grading lines should be softened so that long straight contours are avoided. Tree plantings should be incorporated to prevent large open expanses and multi-use of drainage facilities is strongly encouraged.

Streetscapes

Street edges are a strong unifying component of the plan area. Landscape treatments along arterials and collectors should provide re-occurring treatments. Masonry walls, fencing, lighting and landscaping should be consistent with adjacent development. These guidelines are not intended to preclude flexibility of individual project themes but unifying treatments should be incorporated within adjacent streetscapes so that the community character achieves some consistency. Certain streetscape elements shall be consistent throughout the plan area. Overall plan area elements such as lighting, bus stop structures, street furniture, paving materials and design elements of masonry soundwalls will be as follows.

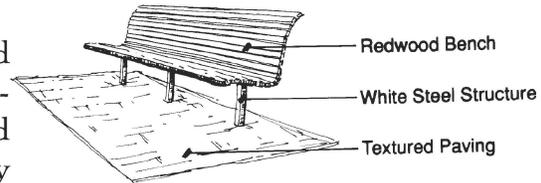
1. Lighting fixtures must be in scale with adjoining uses.
2. Light standards and luminaires should be designed to reflect the concept detailed in these guidelines, on all arterials and major collector roads.
3. Bus turnouts and shelters shall be located at the discretion of HATA. Structures will be white finished steel with corrugated, seafoam green, steel roof. Structures will be sited on concrete



Bus Shelter

pads at the back of sidewalk and shall have a redwood bench within each shelter.

4. Street furniture such as trash receptacles and benches will be constructed of redwood, supported by white tubular steel structures and shall be sited at locations to be determined by the DRC.

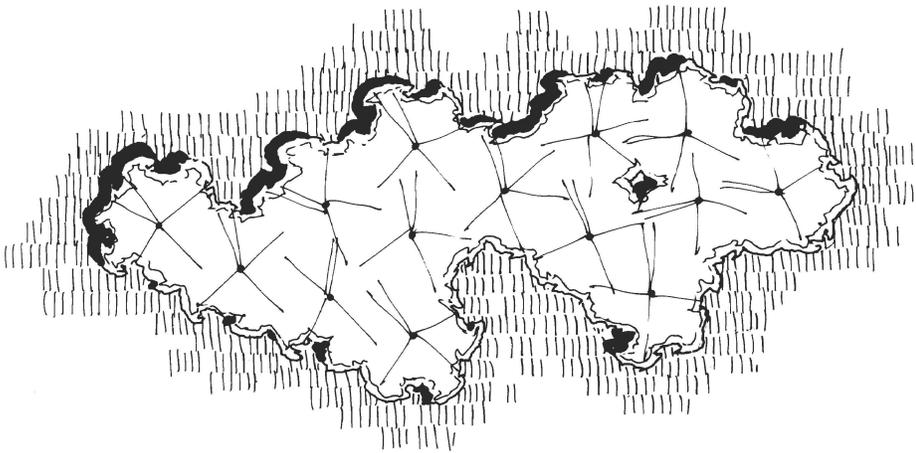


5. Paving materials will be as follows:

Roadways	Asphalt/Concrete
Curb and Gutter	Concrete (Type 1 or 2)
Sidewalks	Concrete (4 " min.)
Bikeways	Asphalt/Concrete
Pedestrian Trails	Asphalt/Concrete or Decomposed Granite
Equestrian Trails	Native Soil

6. Perimeter walls shall be masonry block, light beige in color and shall have two continuous horizontal courses and one vertical design element every sixty feet on center. The horizontal and vertical accent elements shall contrast with the wall surface both in color and texture.
7. Street trees for arterial and major collector roads are identified on the Landscape Corridor Figure 3.3.4. Tree plantings shall conform to the planting schemes shown on that plan. On local collector and residential roadways, tree species should be consistent on a given street but may vary from street to street. See the Plant Palette for plant material options.
8. Arterials comprise the backbone of the plan area. Plant-extensive parkway planting areas are proposed for the public rights-of-way. Massings within these rights-of-way should form three canopies. The plant materials selected should not create a hazard to users, block views of people on any of the circulation systems, attract any nuisance insects or create high maintenance situations.

9. Plant massings along the public rights-of-way should combine formal tree plantings, on a uniform spacing sequence with shrubs and ground covers planted in a more informal massing.



Tree Massings

10. Where right-of-way improvements for two projects meet on a common property line, the following recommendations are made. Sidewalk alignments shall remain continuous with consistent flow patterns maintained. If the landscape materials and planting patterns being proposed by two projects are different, efforts to create a transition should be made.

In order to unify the visual aspect of the streetscape, some components of the two plans should be maintained in all areas. Changes to planting concepts should be gradual so that abrupt changes are not evident. Masonry walls and fencing should be compatible in color, pattern and height.

11. Median plantings should provide a single row tree canopy of narrow upright growing evergreen trees, sequenced on a regular interval with massings of small flowering ornamentals clustered at regular intervals.
12. Median planters should be primarily planted with drought resistant turf grass with massings of shrubs, ground covers and seasonal color plantings prior to left turn pockets, at signage nodes, and cross streets.
13. Where medians are adjacent to left turn pockets, the ground plane will be river rock set-impressed in concrete.
14. Where arterials or major collectors are parallel to the rear of residential projects, a six foot unit masonry wall is required

unless a taller wall is required for sound attenuation, based upon the recommendations of an acoustic engineer. Earth forms and landscaping can be utilized to reduce the apparent wall height.

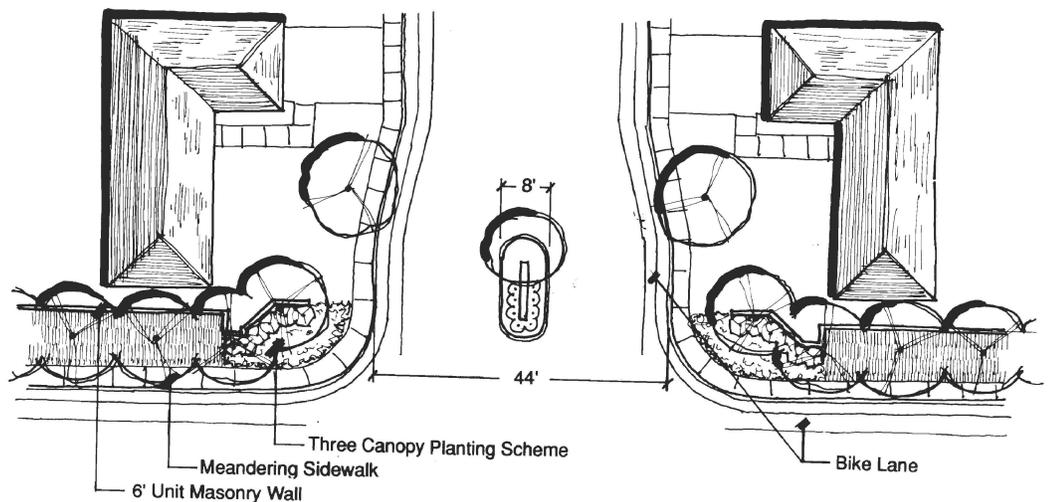
15. Landscaping required within the eight foot landscape setback on Community Commercial developments should be designed to be compatible and enhance the right-of-way plantings. The setback, on the private side of the right-of-way, should be designed to be compatible with the other plantings.
16. All plant materials shall be selected from the Plant Palette contained within these guidelines. Any substitutions will require the approval of the DRC.

Entries

Entry treatments are critical components in the overall appearance and marketability of the plan area. A hierarchy of entry statements, for specific uses and situations, is described below. Entry statements should provide identity, visibility and be designed to an appropriate scale for the use they are intended. The design of entries should incorporate a high quality and quantity of both landscape and hardscape elements.

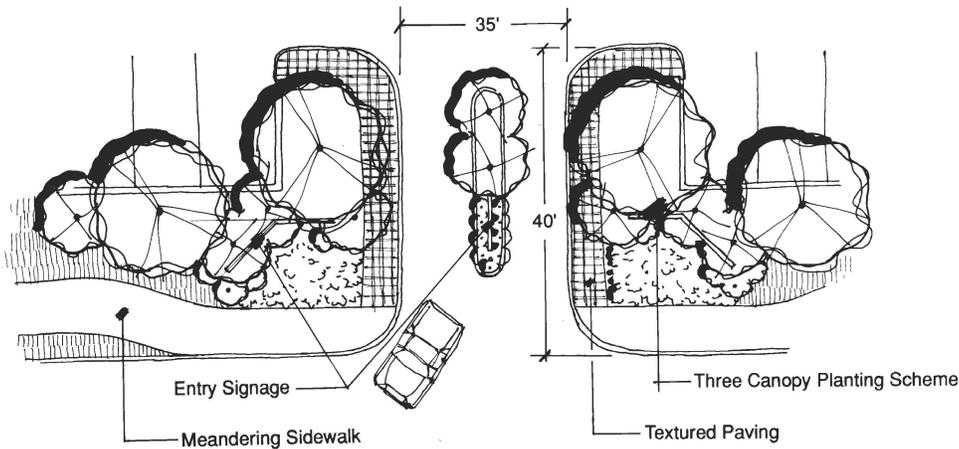
Neighborhood Entries

1. Entries into residential projects should be characterized by significant monumentation which will create an identity unique to that project and give residents a point of reference. Monument en-



tries and signed entries shall be limited to locations where access is off of arterial and major collector roads only.

2. Materials used shall be consistent or compatible with those used on masonry unit walls throughout the plan area.
3. Pedestrian and bikeway systems, where appropriate, shall be designed to be an integral feature of the entry.
4. Residential entries should incorporate a landscaped median island.
5. Landscape planting designs shall incorporate deciduous, evergreen and seasonal color plantings and shall utilize trees, shrubs and ground covers.



Commercial/ Business Park Entry (typical)

Community Commercial & Business Park Landscaping

1. All commercial developments shall provide a minimum of one major entry and one or more secondary entries. All ingress-egress driveways associated with a major entry shall provide a landscaped median.

3. Entries shall incorporate hardscape as well as landscape elements. Earth forms and unique specimen plant materials are strongly encouraged.
4. Materials shall be consistent or compatible with those used throughout the plan area.
5. Pedestrian and bikeway circulation systems shall be incorporated wherever appropriate.

6. Signage shall be designed in accordance with the Yuba County Zoning Ordinance.
7. Landscape plantings shall incorporated deciduous, evergreen and seasonal color plant materials. All entries shall utilize a three canopy planting concept with a significant area set aside for seasonal flowering plantings.

Highway Commercial

1. Entry statements shall conform to the guidelines listed in the Community Commercial & Business Park section.
2. Signage design shall conform to the Yuba County Zoning Ordinance.

Irrigation

1. All landscaped areas visible from public viewing spaces shall be fully landscaped and irrigated with an automatically controlled underground irrigation system. Use of water conserving systems, such as drip irrigation or micro-spray systems is encouraged. Spray irrigation should be used for turf areas only and low gallonage/low precipitation spray heads shall be used in all such cases.
2. All spray heads located next to walks and parking areas shall be pop-up heads.
3. All systems shall conform to local plumbing codes.
4. Irrigation systems shall be valved and stationed separately depending on plant communities, orientation and exposure.
5. Irrigation timers shall be set to minimize runoff by utilizing shorter, more frequent applications of water.

Open Space Landscaping

Open space is an important element within the plan area. Such areas should accommodate both active and passive recreational needs, provide visual amenities, define boundaries of development areas, protect natural resources and meet community needs for alternative transportation corridors. The following subsections describe the design goals of specific open space components within the plan area.

Park Landscaping

The plan area has designated four community park sites for active and passive recreational needs. These proposed park sites will be built to the specifications and requirements of Olivehurst Public Utility district.

1. Neighborhood parks may be designed to provide a multi-use concept which incorporates stormwater detention. Such parks will be at the discretion of Reclamation District 784 and Yuba County Department of Public Works so that basin maintenance and the Master Drainage Plan for the surrounding area can be coordinated.
2. Neighborhood parks should incorporate significant areas of drought resistant turf grass for recreational opportunities as well as other types of vegetation such as trees and shrubbery.
3. When selecting plant materials for neighborhood parks, careful consideration should be given to the varieties so that, thorns, plants that produce common allergic reactions in people or that attract stinging insects are minimized.

Natural Drainage and Riparian Resources

Open space preservation of the existing natural drainage features within the plan area shall be a design objective of all proposed projects.

1. Incorporation of these corridors into a network of alternative transportation routes is encouraged.
2. A development setback of fifty feet from centerline of any natural drainage way shall prohibit any improvement other than landscaping and a trail system. In the event that the Master

Drainage Plan for Reclamation District 784 determines a need to realign an existing drainage channel and that channel is improved to the extent that it is no longer a natural feature then the development setback stated here is no longer a constraint to development.

Detention Basins

**A-1.7
Detention Basins**

Detention basins associated with the Master Drainage Plan facilities should be developed to provide for secondary uses. These basins will serve as both detention and conveyance of stormwater runoff. The proposed Master Drainage Plan for Plumas Lake and the surrounding area will define potential secondary uses which may or may not include active or passive recreation, wetland mitigation areas, portions of the plan trail systems and portions of the agriculture buffer zone between existing agriculture and proposed residential land uses.

1. Local or project associated detention basins should be designed so that side slopes are not greater than 3 to 1 and long, straight engineered grading are avoided. Development setbacks from Master Plan or proposed project detention basins should be a minimum of seventy five feet from top of slope to proposed structure..

Native Oaks

**A-1.8
Native Oaks**

These natural areas are very limited and very localized within the Plan area. Since they are a scarce resource they require protective measures.

1. No development or improvement shall take place within the dripline of any native Oak tree that is greater than six inches in diameter, measured four feet above the existing grade.
2. Alteration to the ground surface in the area around a protected Oak shall not result in an increase to the surface runoff over the existing dripline of that tree.

Pedestrian and Alternative Transportation Corridors

**A-1.9
Pedestrian Corridors**

Development that creates preservation corridors along natural drainage channels should incorporate a minimum of one type of alternative

transportation mode. Bikeway, pedestrian and equestrian systems are all appropriate forms of transportation in those situations.

1. The development of any alternative transportation route should be dependent upon the ability to link such a route to an existing system, outside the proposed project.
2. The design of a proposed project should take into account the surrounding and proposed systems and plan so that they will create continuations of that system. Features of any proposed transportation route should duplicate the existing or proposed route or prove to the DRC that a suggested alternative is more feasible.

A-1.10

Residential Interface

Residential Interface Areas

These areas are provided to minimize potential conflicts between

Table A-1.10.1 Special Setbacks from Residential Uses

Adjacent Use	Separation Required	Permitted Uses in Separation Area			Parking and Service
		Drainage	Landscaping	Walls	
Institutional and Schools	35 feet	■	■	■	1
Neighborhood Commercial	20 feet		■	■	2
Community Commercial	35 feet	■	■	■	3
Business Park	50 feet	■	■	■	4

¹ Not permitted within 10 feet of property line.

² Not permitted within 5 feet of property line. No service to be designed to access from the residential interface.

³ Not Permitted within 10 feet of property line.

⁴ Not permitted within 20 feet of property line.

residential properties and other types of urban uses. The special case of agricultural buffering is addressed in Chapter 3.6. Table A-1.10.1 shows special building setbacks imposed upon the non-residential use along the interface. The table also establishes acceptable improvements and uses within the separation area.

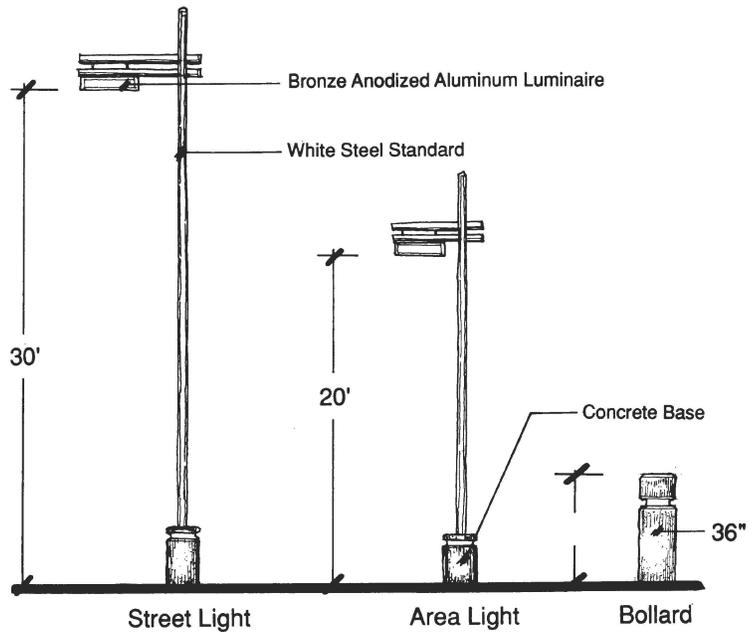
Lighting

**A-1.11
Lighting Guidelines**

Lighting guidelines are intended to provide minimum standards for specific situations. The lighting concept for the plan area is provided to ensure a overall cohesiveness to the community theme, subject to the approval of the special district responsible for lighting.

Street Lighting

1. Lighting must be in scale with its adjoining uses. An effort to emphasize human scale as well as public safety should be demonstrated.
2. Street lighting shall be consistent throughout the plan area on all arterial and major collector roadways. Maximum height for streetlights is thirty (30') feet. Luminaires shall be high pressure sodium.
3. Street lighting within individual projects should be consistent throughout .
4. Photocell lighting operation is required to ensure efficiency.
5. Within individual projects street lighting should occur only at intersections or areas of unusual hazard.
6. Lighting shall conform to all local codes, California Title 24 requirements and all safety and illumination requirements.



7. Light standard bases should be above grade and electric service shall be below grade.

Site Development Lighting

1. Site development lighting should minimize glare to adjacent properties, building and rights-of-way.
2. Landscape lighting should be used to highlight features such as specimen trees and pedestrian paths.
3. Landscape lighting should be concealed so it does not distract from landscape architectural elements.
4. Pathway lighting is encouraged and should be the same style and architecturally compatible with other lighting used throughout the site.
5. Area light standards in parking areas shall be limited to twenty feet in height.
6. Architectural lighting may be used to highlight walls or architectural features and to create interesting patterns on large surfaces.

**A-1.12
Signs**

Signs

On-site advertising signs shall be permitted within the Plumas Lake Specific Plan in accordance with Chapter 12.90 of the Yuba County Code except that the following more restrictive provisions shall prevail where they differ from the standards and regulations of that chapter.

1. In Business Park areas, no pole signs as defined in §12.90.015 shall be permitted. All business identifications signs not attached to buildings shall be of the ground or monument sign variety.
2. Building or wall signs in all commercial areas shall be constructed of self-illuminated, "channel" letters or in the alternative may be three-dimensional or "wood-cut" signs with indirect illumination.

3. Building or wall signs within a single commercial development or shopping center, shall be of a consistent type and design.
4. All signs within a single project shall be compatible with the basic architectural style of the project.

A-1.13

Off-Street Parking

Off-street Parking and Loading

Off-street parking shall be provided to serve development of various types as required in Chapter 12.85 of the Yuba County Code except that the following additional provisions shall apply.

1. Single family residential units, attached or detached, shall be provided with a minimum of two enclosed spaces per unit.
2. Multiple family dwelling units shall be provided with 1.5 spaces per studio and one-bedroom unit and 2 spaces per two bedroom or larger unit. An additional 0.4 spaces per unit shall be provided for guest parking for any project having 10 or more units.
3. Community and Neighborhood shopping centers shall be provided with parking on the basis of one space for each 250 square feet of retail area, except that the DRC may reduce the requirement if it finds that certain tenants such as theatres have non-overlapping hours of operation.
4. Hotels and motels shall be provided with one space for each unit.
5. Day care centers shall be provided with one space for each employee plus one space for each 8 licensed child. Day care

center shall also provide a place sufficient for safe and convenient drop-off and pick-up of children.

A-1.14

**Recommended
Plant Palette**

Plant Palette

Trees

<u>Botanical Name</u>	<u>Common Name</u>	<u>Designated Use</u>
<i>Adbutus menziesii</i>	Madrone	
<i>Betula pendula</i>	Weeping Birch	
<i>Calocedrus decurrens</i>	Incense Cedar	M
<i>Casuarina stricta</i>	She-Oak	ST
<i>Cedrus dedora</i>	Dedora Cedar	M
<i>Dercis canadensis</i>	Eastern Redbud	FO
<i>Celtus australis</i>	European Hackberry	ST
<i>Cragaegus laevicata</i>	English Hawthorn	
<i>Ceratonina siliqua</i>	Carob Tree (Male Only)	ST
<i>Ginkgo biloba</i>	Maidenhair Tree	ST
<i>Koelreuteria paniculata</i>	Golden Rain Tree	FO
<i>Lagerstroemia indica</i>	Grape Myrtle	FO
<i>Liquidamber styraciflua</i>	Sweet Gum	ST
<i>Liriodendron tulipifera</i>	Tulip Tree	
<i>Prunus cerasifera (sp)</i>	Purple Leaf Plum	FO
<i>Pinus canariensis</i>	Canary Island Pine	
<i>Pinus mugo</i>	Mugo Pine	
<i>Pinus halepensis</i>	Aleppo Pine	
<i>Pinus negra</i>	Japanese Black Pine	
<i>Pinus petula</i>	Jelescote Pine	M
<i>Platanus acerifolia</i>	London Plane Tree	ST
<i>Quercus agrifolia</i>	Coast Live Oak	
<i>Quercus rubra</i>	Red Oak	ST
<i>Quercus suber</i>	Cork Oak	
<i>Quercus kelloggii</i>	California Black Oak	
<i>Quercus douglasii</i>	Blue Oak	
<i>Quercus lobata</i>	Valley Oak	
<i>Quercus wislizenii</i>	Interior Live Oak	
<i>Sequoia sempervirens</i>	Coast Redwood	M, ST
<i>Sophora japonica</i>	Japanese Pagoda Tree	

Umbeliularia californica	California Bay	ST
Imus parvifolia	Chinese Elm	ST
Zelkoua serrata	Zelkoua	

Large Shrubs

<u>Botanical Name</u>	<u>Common Name</u>
Chaenomeles (sp)	Flowering Quince
Dodonaea viscosa "Purpurea"	Purple Hop Bush
Elaeagnus pungens	Silverberry
Fastia japonica	Japanese Aralia
Feijoa sellowiana	Pineapple Guava
Fremontodendron (sp)	Flannel Bush
Ligustrum lucidum	Glossy Privet
Pyracantha coccinea	Pyracantha
Rhamnus (sp)	Coffee Berry

Medium Shrubs

<u>Botanical Name</u>	<u>Common Name</u>
Abelia grandiflora	Glossy Abelia
Cotoneaster (sp)	Cotoneaster
Girevillea noellii	Girevillea
Escallonia (sp)	Escallonia
Ilex (sp)	Holly
Nadinia domestica	Heavenly Bamboo
Pittosporum (sp)	Pittosporum
Photinia fraseri	Photinia
Xylosus congestum	Xylosus

Small Shrubs

<u>Botanical Name</u>	<u>Common Name</u>
Acapanthus (sp)	Lily of the Nile
Arctostaphylos (sp)	Manzanita
Berberis (sp)	Barberry
Ceanothus (sp)	Wild Lilac
Cistus (sp)	Rockrose

Eriogonum (sp)	Buckwheat
Raphiolepis indica	Indian Hawthorn
Ribes uiburuifolium	Evergreen Currant

Ground Covers

<u>Botanical Name</u>	<u>Common Name</u>
Arctostaphylos (sp)	Manzanita
Baccharis Pulularis	Coyote Bush
Ceanothus (sp)	Ceanothus
Festua	Sueep Foescub
Liriopse (sp)	Monkey Grass
Santolina Virens	Santolina
Rosmarinus Officinalis	Rosemary
Sedrus (sp)	Sedum
Trachelosperum Jasminoides	Star Jasmine
Verbena Peruviana	Verbena

Designated uses for tree palette:

M	Evergreen median trees
FO	Flowering ornamental tree
ST	Street tree

Infrastructure Financing

Publisher's Note:

This Chapter has been printed and bound under separate cover. Please contact the Yuba County Department of Planning and Building Services for document availability.

Index

A

Access to Private Parcels 42
 Administration of the Plumas Lake Specific Plan 92
 Advertizing Signs. *See* Signs
 Animal Keeping 31

B

Bicycle/pedestrian paths 45
 Buffers 60–61
 Land Uses 62
 Building Envelope 29
 Business Parks 53
 Performance Standards 53
 Uses Permitted 53

C

Calculating Residential Densities 27
 Churches 30
 Civic Center 65
 Commercial Centers
 Community Centers 50–51
 Highway Commercial 51
 Neighborhood Centers 50
 Specialty Centers 52
 Table 47
 Commercial Concepts 47
 Commercial Land Uses
 Table 49
 Commercial Noise 51
 Conditional Use Permit 30
 County Service Areas 69

D

Day Care 30
 Definitions 9
 Condominium 9
 Design Review 9
 Detention Basins 10
 Half-plex 10
 Neighborhood 10
 Parkways 10

Production Housing 10
 Single Family Attached 10
 Single Family Detached 10
 Townhome. *See* Definitions: Townhouse
 Xeritrophic 11
 Zero lot line 11

Design Guidelines

Business Parks

Architecture A1-109–A1-110
 Circulation A1-110

Commercial

Architecture A1-107–A1-108
 Circulation A1-108
 Site Design A1-108–A1-109

Detention A1-121

Drainage and Riparian Areas A1-120

Flexible Application A1-99

Multi Family

Architecture A1-104–A1-106
 Site Design A1-106–A1-107

Native Oaks A1-121

Pedestrian and Alternative Transportation Corridor A1-122

Single Family Residential A1-100–A1-102

Architecture A1-101–A1-102
 Site Design A1-102–A1-104

Design Review Process 92

Application Requirements 93

Approvals 94

Design Review Committee 93

Minor Approvals and Appeals 95

Development Review Process 95–97

Development Agreements 97

Environmental Determinations on Subsequent Project 97

Development Staging 91

Drainage 83–84. *See also* Flood Control Facilities

Proposed Improvements 84–85

E

Electric and Gas Services 79–80

Energy Conservation 80

California Comfort Home Program 81

California Home Energy Rating System (CHERS) 81

Gas-Powered Vehicles 81

Performance by Design 81

- Title 24 80
- Energy Conservation Plan 82
- Enforcement of Standards 91
- Equestrian Trails 45
- F**
- FEMA 84
- Fire Protection 63
- Flood Control Facilities 59. *See also* Drainage
- G**
- General Plan
 - Circulation Element 7
 - Conservation and Open Space Elements 9
 - Housing Element 7
 - Land Use Element 3-4
 - Noise Element 8
- Goals 13
- Golf courses 58
- Granny-flats 30
- Gross Density Allocation 21
- H**
- HATA 36
- High Density Residential District 28
- Highway 70 Improvements 35
- Home Occupations 31
- I**
- Infrastructure System
 - Master Plans 72
- L**
- Land Use Table 22
- Landscape Guidelines A1-111-A1-112
 - Community Commercial and Business parks A1-118-A1-119
 - General A1-111-A1-112
 - Highway Commercial A1-119
 - Irrigation A1-119
 - Open Space A1-119-A1-120
 - Parks A1-120
 - Plan Area Perimeter A1-113
 - Streetscapes A1-114-A1-115
 - Entries A1-117-A1-118
- Libraries 65
- Lighting A1-123
 - Site Development Lighting A1-124
 - Street Lighting A1-123-A1-124
- Linda Fire Protection District 63
- “Logo” sign program 51
- Low and Moderate Income Housing 29
- Low Density Residential District 27
- M**
- Medical Center 52
- Medium Density Residential District 27
- N**
- Neighborhoods 26
 - Design 28-29
- Non-Vehicular Circulation 45
- O**
- Off-street Parking and Loading A1-125
- Olivehurst Public Utilities District 63
- Olivehurst Public Utility District 55, 77-78
- Open spaces 59
 - Passive 60
- P**
- Park-n-Ride 36
- Parking. *See* Off-street Parking and Loading
- Parkland Dedication
 - Credits for Private Recreation 89
 - Exclusion of Basic Improvements 90
 - Limitation on Credits for Community Parks 90
- Parks and Recreation 55-58
 - Community Parks 55-56
 - Community Park Site 1 56
 - Community Park Site 2 56
 - Community Park Site 3 57
 - Community Park Site 4 57
 - Neighborhood Parks 57-58
 - Private Recreation 58
- Parkway Arterial. *See* Road Classification: Arterial Roads
- Plant Palatte A1-126-A1-128
- Plumas Mutual Water Company 77
- Policies 14
 - Architectural 18

- Circulation 15–16
 - Conservation and Environmental 16
 - Drainage 17–18
 - Economic Development 16
 - Financing 19
 - Governmental Organization 18–19
 - Housing 14
 - Public Services 17
 - Urban Design and Development 15
 - Project Study Report 35
 - Public Services and Operations Financing 68–69
 - Public Services Financing 91
 - Public Transit 36
 - PUC Rule 20. *See* Underground Utilities
 - Purpose 1
- R**
- Reclamation District 784 71, 83
 - Redevelopment of Existing Subdivided Neighborhoods 31
 - Special Policies 34
 - Remainder parcels 30
 - Residential Care Facilities 30
 - Residential Concepts 25–26
 - Residential Interface Areas A1-122
 - Residential Lot Geometry A1-100
 - Residential Permitted Uses 29–30
 - Road Classification 41
 - Arterial Roads 41
 - Commercial and Industrial Roads 41
 - Major Residential Collectors 41
 - Minor Residential Roads 42
 - Special Design Roads 41
 - Roads
 - Existing 42
 - Golf Cart Crossings 43
 - Landscaping 42
 - Railroad Crossings 43–44
- S**
- Schools 65–67
 - Marysville Joint Unified School District 65
 - Measures To Provide for Schools Within the Plumas 67
 - Plumas School District 65, 67
 - Wheatland High School District 65
 - Yuba County Ordinance #1117 67
 - Setting 2
 - Signs A1-124
 - Solid Waste 68
 - Special Setbacks from Residential Uses. *See* Residential Interface Areas
 - “Specific Plan” Infrastructure 72
 - Store-front Substations 64
- T**
- Tentative Subdivision Maps
 - Filing 29
- U**
- Underground Utilities 80
- W**
- Wastewater
 - Generation Rates 73
 - Interim Improvements 74
 - OPUD Wastewater Treatment Plant 72–73
 - Proposed Improvements 73
 - Use of Treated Effluent 74
 - Water Demand Rates 78
 - Water System 77–78
 - Fire Flow 78
 - Proposed Improvements 78
 - Water Quality Standards 77
 - Wetlands Restoration 60
- Z**
- Zoning Applicability 89

Erratum:

In adoption of this Plan, the Board of Supervisors included additional mitigation regarding the timing of development in the vicinity of the northwest portion of the Plan as follows:

No residential dwelling units shall be permitted within 2000 feet of any equipment or storage vessels used for hazardous materials at the All-Pure Chemical Co. facility unless the Board of Supervisors has determined through the RMPP process or at any subsequent time that either: the risk of release of such materials due to accident or other factors has been reduced to insignificant levels through the installations of containment or control devices; or, that the use of such materials on the site has ceased.

