



AGENDA

JANUARY 21, 2025

REGULAR MEETING OF THE SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY AND CITY COUNCIL CITY OF YUBA CITY

**5:00 P.M. CLOSED SESSION
SUTTER ROOM/VIRTUAL**

**6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL**

MAYOR	• Dave Shaw
VICE MAYOR	• Marc Boomgaarden
COUNCILMEMBER	• Wade Kirchner
COUNCILMEMBER	• Michael Pasquale
COUNCILMEMBER	• Toni Cole
CITY MANAGER	• Diana Langley
CITY ATTORNEY	• Shannon L. Chaffin

**1201 Civic Center Blvd
Yuba City CA 95993**

Wheelchair Accessible

*The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit [yubacity.net ADA & Accessibility Resources page](http://yubacity.net/ADA&AccessibilityResources). If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or **(TTY: 530-822-4732)**, so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

AGENDA
REGULAR MEETING OF THE SUCCESSOR AGENCY TO THE REDEVELOPMENT
AGENCY AND
CITY COUNCIL - CITY OF YUBA CITY
JANUARY 21, 2025
5:00 P.M. CLOSED SESSION
SUTTER ROOM/VIRTUAL

6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's office at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live streamed for public viewing, but not participation, at the following link: https://yubacity-net.zoom.us/webinar/register/WN_BvUEaiVuQ2qoubZVC4v3pQ. Emailed comments sent to cityclerk@yubacity.net at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Public Comment:

Any member of the public wishing to address the City Council on any item listed on the closed session agenda will have an opportunity to present testimony to the City Council in the Council Chamber prior to the City Council convening into closed session. Comments from the public will be limited to three minutes. No member of the public will be allowed to be present once the City Council convenes into closed session.

Closed Session

- A. Conference with real property negotiator (Govt. Code § 54956.8)
Property: APN: 59-010-119, approximately 2 acres generally located at the northwest corner of Poole Boulevard and Civic Center Field, Yuba City, CA 95993
Negotiator: Diana Langley, City Manager
Negotiating parties: Unknown
Under negotiation: Price and terms of payment
- B. Confer with Real Property Negotiator (Government Code § 54956.8)
Property: APN 52-380-025, located at 433 Plumas Blvd, Yuba City, California; APN 53-220-030 and APN 53-194-013, located at the intersection of Main Street, Plumas Street and Percy Avenue, Yuba City California;
Negotiator: Diana Langley, City Manager/Executive Director
Negotiating parties: TBD

- Under negotiation: Whether to sell the properties, and if so, the price and terms of payment
- C. Public Employee - Appointment/Employment (Pursuant to Government Code, § 54957)
Title: City Manager

Regular Meeting

Call to Order

Roll Call

- ___ Mayor Shaw
- ___ Vice Mayor Boomgaarden
- ___ Councilmember Kirchner
- ___ Councilmember Pasquale
- ___ Councilmember Cole

Invocation/Inspiration

Pledge of Allegiance to the Flag

City Attorney's Report on Closed Session Items, City Attorney Shannon Chaffin

Agenda Modifications

Ceremonial Presentations

1. **Beale Air Force Base Air Show**
2. **Officer Scott Hansen Retirement Proclamation**
3. **Police Chief Brian Baker Retirement Proclamation**
4. **Quarterly Development & Public Works Update Presentation by Ashley Potočnik, Development Liaison**

Public Communication

5. Appearance of Interested Citizens

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Consent Calendar

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

6. Minutes of the December 17, 2024 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council

Recommendation: Approve the minutes of the December 17, 2024, Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council

7. Update City Council Benefits

- Recommendation: Adopt a Resolution updating City Councilmember Benefits
8. **Local Agency Investment Fund (LAIF) Investment Authority Update**
Recommendation: Adopt a Resolution to update staff authority to invest monies in the Local Agency Investment Fund
9. **Downtown Yuba City Business Improvement District Ordinance**
Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City to amend Municipal Code Section 3-9.050 for the collection of delinquent assessments, by title only, and waive the second reading
10. **Adopt an Ordinance to approve Rezone 24-04 for the Gary Smith project located at 2192 Live Oak Blvd**
Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City to adopt Rezone (RZ) 24-04 rezoning 0.43 acres Light Industrial District (M-1) Zone District to Community Commercial (C-2) Zone District, for the Smith project, located at 2192 Live Oak Blvd (APN 51-490-028), by title only and waive the second reading
11. **Adopt an Ordinance to approve Planned Development 19: Brownstone Estates, located on North Colusa Frontage Road between Hooper Road and El Margarita Road**
Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City approving Planned Development 19, on 7.84 acres located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road (Assessor's Parcel Numbers 62-082-019, -020, -021) by title only and waive the second reading
12. **Appointment to Regional Housing Authority**
Recommendation: Approve the Mayor's Recommendation for Citizen Appointment to the Regional Housing Authority effective January 31, 2025
13. **Alternate Appointment to the City of Yuba City Senior Commission**
Recommendation: Approve the appointment recommendation of Leonard Brunelle as an Alternate to the Senior Commission effective 2/28/25
14. **Harter Marketplace Parcel Map (Acceptance of Public Improvements)**
Recommendation: Adopt a Resolution accepting certain street and related improvements pursuant to the Harter Marketplace Improvement Agreement with Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company and authorizing the Developer to file a Notice of Completion. [Development is located on the west side of Harter Parkway and north of State Route 20]
15. **Bains/Dhadli Subdivision (Annexation #7 of property in CFD 2021-1)**
Recommendation: Adopt a Resolution annexing a certain area, Bains/Dhadli Subdivision, within the City Limits into an existing Community Facilities District (CFD No. 2021-1) to fund municipal services, and filing said Resolution, along with the Seventh Amendment to the Notice of Special Tax Lien, in the office of County Recorder of the County of Sutter
16. **Bains / Dhadli Subdivision (Acceptance of Public Improvements)**
Recommendation: Adopt a Resolution accepting certain street and related

improvements pursuant to the Bains / Dhadli Subdivision with BDS Property Holdings, LLC, A California Limited Liability Company, and authorizing the Subdivider to file a Notice of Completion. [Subdivision is located north of Bridge Street, and approximately 300 feet west of North Walton Avenue]

Business Items

17. Pioneer Community Energy Expansion to Include the City of Yuba City

Recommendation: A. Receive an overview presentation of the findings of the Impact Assessment Study for the City of Yuba City to join Pioneer Community Energy; and

B. Conduct a Public Hearing, and after consideration,

C. Introduce an Ordinance of the City Council of the City of Yuba City amending Title 5 of the Yuba City Municipal Code by adding Chapter 27 (Community Choice Aggregation Program) to establish a Community Choice Aggregation Program in the City of Yuba City, by title only, and waive the first reading

18. Downtown Yuba City Business Improvement District - Levy of 2025 Annual Assessment

Recommendation: A. Conduct a Public Hearing, and after consideration,

B. Adopt a Resolution confirming the Annual Report for the Yuba City Downtown Business Association and levying the assessment for the Downtown Business Improvement District for calendar year 2025

19. 2040 General Plan Update

Recommendation: A. Conduct a Public Hearing; and after consideration,

B. Adopt a Resolution of the City Council of the City of Yuba City adopting an addendum to the certified environmental impact report for the 2004 Yuba City General Plan and approving the 2040 General Plan update

20. City Wide Traffic Demand Model Update

Recommendation: Adopt a Resolution Accepting the Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers, updating the City's Travel Demand Model for General Plan Buildout conditions

21. Amendments to the Community Sponsorship Policy

Recommendation: Adopt a Resolution amending the Administrative Policy for Community Sponsorships

22. Measure D - Voting Results

Recommendation: Receive a summary presentation on voting results for the City's proposed Transactions and Use Sales Tax Measure, identified as Measure D

23. Appointments to City Council Regional Boards and Committees

Recommendation: Approve the City Council Assignments to Regional Boards and

Committees for Calendar Year 2025

Future Agenda Items

24. Future Agenda Items

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

25. City Manager's Report

26. City Council Reports

Adjournment



U.S. AIR FORCE

Presentation by:
Lieutenant Colonel Gorman



Proclamation

of the City Council

Scott Hansen

Police Officer

In Recognition of your Retirement

WHEREAS, Scott Hansen was hired as a Reserve Police Officer by the City of Yuba City on February 9, 1991; and

WHEREAS, he has held the positions of Reserve Police Officer, Police Recruit, and Police Officer for Yuba City; and

WHEREAS, Scott Hansen has served as an example of a leader, and a team player in his capacity as an employee of the City of Yuba City. Scott has received three Chief's Unit of the Year Awards, three Police Unit Commendation Ribbon, and the Police Achievement Award; and

WHEREAS, Scott played a pivotal role as a Hostage Negotiator during the Big Five Department Store incident on August 5, 2012, where his calm demeanor, exceptional communication skills, and commitment to de-escalation were instrumental in resolving a tense and potentially dangerous situation, ensuring the safety of all involved, and

WHEREAS, Scott contributed to the progress and modernization of the police department by actively participating in the redesign of the department's patrol fleet in 2017, which included the successful introduction of the Police Chevy Tahoe patrol vehicles, enhancing the department's operational efficiency and effectiveness; and

WHEREAS, Scott Hansen took an oath when he was hired to, "Preserve, Protect and Defend the Constitution," an oath he never broke; and

WHEREAS, Officer Hansen kept faith with the public he so honorably served for more than 32 years.

NOW, THEREFORE, BE IT RESOLVED, that I, Dave Shaw, Mayor of the City of Yuba City, on behalf of the entire Council and citizens we serve, do hereby congratulate Officer Scott Hansen on the occasion of his honorable retirement. We wish Officer Hansen the very best in his future. Done on this 21st day of January 2025, in the City of Yuba City, County of Sutter, State of California.



Proclamation

of the City Council

Brian Baker
Chief of Police
In Recognition of your Retirement

WHEREAS, Brian Baker began his career with the Yuba City Police Department as a Cadet in 1994 and was hired as a Reserve Police Officer on September 27th, 1997; and

WHEREAS, he has held the positions of Police Officer, Police Sergeant, Police Lieutenant, Police Commander and ultimately, Police Chief; and

WHEREAS, his service included several critical ancillary assignments including Cadet Advisor, Background Investigator, Detective, Patrol Sergeant, Investigations Sergeant, and Traffic Education and Enforcement Sergeant; and

WHEREAS, he has been recognized with numerous awards and commendations for his exemplary professional performance including letters of appreciation from the public, peers and supervisors including, six Chief's Unit of the Year Awards, four Police Unit Commendation Ribbons, the Police Individual Commendation Ribbon, the Officer of the Year Award, the Distinguished Service Medal, and the Meritorious Service Medal; and

WHEREAS, Brian Baker received a Master of Science in Emergency Services Administration from California State University, Long Beach, and completed the coveted FBI National Academy in Quantico, Virginia; and

WHEREAS, during his tenure as Police Chief, he continued to push the organization to provide the best service possible and helped acquire much needed equipment that will continue to improve officers' safety for years to come; and

WHEREAS, Brian has demonstrated exceptional leadership, commitment to public safety, and a dedication to building strong relationships within the community as evidenced by his dedication to volunteering his time to a variety of area charitable causes; and

WHEREAS, Brian Baker took an oath when he was hired to, "Preserve, Protect and Defend the Constitution," an oath he never broke; and

WHEREAS, Chief Baker kept faith with the public he so honorably served for 30 years.

NOW, THEREFORE, BE IT RESOLVED, that I, Dave Shaw, Vice Mayor of the City of Yuba City, on behalf of the entire Council and citizens we serve, do hereby congratulate Chief Brian Baker on the occasion of his honorable retirement. We wish Chief Baker the very best in his future.

Done on this 21st day of January 2025 in the City of Yuba City, County of Sutter, State of California.



December 2024

QUARTERLY UPDATE

Development Services & Public Works

City Council Meeting | January 21, 2025

Ashley Potočník, Development Manager

Ashley Potočník, Development Liaison, will present a quarterly development update.

apotočník@yubacity.net | 530-822-5195



CITY OF YUBA CITY

Public Communication

Members of the public may address the City Council on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements.

Procedure

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

Request for additional time to address Council

Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

Procedure

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City
Attn: City Clerk
1201 Civic Center Blvd
Yuba City CA 95993

Or email to:
Jackie Sillman, City Clerk
cityclerk@yubacity.net

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk

Summary

Subject: Minutes of the December 17, 2024 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council
Recommendation: Approve the minutes of the December 17, 2024, Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council
Fiscal Impact: None

Attachments:

1. 12-17-2024 Regular Meeting Minutes (DRAFT)

Prepared By:
Ciara Wakefield
City Clerk

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

MINUTES (DRAFT)
**REGULAR MEETING OF THE SUCCESSOR AGENCY
TO THE REDEVELOPMENT AGENCY AND
CITY COUNCIL - CITY OF YUBA CITY**

DECEMBER 17, 2024

**5:00 P.M. CLOSED SESSION
SUTTER ROOM/VIRTUAL**

**6:00 P.M. REGULAR MEETING
COUNCIL CHAMBERS/VIRTUAL**

Call to Order

The Closed Session Meeting of the City Council was called to order in the Sutter Room by Mayor Shaw at 5:03PM

Roll Call

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

Closed Session

- A. Conference with Labor Negotiators (Pursuant to Government Code, Section 54957.6.) Agency designated representatives: Diana Langley, City Manager, Natalie Springer, Human Resources Director, Ann Gillen, Community Services Director, Diona Pope, Finance Director, Ben Moody, Public Works and Development Services Director, Brian Baker, Police Chief, Jesse Alexander, Fire Chief, Michael Jarvis, LCW, Ian Sangster, Kronick Moskowitz Tiedemann & Girard
Employee organizations: Yuba City Police Officers; Police Sergeants; Yuba City Firefighters Local 3793; Yuba City Fire Management; First Level Managers, Mid Managers, Police Sworn Mid Managers; and Public Employees Local No. 1
Unrepresented employees: Confidential Employees, Executive Services Employees

No public comment received

Regular Meeting

Call to Order

The Regular Meeting of the Successor Agency to the Redevelopment Agency and the City Council was called to order by Mayor Shaw at 6:19 PM

Roll Call

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

Invocation/Inspiration

Wade Kirchner, Councilmember

Pledge of Allegiance to the Flag

Michael Pasquale, Councilmember

City Attorney's Report on Closed Session Items

No reportable action

Agenda Modifications

No changes were made

Ceremonial Presentations

1. Eric Ball Retirement Proclamation

Mayor Shaw presented a proclamation to Eric Ball, Code Enforcement Officer

Tasha Weaver and Isabella Morgan presented a joint certificate on behalf of Senator Dahle and Assemblyman Gallagher

David Morgan presented a certificate on behalf of Congressman LaMalfa

2. Spencer Morrison Retirement Proclamation

Mayor Shaw presented a proclamation to Spencer Morrison, Finance Director

Tasha Weaver and Isabella Morgan presented a joint certificate on behalf of Senator Dahle and Assemblyman Gallagher

David Morgan presented a certificate on behalf of Congressman LaMalfa

Public Communication

3. Appearance of Interested Citizens

No public comment

Consent Calendar

Councilmember Cole abstained from Item 4

Councilmember Kirchner moved and Councilmember Pasquale seconded the motion to approve Consent Calendar items 4-21

4. Minutes of the November 19, 2024 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council; and Minutes of the December 10, 2024 Special Meeting of the City Council

Approve the Minutes of the November 19, 2024 Regular Meeting of the Successor Agency to the Redevelopment Agency and City Council; and the Minutes of the December 10, 2024 Special Meeting of the City Council

5. 2025 Minimum Wage Increase

Adopt **Resolution 24-154** to adjust the City's salary schedule to comply with the new California wage requirements effective January 1, 2025

6. Business License Ordinance Update

Adopt **Ordinance 011-24** of the City Council of the City of Yuba City to repeal Municipal Code Subsection (b)(2) of Section 3-4.24 to exclude the license application requirement for non-profit organizations by title only and waive the second reading

7. Purchase and Installation of Video Surveillance & Door Access Control at the Yuba City Police Department, Sutter Animal Services Authority, and Corporation Yard

Adopt **Resolution 24-155** awarding the purchase of Verkada surveillance and access control systems to Monarch Connected of San Francisco, CA, in the amount of \$134,317.69 utilizing CMAS contract number 3-23-01-1017 with the finding that it is in the best interest of the City

8. Annual Investment Policy Adoption

Approve Investment Policy as presented

9. Spiva Avenue Waterline Replacement Project - Award Construction Contract

Adopt **Resolution 24-156** with the following actions:

A. Awards a construction contract to Platinum General Engineering LLC (d.b.a. Platinum Dirt Worx), of Modesto, CA in the amount of their total bid \$199,400.00 and authorizes the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney, and approves CEQA Class 1 and Class 2 exemptions

B. Authorizes the Finance Director to make supplemental appropriation of \$279,170.00 to account 951093-65501 with an offsetting revenue budget adjustment to 517-43480 for the receipt of grant funds

10. Aquifer Storage and Recovery Well Project - Plans and Specifications Approval

Adopt **Resolution 24-157** approving the plans and specifications for construction of the below-ground facilities of the Aquifer Storage and Recovery Well (Well #3) Project at the Water Treatment Plant and authorizing advertisement for bids on the project

11. Submission of Recertification Application for Tree City USA Designation

Adopt **Resolution 24-158** authorizing the City to apply for recertification to the National Arbor Day Foundation for consideration of the City to continue its designation as a Tree City USA community

12. Chima Ranch Subdivision Development Agreement Assignment

Adopt **Resolution 24-159** of the City Council of the City of Yuba City approving the assignment of responsibilities under the Development Agreement associated with the Chima Ranch Tentative Subdivision Map (SM 22-07) from Interwest Homes Corporation to LGI Homes, LLC, and authorize the Development Services Director to sign the Consent to Assignment

13. Henson Ranch Estates Subdivision (Acceptance of Public Improvements)

Adopt **Resolution 24-160** accepting certain street and related improvements pursuant to the Henson Ranch Estates Subdivision Agreement with YC Hooper Ventures, LLC, A California Limited Liability Company, and authorizing the Subdivider to file a Notice of Completion. [Subdivision is located north of North Colusa Frontage Road, East of Hooper Road, and west of El Margarita Road]

14. SACOG Grant Agreement for City Welcome Sign Project (Gateway Signs Improvement Project)

Adopt **Resolution 24-161** authorizing the City Manager of the City of Yuba City to execute a Memorandum of Understanding between Sacramento Area Council of Governments and the City of Yuba City, and all other necessary grant agreements for the Community Design Funding Program: Gateway Signs Improvement Project

15. Fourth Amendment to the Disposition and Development Agreement for the Feather River Mill and Associated Properties (Noyan Properties, L.P., and H-NYC, LLC)

A. Adopt **Resolution 24-162** of the City Council approving the fourth amendment to the Disposition and Development Agreement with H-NYC, LLC, and Noyan Properties, L.P., authorizing the sale and development of real property located at the southeast corner of Bridge and Shasta Streets (Current APNs: 52-324-028, -029, -030, -031, -032, -033, & -034)

B. As the City Council, authorize the City Manager to approve and sign on behalf of the City, Amendment No. 4 to the Disposition and Development Agreement with Noyan Properties, L.P. with regard to the property located at the southeast corner of Bridge and Shasta Streets to be used for the future development (Current APNs: 52- 324-028, -029, -030, -031, -032, -033, & -034)

C. As the Board of Directors of the Successor Agency, authorize the Executive Director to approve and sign on behalf of the Agency, Amendment No. 4 to the Disposition and Development Agreement with Noyan Properties, L.P. with regard to the property located at the southeast corner of Bridge and Shasta Streets to be used for the future development (Current APNs: 52-324-028, - 029, -030, -031, -032, -033, & -034)

16. Bogue Road Sewer Extension Project

Adopt **Resolution 24-163** to:

- A. Award a construction contract to Ranger Pipelines, Inc., of San Francisco, CA in the amount of their total bid for bid schedules A & B of \$4,275,341.00 and authorize the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- B. Award a Professional Services Agreement to Inferrera Construction Management Group, Inc., of Shingle Springs, CA for Inspection Services in the amount of \$188,219.00 and authorize the City Manager to execute the contract on behalf of the City, subject to material terms, subject to review and approval as to legal form by the City Attorney, and with the finding that it is in the best interest of the City
- C. Award a Professional Services Agreement to The Solis Group of Pasadena, CA for Labor Compliance Services in the amount of \$20,000.00, subject to material terms, with the finding that it is in the best interest of the City
- D. Authorize the Finance Director to make a budget transfer in the amount of \$2,070,000 from CIP Account No. 1277 (Harter-Bridge Trunk Sewer) to CIP Account No. 1295 (Bogue Road Sewer Extension)
- E. Authorize the Finance Director to appropriate a total of \$4,000,000.00 in American Rescue Plan Act funds for wastewater obligations outlined in the Newkom Ranch Development Agreement

17. Terex Hi-Ranger XT PRO 56 Aerial Truck

Adopt **Resolution 24-164** to approve an increase to the capital acquisition budget allocation for the Park's Department Terex Hi- Ranger XT PRO 56 Aerial Truck in the amount of \$6,507.73 for a total capital asset value of \$280,369.73

18. City of Yuba City Advisory Board Appointment List

Note and File the 2024 Local Appointment List and Direct Staff to post on the City's website

19. . Biennial Review of the City of Yuba City Conflict of Interest Code

Adopt **Resolution 24-165** Amending the City of Yuba City Conflict of Interest Code and list of Designated Positions

20. Lease of the Madden House for the Yuba-Sutter Chamber of Commerce Offices

Adopt **Resolution 24-166** approving a Lease Agreement with the Yuba- Sutter Chamber of Commerce for the use of the Madden House (1300 Franklin Road), authorizing the City Manager to make non- material modifications, subject to City Attorney approval

21. Parks and Recreation Commission Ordinance Update

Adopt **Ordinance 012-24** of the City Council of the City of Yuba City to repeal Chapter 1 (Parks and Recreation Commission) of Title 9 by title only and waive the second reading

Item 4 passed with 4 votes [Cole Abstained]
Items 5-21 passed unanimously

Business Items

22. Annual Report from the Downtown Yuba City Business Improvement District and Proposed Levy of Annual Assessment for 2025

Councilmember Kirchner moved and Councilmember Pasquale seconded the motion to:

A. Adopt **Resolution 24-167** Accepting and Approving the 2024-2025 Annual Report of the Downtown Yuba City Business Improvement District

B. Adopt **Resolution 24-168** of Intention to Levy and Collect 2025 Annual Assessments and set a Public Hearing for January 21, 2025

The motion was passed unanimously

23. Downtown Yuba City Business Improvement District Ordinance

Mayor Shaw opened a Public Hearing

Keith Bordsen spoke
Sandee Drown spoke

Mayor Shaw closed the Public Hearing

Councilmember Pasquale moved and Councilmember Cole seconded the motion to:

Introduce an Ordinance of the City Council of the City of Yuba City to amend Municipal Code Section 3-9.050 for the collection of delinquent assessments, by title only, and waive the first reading

The motion was passed unanimously

24. Small Wireless Telecommunication Facilities within the City's Right of Way

Mayor Shaw opened a Public Hearing

No public comment

Mayor Shaw closed the Public Hearing

Councilmember Kirchner moved and Vice-Mayor Boomgaarden seconded the motion to:

Adopt **Resolution 24-169** that:

- A. Amends the City's Fee Schedule to include new fees for the processing of Wireless Telecommunication Facility Permits in the City's Public Right-of-Way
- B. Authorizes the City Manager to execute a Master License Agreement with New Cingular Wireless PCS, LLC (AT&T) for use of Municipal Facilities to install Small Wireless Facilities

The motion was passed unanimously

25. Time extension for Development Plan 20-03, Richland Village Affordable Housing Development, and associated City funding commitment

Gus Becerra spoke

Vice-Mayor Boomgaarden moved and Councilmember Pasquale seconded the motion to:

Approve a two-year extension of time for Development Plan 20- 03 and the associated City funding commitment, pursuant to City Municipal Code Section 8-5.7106, resulting in a new expiration date of January 19, 2027

The motion was passed unanimously

26. General Plan Amendment 24-02 and Rezone 24-04 for the Gary Smith project located at 2192 Live Oak Blvd.

Mayor Shaw opened a Public Hearing

No public comment

Mayor Shaw closed the Public Hearing

Councilmember Pasquale moved and Vice-Mayor Boomgaarden seconded the motion to:

B. Adopt **Resolution 24-170** of the City Council of the City of Yuba City approving Environmental Assessment 24-09 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and approve General Plan Amendment (GPA) 24-02 re-designating 0.43-acres from the Manufacturing, Processing, and Warehousing land use designation to the Community Commercial designation, and;

C. Introduce an Ordinance of the City Council of the City of Yuba City to adopt Rezone (RZ) 24-04 rezoning 0.43 acres Light Industrial District (M-1) Zone District to Community Commercial (C-2) Zone District, for the Smith project, located at 2192 Live Oak Blvd (APN 51-490-028), and waive the first reading

The motion was passed unanimously

27. General Plan Amendment 24-03, Tentative Subdivision Map 24-04 and Planned Development 19: Brownstone Estates, located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road

Mayor Shaw opened a Public Hearing

Rob Deitz spoke

Mayor Shaw closed the Public Hearing

Vice-Mayor Boomgaarden moved and Councilmember Pasquale seconded the motion to:

B. Adopt **Resolution 24-171** approving Environmental Assessment (EA) 24-10, by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approving General Plan Amendment (GPA)

24-03, and Tentative Subdivision Map 24-04, Brownstone Estates, for 54-single family residential lots

- C. Introduce an Ordinance of the City Council of the City of Yuba City approving Planned Development 19, on 7.84 acres located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road (Assessor's Parcel Numbers 62-082-019, 020, -021) and waive the first reading

The motion was passed unanimously

28. Update X₁₉ Combining (Zoning) District

Councilmember Kirchner moved and Vice-Mayor Boomgaarden seconded the motion to:

Initiate a Municipal Code amendment to revise the X₁₉ Combining District to provide for future intersection improvements at the State Highway 20 / El Margarita Road intersection

The motion was passed unanimously

29. Planning Division Fee Schedule Update

Mayor Shaw opened a Public Hearing

No public comment

Mayor Shaw closed the Public Hearing

City Council provided staff direction on bringing the item forward

30. Planning Commission Representation

City Council received staff information and presentation, and provided direction to staff re: Initiating a Municipal Code amendment, changes to the Planning Commission Bylaws, and other recommended changes to update the composition of the Planning Commission from seven to five members with appointments to be made by individual City Council members coinciding with Council members' individual districts

Future Agenda Items

31. Future Agenda Items

No suggestions were made

Reports and Communications

32. City Manager's Report

32. City Council Reports

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Pasquale
- Vice-Mayor Boomgaarden

- Mayor Shaw

Adjournment

Mayor Shaw adjourned Regular Meeting of the Successor Agency to the Redevelopment Agency and the City Council at 8:20 PM

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Update City Council Benefits
Recommendation: Adopt a Resolution updating City Councilmember Benefits
Fiscal Impact: Nominal Savings

Purpose:

To update City Councilmember Benefits, specifically including parameters for reimbursement of mileage for Councilmember travel outside of Yuba City.

Council's Strategic Goal:

This item meets Council's goal of Fiscal Responsibility.

Background:

On February 16, 2021, the City Council adopted Resolution No. 21-016, updating benefits received by the City Council. One of the items, auto expense reimbursement, states the following:

"For those not using a City vehicle when traveling for City business, actual automobile expenses may be reimbursed in accordance with applicable tax laws and existing City reimbursement procedures."

Under this policy, Councilmembers may request mileage reimbursement for business meetings that occur within our outside of the City.

Analysis:

If approved, the auto expense reimbursement language will be updated to reflect the following:

"Councilmembers will be reimbursed actual mileage for the use of their private vehicles in travel to and from designated places on City business outside of Sutter and Yuba Counties. The reimbursement rate will be at the rate in the City's current approved mileage rates."

The updated language will place limitations as to when mileage reimbursement applies.

Fiscal Impact:

This will limit the City's potential expenses related to Councilmember auto expense reimbursement.

Alternatives:

1. Do not approve the proposed change to auto expense reimbursement for Councilmembers.
2. Request additional modifications to City Council benefits.

Recommendation:

Adopt a Resolution updating City Councilmember Benefits.

Attachments:

1. Resolution - 2025 City Council Member Benefits
2. Resolution 21-016 Council Member Benefits

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
UPDATING CITY COUNCIL MEMBER BENEFITS**

WHEREAS, the City recognizes the need to update City Council benefits for ease of administration and benefit uniformity; and

WHEREAS, prior resolutions for City Council benefits are dated and need to be consolidated; and

WHEREAS, the City Council now wishes to approve an updated benefits resolution to address mileage reimbursement and to consolidate benefit information for ease of administration.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. The City Council approves the "City Council Member Benefits" updated January 21, 2025, attached hereto as Exhibit "A."

2. The Director of Finance is hereby authorized to make the necessary budget adjustments to implement the provisions of this resolution.

The foregoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 21st day of January, 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

Approved as to form:

Shannon Chaffin, City Attorney

Exhibit "A" - City Council Member Benefits updated January 21, 2025

EXHIBIT “A”



City Council Member Benefits

Updated January 21, 2025

- | | |
|---|---|
| ☐ Monthly Salary | \$600.00 per month |
| ☐ Auto Allowance | Councilmembers will be reimbursed actual mileage for the use of their private vehicles in travel to and from designated places on City business outside of Sutter and Yuba Counties. The reimbursement rate will be at the rate in the City's current approved mileage rates. |
| ☐ Tablet/computer | Initial \$1,500 budget for purchase of computer or tablet and accessories. The City shall pay the cellular services for the tablet or tablet will be set-up for WiFi network only. At the end of the City Councilmember's term, the City Councilmember shall be to purchase the equipment at the depreciated price. |
| ☐ Cell phone | The City shall provide a City phone and pay the monthly service fee or City Council may utilize their own phone and the City will pay a monthly service with proof of service, not to exceed \$40 per month. |
| ☐ Medical Coverage | Blue Shield Plans
80% City/ 20% employee of lowest plan premium |
| ☐ Dental/Vision | Combined Benefit Administrator
90% City/ 10% employee of plan premium |
| ☐ Life Insurance | \$50,000 coverage paid by City
\$7.15 per month |
| ☐ 457 Plan | \$200.00 per month
\$274.40 per month if not partaking in CalPERS |
| ☐ CalPERS: | Optional <ul style="list-style-type: none">▪ Election of optional membership▪ Retired Annuitants can elect alternate benefit of adding to deferred compensation benefit. Resolution 03-018. |

ATTACHMENT 2

RESOLUTION NO. 21-016

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
UPDATING CITY COUNCIL MEMBER BENEFITS**

WHEREAS, the City recognizes the need to update City Council benefits for ease of administration and benefit uniformity; and

WHEREAS, prior resolutions for City Council benefits are dated and need to be consolidated; and

WHEREAS, the City Council now wishes to approve an updated benefits resolution to more closely align with current requirements and to consolidate benefit information for ease of administration.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City as follows:

1. The City Council approves the "City Council Member Benefits" updated February 16, 2021, attached hereto as Exhibit "A."

2. The Director of Finance is hereby authorized to make the necessary budget adjustments to implement the provisions of this resolution.

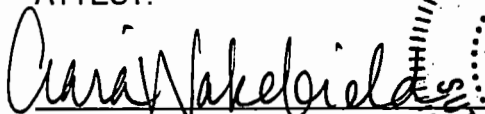
The foregoing Resolution of the City Council of the City of Yuba City was duly introduced, passed and adopted at a regular meeting thereof held on the 16th day of February, 2021.

AYES: Councilmembers Espindola, Harris, Kirchner, Shaw, and Mayor Boomgaarden

NOES: None

ABSENT: None

ATTEST:


Ciara Wakefield, Deputy City Clerk




Marc Boomgaarden, Mayor

Approved as to form:


Shannon Chaffin, City Attorney

Exhibit "A" - City Council Member Benefits updated February 16, 2021



City Council Member Benefits

Updated February 16, 2021

- ❑ Monthly Salary \$600.00 per month
- ❑ Auto Allowance Expenses reimbursed for personal vehicle usage
- ❑ Tablet/computer Initial \$1,500 budget for purchase of computer or tablet and accessories. The City shall pay the cellular services for the tablet or tablet will be set-up for WiFi network only. At the end of the City Councilmember's term, the City Councilmember shall be to purchase the equipment at the depreciated price.
- ❑ Cell phone The City shall provide a City phone and pay the monthly service fee or City Council may utilize their own phone and the City will pay a monthly service with proof of service, not to exceed \$40 per month.
- ❑ Medical Coverage Blue Shield Plans
80% City/ 20% employee of lowest plan premium
- ❑ Dental/Vision Combined Benefit Administrator
90% City/ 10% employee of plan premium
- ❑ Life Insurance \$50,000 coverage paid by City
\$7.15 per month
- ❑ 457 Plan \$200.00 per month
\$274.40 per month if not partaking in CalPERS
- ❑ CalPERS: Optional
 - Election of optional membership
 - Retired Annuitants can elect alternate benefit of adding to deferred compensation benefit. Resolution 03-018.

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Finance/IT Department
Presentation By: Diona Pope, Director of Finance

Summary

Subject: Local Agency Investment Fund (LAIF) Investment Authority Update
Recommendation: Adopt a Resolution to update staff authority to invest monies in the Local Agency Investment Fund
Fiscal Impact: Investing in LAIF provides the treasury with liquidity and diversification, but will not impact operating budgets in any significant way

Purpose:

This item primarily updates the authorized signer title from City Administrator to City Manager and Finance Officer to Finance Director.

Council's Strategic Goal:

This item addresses the City Council strategic goal of fiscal responsibility.

Background:

Yuba City has been investing a portion of its treasury in the Local Agency Investment Fund (LAIF), a California State Treasurer-run fund, for decades to achieve liquidity, safety and further diversification of the City's portfolio. Government Code Section 16429.1 allows for such a fund and the City's participation. LAIF is a \$19.5 billion fund. The last time the City updated the LAIF authorizations, the three authorized positions were City Administrator, Administrative Services Director/City Treasurer, and Finance Officer. None of these job classifications exist today.

Analysis:

Council must adopt a Resolution to change the titles of the authorized signers. This proposed Resolution allows for successors and should be in place for a very long time, as the previous one had been.

Fiscal Impact:

Investing in LAIF provides the treasury with liquidity and diversification but will not impact operating budgets in any significant way.

Alternatives:

1. Do not renew the authorization and direct staff to choose an alternate investment for liquidity; or
2. Direct staff to choose a different set of signers and positions.

Recommendation:

Adopt a Resolution to update staff authority to invest monies in the Local Agency Investment Fund.

Attachments:

1. Resolution
2. LAIF Reso 03-005

Prepared By:
Diona Pope
Finance Director

Submitted By:
Diana Langley
City Manager

RESOLUTION NO. _____

AUTHORIZING INVESTMENT MONIES IN THE LOCAL AGENCY INVESTMENT FUND

WHEREAS, The Local Agency Investment Fund is established in the State Treasury under Government code section 16429.1 et. Seq. for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the City Council hereby finds that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 for the purpose of investment as stated therein as in the best interests of the City of Yuba City.

NOW, THEREFORE, be it resolved by the City Council of Yuba City as follows:

The City Council hereby authorizes the deposit and withdrawal of City monies in the Local Agency Investment Fund in the State Treasury in accordance with Government Code section 16429.1 et. Seq. for the purpose of investment as provided therein.

Section 1. The following City officers holding the title(s) specified herein below or their successors in office are each hereby authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund and may execute and deliver any and all documents necessary or advisable in order to effectuate the purposes of this resolution and the transactions contemplated hereby.

City Manager Diana Langley

Finance Director Diona Pope

City Treasurer Diona Pope

Accounting Manager Ethan Gutierrez

Section 1. This resolution shall remain in full force and effect until rescinded by City Council by resolution and a copy of the resolution rescinding this resolution is filed with the State Treasurer's Office.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January, 2025.

AYES;
NOES:
ABSENT:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

ATTACHMENT 2

RESOLUTION NO. 03-005

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING
INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND**

WHEREAS, Pursuant to Chapter 730 of the Statutes of 1976 Section 16429.1 was added to the California Government Code to create a Local Agency Investment Fund in the State Treasury for the deposit of money of a local agency for purposes of investment by the State Treasurer; and

WHEREAS, the City Council does hereby find that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Section 16429.1 of the Government Code for the purpose for investment as stated therein as in the best interests of the City of Yuba City.

NOW, THEREFORE, BE IT RESOLVED, that the City Council does hereby authorize the deposit and withdrawal of City of Yuba City monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Section 16429.1 of the Government Code for the purpose of investment as stated therein, and verification by the State Treasurer's Office of all banking information provided in that regard.

BE IT FURTHER RESOLVED, that the following Yuba City Officers or their successors in office shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund:

City Administrator

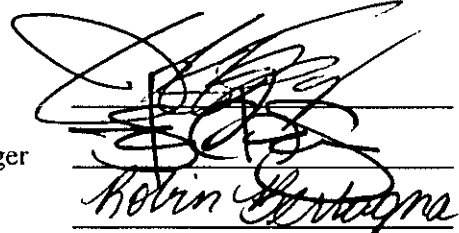
Jeffrey Foltz

Administrative Services Director/City Treasurer

Steven C. Kroeger

Finance Officer

Robin Bertagna



The foregoing Resolution was duly passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on January 7, 2003, by the following vote:

AYES: Councilmembers Cartoscelli, Doolittle, Hellberg, Hilliard, and Mayor Barkhouse

NOES: None

ABSENT: None

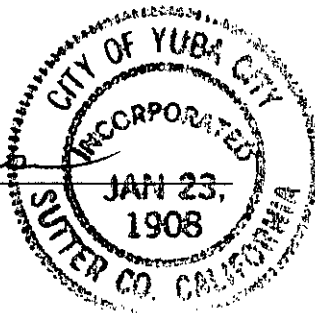


Bob Barkhouse
Mayor

Attest:

By:


Susan Pearson
City Clerk



03 005

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Downtown Yuba City Business Improvement District Ordinance
Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City to amend Municipal Code Section 3-9.050 for the collection of delinquent assessments, by title only, and waive the second reading
Fiscal Impact: This will improve the ability to collect delinquent Business Improvement District assessments

Purpose:

To improve the ability to collect delinquent Downtown Yuba City Business Improvement District assessments.

Council's Strategic Goal:

This item addresses Council's goals of Business Friendly and Fiscal Responsibility.

Background:

Chapter 9, Title 3 of the Yuba City Municipal Code addresses the Downtown Yuba City Business Improvement District (BID). Section 3-9.050 includes provisions for the collection of assessments, in which the City collects the annual assessments and the "District" collects delinquent assessments. The Downtown Business Association (DBA) has been acting as the "District" and is not set-up to collect delinquent assessments. Representatives from the DBA Board asked staff if the City could take over this function. Staff supports the DBA's request as the City has more tools available to collect delinquent assessments, including levying the assessment against the property owner's tax roll.

Analysis:

Staff recommends modifying Section 3-9.050, "Collection of assessment and refunds", as follows:

1. Modify Section 3-9.050a to identify that the City shall bill and collect all assessments, including delinquent assessments, from all businesses, trades, and professions within the District, or property owners, should the business, trade, or profession owner fail to pay.
2. Delete Section 3-9.050b to remove language related to the District collecting all delinquent

assessments.

3. Add Section 3-9.050d to specify the process for collection of delinquent assessments. The City may impose late penalties, and should the assessment remain delinquent as of June 30 of each year, the City may initiate and implement collection via a levy of the assessment on the property tax roll.

As this change will impact property owners, property owners will be notified multiple times that an assessment is delinquent. Notices will be sent to the property owner(s) concurrently with the second reminder notice, first delinquency letter, which will include a 10% penalty, and the second delinquency letter, which will include an escalating penalty, to the business owner(s).

Should the delinquent assessment still not be paid, the collection process will transition to a lien process that will include the following steps:

1. Finance Department shall prepare a written report, which shall be filed with the City Clerk, describing each parcel of which there are delinquent assessments during the preceding year, and the amount of delinquency.
2. City Clerk shall publish the notice of the report's filing and of the time and place of hearing on the report, prior to the date set for the hearing. The Finance Department shall mail written notice of the report's filing to each property owner whose property is identified as being subject to delinquent assessment charges.
3. Finance Department shall conduct a prehearing to hear and consider all objections or protests. The Finance Director shall then make a determination on each delinquency and present the list to the City Council for final determination at a public hearing.
4. City Council shall conduct a public hearing to consider all objections or protests, and then make a recommendation of each delinquency filed. The City Council's determination is final.
5. Following the hearing, prior to August 10 of each year, the City Clerk shall file with the Finance Director a copy of the signed report to submit to Sutter County to include the amount of delinquencies on the bills for taxes levied against the properties identified in the report.

As this is a change in how delinquent assessments are collected, staff invited all business and property owners to a meeting on November 19th to hear and provide feedback about the proposed changes. Few business and property owners were present. However, those in attendance inquired about the notification process to property owners. In addition, in early December, a follow-up letter was sent to all business and property owners to notify them of the proposed change and of the public hearing scheduled for consideration of this item.

On December 17, 2024, a public hearing was held to receive input from the public related to the amendment of the Ordinance. Keith Bordsen, a property owner on Plumas Street, expressed that he was there to represent property owners of six different addresses within the BID, and they were concerned about becoming responsible for paying the assessment should their tenant fail to pay. Mr. Bordsen asked that Council not approve the proposed changes to the Ordinance. Sandee Drown, co-owner of The Happy Viking and past-president of the DBA, responded to Mr. Bordsen's comments that the lease terms with her landlord include a provision related to the payment of the assessment and the DBA is recommending that property owners include a similar provision in their leases with their tenants. After consideration of public comments, the City Council moved to introduce the Ordinance amendment.

Fiscal Impact:

As the DBA did not have tools available to collect delinquent assessments, there is a long list of aged accounts from businesses within the BID. The DBA Board voted to only pursue the collection of

delinquent assessments dating back to January 2023, and forgive all other past due assessments. Staff is working with the DBA to identify the businesses and corresponding property owners that will be subject to collection of delinquent assessments, and will follow the process outlined in the amended Ordinance should it be adopted and become effective.

Alternatives:

1. Direct staff to modify the proposed code changes.
2. Do not amend the code.

Recommendation:

Adopt an Ordinance of the City Council of the City of Yuba City to amend Municipal Code Section 3-9.050 for the collection of delinquent assessments, by title only, and waive the second reading.

Attachments:

1. Ordinance - Downtown Business Improvement District
2. Municipal Code - Chapter 9 of Title 3 Adopted

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AMENDING MUNICIPAL CODE SECTION 3-9.050 FOR THE COLLECTION OF DELINQUENT
ASSESSMENTS**

WHEREAS, the Downtown Yuba City Business Improvement District was created in 1998 as a self-initiated business district funded by an annual assessment; and

WHEREAS, Chapter 9 of Title 3 of the Yuba City Municipal Code contains the parameters related to the establishment and implementation of the Downtown Yuba City Business Improvement District; and

WHEREAS, Section 3-9.050, "Collection of assessment and refund" currently identifies that the City will collect assessments, the "District" will collect delinquent assessments, and does not include current tools available to collect delinquent assessments; and

WHEREAS, the Downtown Business Association has requested that the City modify the Ordinance so that the City collects all assessments, current and delinquent; and

WHEREAS, staff concurs with the Downtown Business Association's request and would like to add the ability to collect delinquent assessments from property owners via a lien placed on the property tax roll; and

WHEREAS, the City Council now desires to amend Chapter 9 of Title 3 of the Yuba City Municipal Code.

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

Section 1. The above recitals are incorporated by reference.

Section 2. Section 3-9.050 of Chapter 9 of Title 3 of the Yuba City Municipal Code is amended to read in its entirety as follows:

Sec. 3-9.050. Collection of assessment and refunds.

- (a) The City shall bill and collect from all businesses, trades, and professions within the District all assessments authorized by this chapter. Should the business, trade, or profession not pay their assessment, the City will collect delinquent assessments from the property owner of which the business, trade, or profession is located.
- (b) The City shall pay any costs the City incurs for the process of billing and/or collecting the non-delinquent assessments for the Business Improvement District.
- (c) No refund upon termination of business within the business improvement district. The business assessments under the terms of this chapter are not refundable upon termination of a business or for any unused portion or term of the assessment year.
- (d) Collection of delinquent assessments. For delinquent assessments, the City may impose late payment penalties on businesses that fail to timely pay their respective assessments at a rate of 10% per month. If the assessment remains unpaid 60 days after the date of delinquency, the City may commence any action it deems appropriate or necessary to recover the delinquent assessments and late payment penalties. Any business which is delinquent in

payment of its assessment shall be liable for all costs of collection of the delinquent assessment.

All assessments which remain delinquent as of June 30 of each year may be collected in the same manner as the general taxes for the City for the forthcoming fiscal year, as follows:

- (1) The City's Finance Department shall prepare a written report, which shall be filed with the City Clerk. The report shall describe each parcel of real property for which there are any assessment delinquencies during the preceding year, and the amount of delinquency.
- (2) The City Clerk shall publish notice of the report's filing and of the time and place of hearing on the report, prior to the date set for the hearing. The notice shall be published once a week for two successive weeks prior to the hearing. The Finance Department shall also mail written notice of the report's filing to each property owner whose property or parcel is identified as being subject to delinquent assessment charges.
- (3) At the time stated in the notice for the prehearing, the Finance Director and/or designee shall hear and consider all objections or protests, if any, to the report concerning the delinquencies in a "prehearing." Thereafter, the City Finance Director may revise, change, reduce, or modify any delinquency, or overrule any or all objections thereto. The Finance Director shall then make his or her determination on each delinquency identified in the report, and present the list to the City Council for final determination at the public hearing stated in the notice.
- (4) At the time stated in the notice, following the prehearing and prior to submission to the County of Sutter, the City Council shall hear and consider all objections or protests, if any, to the report concerning the delinquencies. Thereafter the City Council may adopt, revise, change, reduce or modify any delinquency or overrule any or all objections thereto. The City Council shall then make its determination on each delinquency identified in the report; the City Council's determination shall be final.
- (5) Following the hearing, on or before August 10 of each year, the City Clerk shall file with the City's Finance Director a copy of the signed report to submit to the County. The Finance Director will submit a request to the County of Sutter to include the amount of delinquencies on the bills for taxes levied against the properties identified in the report.

SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

PUBLICATION. The City Clerk shall certify the adoption of this Ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.

EFFECTIVE DATE. This Ordinance shall take effect and be in full force and effect from and after thirty (30) calendar days after its final passage and adoption. Within fifteen (15) calendar days after its adoption, the ordinance, or a summary of the ordinance, shall be published once in a newspaper of general circulation.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 17th day of December 2024, and adopted at a regular meeting thereof held on the 21st day of January 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor
City of Yuba City

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBACITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

CHAPTER 9. DOWNTOWN YUBA CITY BUSINESS IMPROVEMENT DISTRICT

Sec. 3-9.010. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

- (a) "Act" shall mean the parking and business improvement Area Law of 1989, Streets and Highways Code § 36500 et seq.
- (b) "Activities" shall mean and include, without limitation: promotion of public events which benefit businesses in the District.
- (c) "Assessment" shall mean a levy for the purpose of acquiring, constructing, installing, or maintaining improvements and promoting activities which will benefit the businesses located and operating within the District.
- (d) "Associate member" shall mean a business owner located outside the BID boundaries that participates by paying an associate member assessment.
- (e) "Billing period" shall mean the time between January 1 of any year and December 31 of the same year.
- (f) "District" shall mean the parking and business improvement area established pursuant to Section 3-9-020 of this Code.
- (g) "Financial business" shall mean banks, savings and loan institutions, credit unions, and other related businesses.
- (h) "Fiscal year" shall mean January 1 to and including December 31 of the same year.
- (i) "Improvements" shall mean the acquisition, construction, installation, or maintenance of any tangible property with an estimated useful life of five years or more, including, without limitation: parking facilities, benches, trash receptacles, street lighting, decorations, parks and fountains.
- (j) "Lodging business" shall mean and include, without limitation, hotels, motels, inns, recreational vehicle parks, bed and breakfast inns, and other similar businesses.
- (k) "Professional business" shall mean and include attorneys, architects, accountants, engineers, surveyors, physicians, dentists, optometrists, chiropractors and others in a medical/health service field, consultants, real estate brokers, financial advisors, laboratories (including dental and optical), hearing aid services, artists and designers, and similar businesses.
- (l) "Retail, restaurant and service business" shall mean and include businesses that buy and resell goods such as clothing stores, shoe stores, office supplies, businesses that sell prepared foods and drinks, general office, news and advertising media, printers, photographers, personal care facilities and outlets, contractors/builders, service stations, repairing and servicing businesses, renting and leasing businesses, utilities, vending machine businesses, household finance companies, theaters and entertainment-oriented businesses, and other similar businesses not otherwise defined in the other categories.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.020. Establishment of Business Improvement District and boundaries of District.

A Parking and Business Improvement Area is hereby established pursuant to the Parking and Business Improvement Area Law of 1989, Streets and Highways Code § 36500 et seq. This District shall be called the Downtown Yuba City Business Improvement District. There shall be two benefit zones within the District, based upon the degree of benefit to be derived from the improvements and activities to be provided within the benefit zones as provided in the Act. The boundaries of the District and the benefit zones within the District are shown on the attached map and described in the form of assessor's parcel numbers in Exhibit A.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.030. Establishment of Advisory Board; agreement; amendments to the Act.

The elected officers of the Downtown Yuba City Business Association shall serve as an Advisory Board to the City Council, and shall make recommendations to the City Council on the expenditure of revenues derived from the levy of assessments pursuant to this chapter, on the classification of businesses, and on the method and basis of levying the assessments. Persons owning businesses within the boundaries of the District shall be qualified to serve as members of the Advisory Board. The Board may appoint a director who is an associate member. Any and all voting within the District regarding election of persons to serve on the Advisory Board, matters concerning the conduct of the advisory board, or any actions of the advisory board shall be based on one vote per assessed dollar of the assessment made pursuant to this chapter. Only businesses which are current in the payment of their assessments shall be entitled to participate in any such vote.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.040. Establishment of assessment; exclusion from assessment.

- (a) Commencing January 1, 1999, all businesses, trades, and professions located within the District shall pay an annual assessment in the following amounts, depending on the benefit zone in which the business is located, the classification of the business, and number of employees the business employs:

Business Type	Business Size Number of Employees		Annual Assessment Zone	
			A	B
Retail, Restaurant and Service	Small	1—4	\$385	\$180
	Medium	5—9	\$560	\$285
	Large	10+	\$735	\$380
Professional Business			\$350	\$180
Lodging Business			\$560	\$285
Financial Institutions			\$875	\$725

Associate Members: Businesses outside the BID boundaries that would like to participate will be assessed \$175.

NOTE: Retail and restaurant businesses will be assessed on size which will be determined by number of employees, either full-time, or the equivalent made up of multiples of part-time employees.

- (b) Property within the District boundaries used for residential purposes are exempt from assessment within the District.

-
- (c) The assessment for any new business established within the District shall be due and payable on the date of issuance of the business license or on the date the business first opens to the public, whichever first occurs. Said initial assessment shall be prorated on the basis of the remaining fiscal year. Thereafter, annual assessments will be due and payable on January 1 of each year.

(§ 1, Ord. 06-98, eff. August 19, 1998; § 1, Ord. 007-07, eff. May 31, 2007)

Sec. 3-9.050. Collection of assessment and refunds.

- (a) The City shall bill and collect from all businesses, trades, and professions within the District all assessments authorized by this chapter. Should the business, trade, or profession not pay their assessment, the City will collect delinquent assessments from the property owner of which the business, trade, or profession is located.
- (b) The City shall pay any costs the City incurs for the process of billing and/or collecting the non-delinquent assessments for the Business Improvement District.
- (c) No refund upon termination of business within the business improvement district. The business assessments under the terms of this chapter are not refundable upon termination of a business or for any unused portion or term of the assessment year.
- (d) Collection of delinquent assessments. For delinquent assessments, the City may impose late payment penalties on businesses that fail to timely pay their respective assessments at a rate of 10% per month. If the assessment remains unpaid 60 days after the date of delinquency, the City may commence any action it deems appropriate or necessary to recover the delinquent assessments and late payment penalties. Any business which is delinquent in payment of its assessment shall be liable for all costs of collection of the delinquent assessment.

All assessments which remain delinquent as of June 30 of each year may be collected in the same manner as the general taxes for the City for the forthcoming fiscal year, as follows:

- (1) The City's Finance Department shall prepare a written report, which shall be filed with the City Clerk. The report shall describe each parcel of real property for which there are any assessment delinquencies during the preceding year, and the amount of delinquency.
- (2) The City Clerk shall publish notice of the report's filing and of the time and place of hearing on the report, prior to the date set for the hearing. The notice shall be published once a week for two successive weeks prior to the hearing. The Finance Department shall also mail written notice of the report's filing to each property owner whose property or parcel is identified as being subject to delinquent assessment charges.
- (3) At the time stated in the notice for the prehearing, the Finance Director and/or designee shall hear and consider all objections or protests, if any, to the report concerning the delinquencies in a "prehearing." Thereafter, the City Finance Director may revise, change, reduce, or modify any delinquency, or overrule any or all objections thereto. The Finance Director shall then make his or her determination on each delinquency identified in the report, and present the list to the City Council for final determination at the public hearing stated in the notice.
- (4) At the time stated in the notice, following the prehearing and prior to submission to the County of Sutter, the City Council shall hear and consider all objections or protests, if any, to the report concerning the delinquencies. Thereafter the City Council may adopt, revise, change, reduce or modify any delinquency or overrule any or all objections thereto. The City Council shall then make its determination on each delinquency identified in the report; the City Council's determination shall be final.

-
- (5) Following the hearing, on or before August 10 of each year, the City Clerk shall file with the City's Finance Director a copy of the signed report to submit to the County. The Finance Director will submit a request to the County of Sutter to include the amount of delinquencies on the bills for taxes levied against the properties identified in the report.

(§ 1, Ord. 06-98, eff. August 19, 1998; § 2, Ord. 007-07, eff. May 31, 2007)

Sec. 3-9.060. Purpose and use of assessment.

Revenue from the assessments levied in the District shall be used to fund improvements and activities to promote the District. Revenue from the assessments levied in the District shall not be used to provide improvements or activities which do not promote the District or for any purpose other than the purposes specified in the Act and the resolution of intention of the City Council concerning establishment of the District.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.070. Voluntary contributions to the District.

- (a) The City or Advisory Board may accept voluntary contributions to the District's account by any person, business, or entity. The boundary of the District shall not be modified as a result of any voluntary contribution. A business which contributes voluntarily to the District shall not be considered a part of the District.
- (b) Upon a specific finding by the Advisory Board that the District would derive a benefit from the participation of a business which has voluntarily contributed to the District's account may participate in specified programs of the District for the billing period in which the voluntary contribution is made.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.080. Annual report to the City Council; conduct of hearing; levy of assessment.

- (a) The Advisory Board shall prepare, on or before December 1, a report for each fiscal year for which assessments are to be levied and collected to pay the costs of the improvements and activities described in the report. The Advisory Board shall file the report with the City Clerk and shall specify the name of the District, the fiscal year to which the report applies, and, with respect to that fiscal year, shall contain all of the following:
- (1) The improvements and activities to be provided for that fiscal year.
 - (2) An estimate of the cost of providing the improvements and the activities for that fiscal year.
 - (3) The method and basis of levying the assessment in sufficient detail to allow each business owner to estimate the amount of the assessment to be levied against his or her business for that fiscal year.
 - (4) The amount of any surplus or deficit revenues to be carried over from a previous fiscal year.
 - (5) The amount of any contributions anticipated to be made from sources other than assessments levied pursuant to this part.
- (b) The Advisory Board's report may propose changes, including, but not limited to, the boundaries of the District of any benefit zones within the District, the basis and method of levying the assessments, and any changes in the classification of businesses. If such changes are proposed in the report, the report shall also include a detailed description of any such proposed changes.

-
- (c) After the filing of the report, the City Council shall adopt a resolution of intention to levy an annual assessment for that fiscal year, and shall comply with the Act in preparing the resolution, setting the matter for a public hearing on the levy of the proposed assessment for that fiscal year, publishing notice of the public hearing, and conducting the public hearing.
 - (d) At the conclusion of the public hearing, the City Council may adopt a resolution confirming the report as originally filed, or as modified by the City Council. The adoption of the resolution shall constitute a levy of an assessment for the fiscal year referred to in the report.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.090. District revenues not to offset City services.

The City shall not use or require the Advisory Board to use District revenues to offset City expenditures for capital improvement projects in the District and maintenance of City property and public works, including, without limitation, public property, sidewalk, street and restroom cleaning and maintenance, and tree maintenance. The City shall not diminish the level or standard of maintenance or capital improvement projects in the District solely because of the existence of District revenues.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.100. Public parking.

The District's revenues, whether generated by assessment or voluntary contribution, shall not be used to acquire and/or construct public parking within the District, unless such use of the revenues is specifically approved by a majority vote of the business owners in the District as set forth in Section 3-9.030.

(§ 1, Ord. 06-98, eff. August 19, 1998)

Sec. 3-9.110. Modification or disestablishment of the District.

- (a) The City Council may modify the boundaries of the District, the boundaries of the benefit zones, the amount, basis or method of levy of the assessments, and any improvements or activities to be funded with revenues derived from the levy of assessments. Any modifications shall be made pursuant to the procedures set forth in the Act.
- (b) The City Council may disestablish the District as set forth in the Act. Any action to disestablish the District shall be taken pursuant to the procedures set forth in the Act.
- (c) Upon the disestablishment of the District, any remaining revenues derived from the levy of assessments, or any revenues derived from the sale of assets acquired with the revenues, shall be refunded to the owners of the businesses then located and operating within the District as required by the Act.

(§ 1, Ord. 06-98, eff. August 19, 1998)

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Jaspreet Kaur, Associate Planner

Summary

Subject: Adopt an Ordinance to approve Rezone 24-04 for the Gary Smith project located at 2192 Live Oak Blvd

Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City to adopt Rezone (RZ) 24-04 rezoning 0.43 acres Light Industrial District (M-1) Zone District to Community Commercial (C-2) Zone District, for the Smith project, located at 2192 Live Oak Blvd (APN 51-490-028), by title only and waive the second reading

Fiscal Impact: The cost for processing land use entitlements is partially funded by the project applicant through the payment of application fees

Purpose:

To adopt Rezone (RZ) 24-04 for the Gary Smith project.

Council's Strategic Goal:

This item meets the City Council's strategic goal of business friendly.

Background:

The applicant, Gary Smith, filed for an application for General Plan Amendment 24-02 and Rezone 24-04 to change the land use and zoning from Manufacturing, Processing, and Warehousing, Light Industrial District (M-1) to Community Commercial District (C-2).

On November 13, 2024, the Yuba City Planning Commission conducted a public hearing, and the Planning Commission unanimously voted to adopt Resolution PC 24-17 recommending approval to the City Council together with Environmental Assessment 24-09. There was no opposition expressed by the public at the Planning Commission meeting.

On December 17, 2024, the City Council conducted a Public Hearing for the entitlements and voted 5-0 to approve GPA 24-02 and Environmental Assessment 24-09, and voted to advance RZ 24-04 to a second reading on January 21, 2025.

Analysis

The project site is located on the southwest corner of Live Oak Blvd. and Northgate Drive, and currently has an existing building, paved parking and landscaping. Access to the site is provided from both Live Oak Blvd and Northgate Drive.

This project requests to amend the General Plan Land Use Designation and Zoning District to Community Commercial. The applicant is proposing to use the building for professional services, which currently isn't permitted in the M-1 District (industrial uses), therefore a General Plan Amendment and Rezoning is required.

Converting the building's use requires a building permit and the project will need to comply with the C-2 District development standards which include building height, setbacks, lighting, landscaping, parking, signage, and trash enclosures.

Traffic: Due to the property's small size, staff does not anticipate redevelopment of the site will result in significant traffic generation. The Public Works Department concluded that local street improvements will mitigate traffic concerns, and potential impacts on nearby streets due to this project will be less than significant.

Environmental Considerations

The City Council of the City of Yuba City has concurrently approved EA 24-10 by adopting an Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program for the project. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. No further CEQA is required, as CEQA has been completed for this project.

Fiscal Impact:

The cost for processing land use entitlements is partially funded by the project applicant through the payment of application fees.

Alternatives:

1. Deny the application to approve Rezone 24-04.
2. Provide staff with alternate direction.

Recommendation:

Adopt an Ordinance of the City Council of the City of Yuba City to adopt Rezone (RZ) 24-04 rezoning 0.43 acres Light Industrial District (M-1) Zone District to Community Commercial (C-2) Zone District, for the Smith project, located at 2192 Live Oak Blvd (APN 51-490-028), by title only and waive the second reading.

Attachments:

1. Attachment 1 - Ordinance
2. Exhibit A - Zoning Map

Prepared By:
Jaspreet Kaur
Associate Planner

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

ORDINANCE NO. ____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY TO
ADOPT REZONE 24-04 FOR THE GARY SMITH PROJECT LOCATED ON
APPROXIMATELY 0.43 ACRES AT 2192 LIVE OAK BLVD. (ASSESSOR'S
PARCEL NUMBER 51-490-028).**

WHEREAS, the City received an application for a General Plan Amendment to amend the General Plan Land Use Map from Manufacturing, Processing, and Warehousing, (O) land use designation to a Community Commercial designation, and a Rezone for this same property, revising the zoning from a M-1 Zone District to an C-2 Zone District; and

WHEREAS, this property is within Yuba City's city limits and the property owner wished to develop their property to urban levels; and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed Project and has prepared an Initial Study proposing a Mitigated Negative Declaration (EA 24-09) for the Project; and

WHEREAS, on November 13, 2024, the Planning Commission concurrently conducted a duly noticed public hearing on the applications, as well as Environmental Assessment, at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission reviewed all associated documents prepared for the Project, including that related to the applications, and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission recommended the City Council of the City of Yuba City adopt a resolution approving EA 24-09 and GPA 24-02, and adopt an ordinance approving RZ 24-04;

WHEREAS, on December 17, 2024, the City Council conducted a Public Hearing to consider the GPA 24-02, RZ 24-04, and EA 24-09, and received both oral testimony and written information presented at the hearing regarding the same; and

WHEREAS, the City Council of Yuba City considered said recommendations of the Planning Commission on the matter and after review and consideration of the Environmental Assessment, the City Council now desires to approve the project; and

WHEREAS, the City Council desires to approve RZ 24-04;

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

1. Recitals. The City Council finds that the recitals are true and correct, and incorporates the same herein as if set forth in full.
2. CEQA Findings: The City Council of the City of Yuba City has concurrently approved EA 24-09 by adopting an Initial Study/Mitigated Negative Declaration and accompanying Mitigation

Monitoring and Reporting Program for the project. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. No further CEQA is required, as CEQA has been completed for this project.

3. Rezone Findings. The City Council finds that Rezone 24-04 is consistent with the General Plan as amended by General Plan Amendment 24-02. The City Council finds that Rezone 24-04 i) is consistent with the General Plan goals and policies as amended and as further described in the City Council's Resolution approving General Plan Amendment 24-02; ii) is consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; iii) the project would provide open space, light, air, privacy, convenience, access, aesthetic values, protection of environmental values, and protection of public and private improvements; and iv) the project will allow for the creation of quality economic growth and development for the City.
4. Approval of RZ 24-04. Based on the information provided above, the City Council of Yuba City adopts an Ordinance approving RZ 24-04 and reclassify the zone districts for those districts as depicted in Exhibit "A," which is incorporated by reference.
5. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.
6. Publication. The City Clerk shall certify to the adoption of this Ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.
7. Effective Date of Resolution. This ordinance shall take effect and be in full force and effect from and after thirty (30) days after its final passage and adoption and the City Council of the City of Yuba City adopts a final resolution authorizing amendment of the General Plan and identifying General Plan Amendment 24-02 as a component of the same.

I HEREBY CERTIFY that the foregoing Ordinance was introduced by the City Council after waiving reading, except by Title, at a regular meeting thereof held on the 17th day of December 2024, and adopted the Ordinance after the second reading at a regular meeting held on the 21st day of January 2024, by the following vote:

Ayes:

Noes:

Absent:

Recused:

CITY OF YUBA CITY

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit A: Rezone Map, RZ 24-04

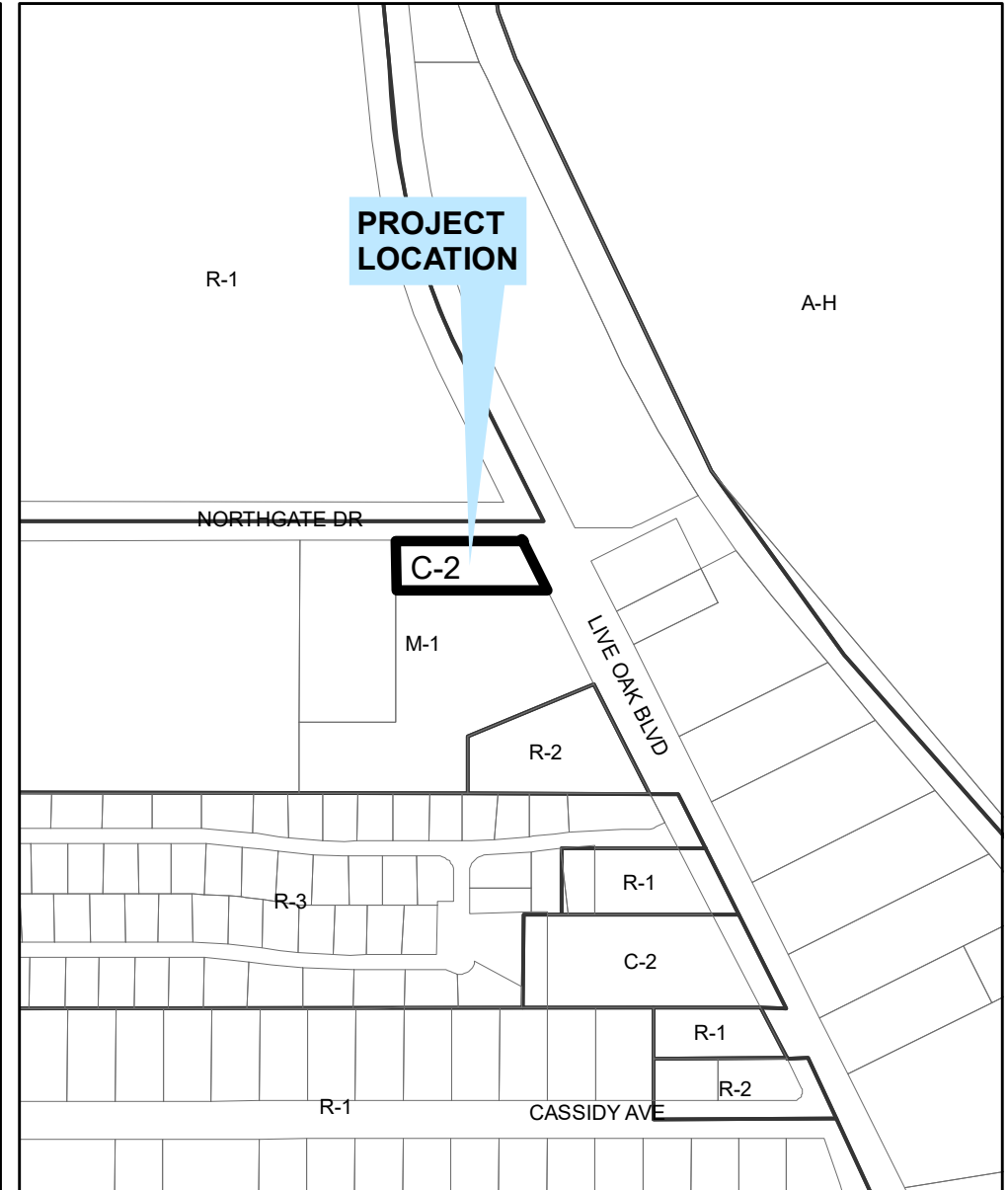
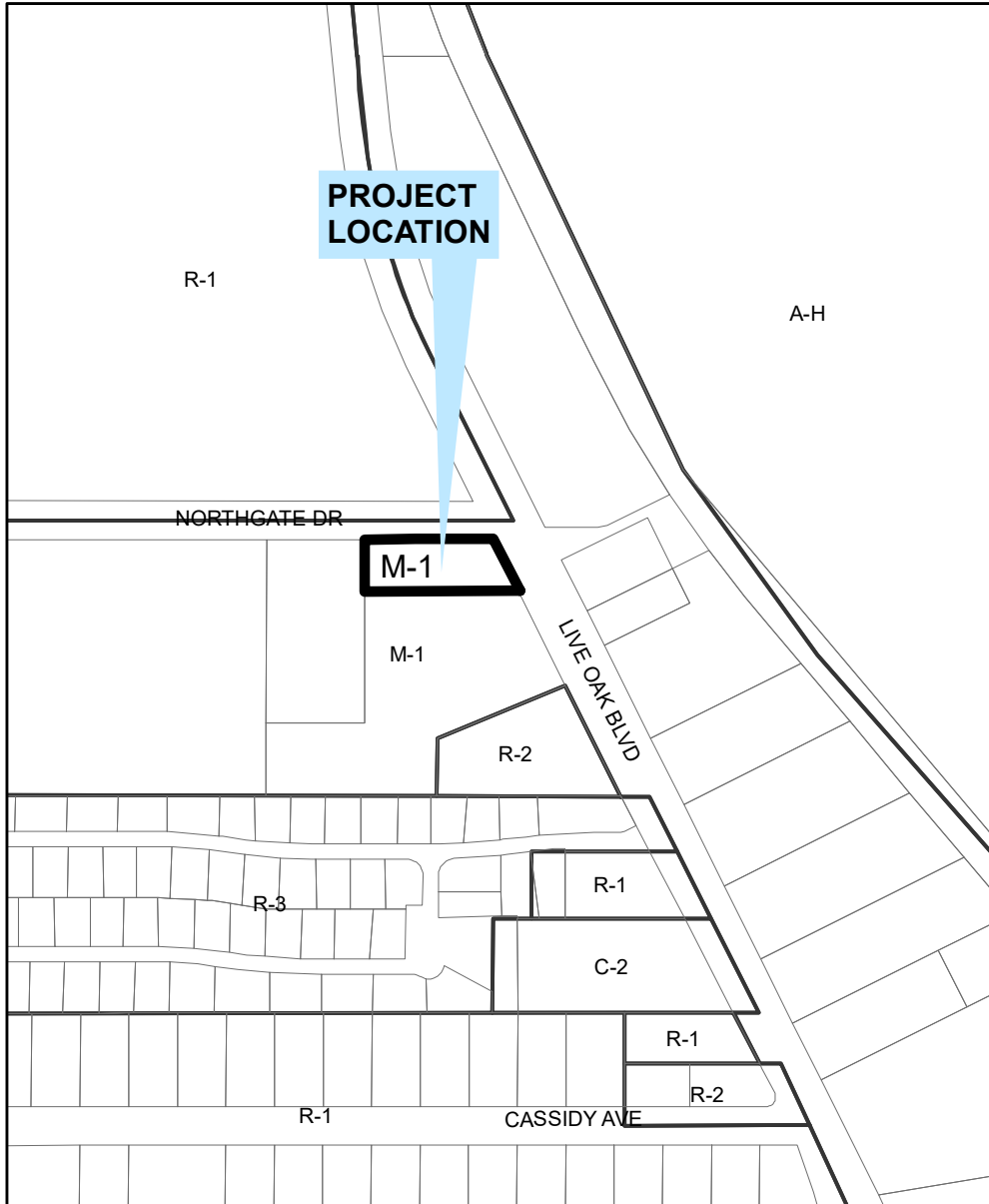
I, _____, Deputy City Clerk of the City of Yuba City, California,
DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Ordinance passed
and adopted by the City Council of the City of Yuba City on the date and by the vote indicated
herein.

EXHIBIT B

SMITH REZONE, ZONING MAP

EXISTING

PROPOSED



City of Yuba City



REZONE 24-04



CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Jaspreet Kaur, Associate Planner

Summary

Subject: Adopt an Ordinance to approve Planned Development 19: Brownstone Estates, located on North Colusa Frontage Road between Hooper Road and El Margarita Road

Recommendation: Adopt an Ordinance of the City Council of the City of Yuba City approving Planned Development 19, on 7.84 acres located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road (Assessor's Parcel Numbers 62-082-019, -020, -021) by title only and waive the second reading

Fiscal Impact: The cost for processing land use entitlements is partially funded by the project applicant through application fees

Purpose:

Consideration of Planned Development 19, for the Brownstone Estates project.

Council's Strategic Goal:

This item meets the City Council's strategic goal of business friendly.

Background:

The applicant, YC Hooper Adventure, filed applications for a General Plan Amendment (GPA) 24-03, Tentative Subdivision Map (TSM) 24-04 and Planned Development (PD) 19, Brownstone Estates.

On November 13, 2024, the Yuba City Planning Commission conducted a public hearing and unanimously adopted a resolution recommending approval to City Council the following entitlements:

GPA 24-03: redesignate 7.84 acres from an Office/Office Park (O) land use designation to a low density residential (LDR) designation. The LDR land use designation provides for single-family residential development at a density range of 2 to 8 dwelling units per acre, and related uses.

TSM 24-04: subdivide the subject parcels into 54 new single-family residential lots, resulting in 6.89 DU/AC, which is consistent with the proposed general plan designation.

PD 19 identifies the development standards that will apply to this subdivision. The applicant proposes to

amend certain development standards from what is found in the Yuba City Municipal Code.

On December 17, 2024, the City Council conducted a Public Hearing for GPA 24-03, Environmental Assessment 24-03, TSM 24-04 and PD 19. The City Council voted 5-0, to approve the entitlement applications and voted to advance PD 19 to a second reading on January 21, 2025.

Analysis

The 7.84-acre property is level. The site is zoned for single-family residential homes, however, the General Plan designation is Office and Office Park. The General Plan Amendment will align the zoning and general plan to coincide. Additionally, there is residential development to the north of the property that was approved by Planning Commission on November 10, 2021, Henson Ranch (TSM 21-01).

Traffic

The homes will primarily access Hooper Road and El Margarita Road. The development will improve adjacent street sections to City standards for the length of the property, consistent with Yuba City roadway design standards.

Flecker Associates completed a trip generation comparative analysis and concluded that the proposed project will generate fewer trips than the original project, Henson Farms Apartments (138-unit apartment complex). The proposed single family residential project is expected to generate 509 daily trips, with 38 trips in the a.m. peak hour, and 51 trips in the evening p.m. peak hour. The previous project estimated about 930 daily trips, 55 a.m. peak hour trips and about 70 p.m. peak hour trips. Previous mitigation measures for the Henson Farms Apartment project are proposed to be carried forward with the current proposed applicant (flashing beacon light).

Planned Development 19

All development standards in the R-1 Zone District apply to these properties, except as amended below:

PD 19 Development & Design Standards		
Category	For Lots Less Than 5,500 sq. ft.	For Lots 5,500 sq. ft. or Greater
Minimum Lot Size	4,400 sq. ft. (corner) / 3,400 sq. ft. (interior, cul-de-sac, knuckle)	5,500 sq. ft. (corner) / 5,000 sq. ft. (interior, cul-de-sac, knuckle)
Minimum Lot Width	40 ft. (interior) / 44 ft. (corner)	50 ft. (interior) / 55 ft. (corner)
Minimum Lot Depth	75 ft.	85 ft.
Maximum Percentage of Lot Coverage	50% (2-story) / 60% (1-story)	45% (2-story) / 55% (1-story)
Minimum Front Yard Setback	12 ft. to back of sidewalk	15 ft. to back of sidewalk
Minimum Garage Yard Setback	18 ft. (or 10 ft. for side loading with 18 ft. driveway)	20 ft. (or 10 ft. for side loading with 20 ft. driveway)
Minimum Porch/Courtyard Setback	10 ft.	12 ft.
Minimum Street Side Yard Setback	10 ft. to back of sidewalk	10 ft. to back of sidewalk

Minimum Interior Side Yard Setback	5 ft. (3 ft. for fireplace/media protrusions)	5 ft. (3 ft. for fireplace/media protrusions)
Minimum Rear Yard Setback	10 ft.	15 ft.
Distance Between Buildings on Same Lot	3.5 ft. (single-story) / 5.0 ft. (two-story)	5.0 ft. (single-story) / 10.0 ft. (two-story)
Maximum Building Height	2 stories, not to exceed 38 ft.	2 stories, not to exceed 38 ft.

Noise

To address the potential noise impacts of the development an *Environmental Noise Assessment* was prepared by Saxelby Acoustics (attached to the Environmental Assessment as Appendix C). The study addressed both the impacts the project would have on existing neighboring residences and the impacts the noise from State Route 20 would have on the new residences, with a six-foot masonry wall adjacent to North Colusa Frontage Road.

Exterior Noise: Per the noise study that was completed, the proposed outdoor activity areas are predicted to be exposed to noise levels up to approximately 67 dBA Ldn. This would be considered “Conditionally Acceptable” (60 dBA Ldn to 70 dBA Ldn) under the Yuba City General Plan Land Use Compatibility Table. Therefore, no additional exterior noise control measures would be required.

Interior Noise: The exterior noise levels are predicted to be 70 dBA Ldn, or less, no additional interior noise control measures are typically required at the second floor of the buildings closest to SR-20. This would result in interior noise levels of up to 45 dBA Ldn at the second story receivers based on typical building construction. Per the General Plan, this is considered “Conditionally Acceptable” and no additional noise control measures are required to reduce interior noise to acceptable levels.

Availability of City services:

City water and wastewater collection are available to the property. A stormwater drainage system is nearby that will be operated and maintained by the City and which connects with the greater system that is operated by the Sutter County Water Agency that drains into the Live Oak Canal.

Environmental Determination:

The City Council of the City of Yuba City has concurrently approved EA 24-10 by adopting an Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program for the project. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. No further CEQA is required, as CEQA has been completed for this project.

Fiscal Impact:

The cost for processing land use entitlements is partially funded by the project applicant through the payment of application fees.

Alternatives:

1. Deny Planned Development 19.
2. Provide staff with alternate directions.

Recommendation:

Adopt an Ordinance of the City Council of the City of Yuba City approving Planned Development 19, on 7.84 acres located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road (Assessor's Parcel Numbers 62-082-019, -020, -021) by title only and waive the second reading.

Attachments:

1. Ordinance
2. Exhibit A - PD Criteria of Development
3. Exhibit B -GP 24-03 Land-Use Map

Prepared By:

Jaspreet Kaur
Associate Planner

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVING PLANNED DEVELOPMENT FOR 54 SINGLE FAMILY RESIDENTIAL LOTS, LOCATED ON THE NORTH SIDE OF NORTH COLUSA FRONTAGE ROAD BETWEEN HOOPER ROAD AND EL MARGARITA ROAD (ASSESSOR'S PARCEL NUMBERS 62-082-019, -020, -021).

WHEREAS, the City received an application in June 2024 for General Plan Amendment (GPA) 24-03, Planned Development (PD) 19, Tentative Subdivision Map (TSM) 24-04, to subdivide 7.84 acres into 54 single-family residential lots, located on the north side of Colusa Frontage Road between Hooper Road and El Margarita Road; and

WHEREAS, P9 18 will modify certain development standards in the R-1 District in an effort to reduce minimum parcel sizes and other standards. Proposed development standard modifications include allowing for reduced minimum lot sizes of 3,000 square feet and 3,500 square feet for corner lots, reducing minimum required lot widths, yard setbacks, garage setbacks and minimum required distances between buildings on the same lot. The purpose of these modifications is to accommodate a more compact project design as further shown in the PD 19 Zone District (Exhibit A); and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed project and has prepared an Initial Study proposing a Mitigated Negative Declaration (EA 24-10) for the project; and

WHEREAS, on November 13, 2024, the Planning Commission concurrently conducted a duly noticed public hearing on Planned Development 19, at which time it received input from City Staff, public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed all associated documents prepared for the project, including those related to the application and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission recommended the City Council of the City of Yuba City approve Planned Development 19, with a map included and development standards reflected; and

WHEREAS, on December 17, 2024, the Yuba City Council conducted a duly noticed public hearing on the project, at which time it received input from City Staff; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the City Council, after which public testimony was closed and this ordinance introduced; and

WHEREAS, the City Council of Yuba City considered said recommendations of the Planning Commission on the matter and after review and consideration, the City Council desires to approve PD 19 as refined.

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

1. Recitals: The City Council finds that the recitals are true and correct and incorporates the same herein as if set forth in full.
2. CEQA Findings: The City Council of the City of Yuba City has concurrently approved EA 24-10 by adopting an Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program for the project. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect, or cumulative effects on the environment. No further CEQA is required, as CEQA has been completed for this project.
3. Planned Development Findings: Yuba City Municipal Code Section 8-5.2706 requires that the City make the following findings in order to approve a Planned Development (the required findings are in italics).

a. The proposal is consistent with the General Plan.

Evidence. The proposed subdivision creating 54 single-family residential lots is consistent with General Plan Policy 3.5-I-1, the lot sizes are consistent with the land use designation and provides for a density range of 2-8 units per acre. The proposed projects overall density of approximately 6.89 DU/AC is within the established density range. The proposed lot configuration and layout will integrate into the existing street network and surrounding land uses. The proposed subdivision will construct pedestrian facilities that will serve the neighborhood and facilitate a walkabout community.

b. The proposal is consistent with the planned surrounding land uses.

Evidence. The proposed lot configurations and layout will integrate into the existing street network and surrounding land uses. The proposed map will construct pedestrian facilities that will serve the neighborhood and facilitate a walkable community.

c. There are or will be adequate public facilities available to properly serve the development, including streets to adequately handle the anticipated traffic.

Evidence. The site is level and will be served by the full range of City services. City water and wastewater collection are available to the property. A stormwater drainage system is nearby that will be operated and maintained by the City and which connects with the greater system that is operated by the Sutter County Water Agency that drains into the Live Oak Canal.

d. The quality of the development is as good or better than would be accomplished through traditional zoning and design standards.

Evidence. As discussed in item a) above, this project is consistent with the City's General Plan goals and policies including the established density range for LDR designated land. The project is conditioned to meet all City development and improvement standards including water, wastewater, stormwater drainage systems, street cross-sections, streetscape landscaping, and park facilities or applicable in-lieu fees. The proposed project will be subject to compliance with the R-1 development standards as amended by the proposed PD 19 Zone District.

4. Approval of Planned Development 19: The City Council hereby approves Planned Development 19 for Brownstone Estates, rezoning approximately 7.84 acres located on the north side of North Colusa Frontage Road between Hooper Road and El Margarita Road, to add the “PD 19” designation as set forth in in Exhibit B, and subject to the Development Standards as set forth in Exhibit A.
5. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.
6. Publication. The City Clerk shall certify to the adoption of this Ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.
7. Effective Date of Resolution. This ordinance shall take effect and be in full force and effect from and after thirty (30) days after its final passage and adoption.

I HEREBY CERTIFY that the foregoing Ordinance was introduced by the City Council after waiving reading, except by Title, at a regular meeting thereof held on the 17th day of December 2024, and adopted the Ordinance after the second reading at a regular meeting held on the 21st day of January 2024, by the following vote:

Ayes:

Noes:

Absent:

Recused:

CITY OF YUBA CITY

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, Deputy City Clerk

COUNSEL FOR YUBA CITY

APPROVED AS TO FORM

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Attachments:

Exhibit A: Planned Development 19 Criteria of Development
Exhibit B: Land Use Map

EXHIBIT A

The following criterion of development is proposed for Brownstone Estates located on Colusa Frontage Road between Hooper Road and El Margarita Road. We used the development criteria in the BSMP Low Density Residential Standard as shown on Table A-1 except for a few minor items. We understand this project is not located in BSMP but that was our starting point. We understand any item not changed would default to Yuba City Standards not the BSMP standards. The Development Standards for Brownstone Estates are proposed as follows.:

Development Standards.

Maximum Density (R-1):	General Plan Designation (8 units per acre)
Minimum Density (R-1):	General Plan Designation (2 dwelling per acre)
Minimum Lot Size:	For lots less than 5,500 square feet lots shall be 4,400 square feet for corner; 3,400 square feet for interior lots, cul-de-sac, and knuckle lots. For lots equal to or greater than 5,500 square feet lots shall be 5,500 square feet for corner; 5,000 square feet for interior lots, cul-de-sac, and knuckle lots.
Minimum Lot Width:	For lots less than 5,500 square feet lots shall be 40 feet for interior lots and 44 feet for corner lots. For lots equal to or greater than 5,500 square feet lots shall be 50 feet for interior lots and 55 feet for corner lots. (*Lot width measured at the front property line except for lots on cul-de-sacs and knuckles where lot width is measured at the front setback)
Minimum Lot Depth:	For lots less than 5,500 square feet lots shall be 75 feet. For lots equal to or greater than 5,500 square feet lots shall be 85 feet. (*Lot width measured at the front property line except for lots on cul-de-sacs and knuckles where lot width is measured at the front setback). These refer to average minimum depth.
Maximum Percentage of Lot Coverage:	For lots less than 5,500 square feet lots shall be 50% for 2-story and 60% for 1-story. For lots equal to or greater than 5,500 square feet lots shall be 45% for 2-story and 55% for 1-story. (*Lot width measured at the front property line except for lots on cul-de-sacs and knuckles where lot width is measured at the front setback).
Minimum Yards:	Front - For lots less than 5,000 square feet lots shall be 12 feet to back of sidewalk. For lots equal to or greater than 5,000 square feet lots shall be 15 feet to back of sidewalk. Garages - For lots less than 5,500 square feet lots shall be 18.0 feet and side loading garages shall be 10 feet as long as the length of the driveway exceeds 18.0 from the back of sidewalk. For lots equal to or greater than 5,500 square feet lots shall be shall be 20.0 feet and side loading garages shall be 10 feet as long as the length of the driveway exceeds 20.0 from the back of sidewalk. Porch/Courtyard - For lots less than 5,000 square feet lots shall be 10 feet. For lots equal to or greater than 5,000 square feet lots shall be 12 feet. Street Side – 10 feet to back of sidewalk. Interior Side – 5 feet, except fire place and media protrusions shall not less than 3 feet. Rear – For lots less than 5,500 square feet lots shall be 10 feet. For lots equal to or greater than 5,500 square feet lots shall be 15 feet.

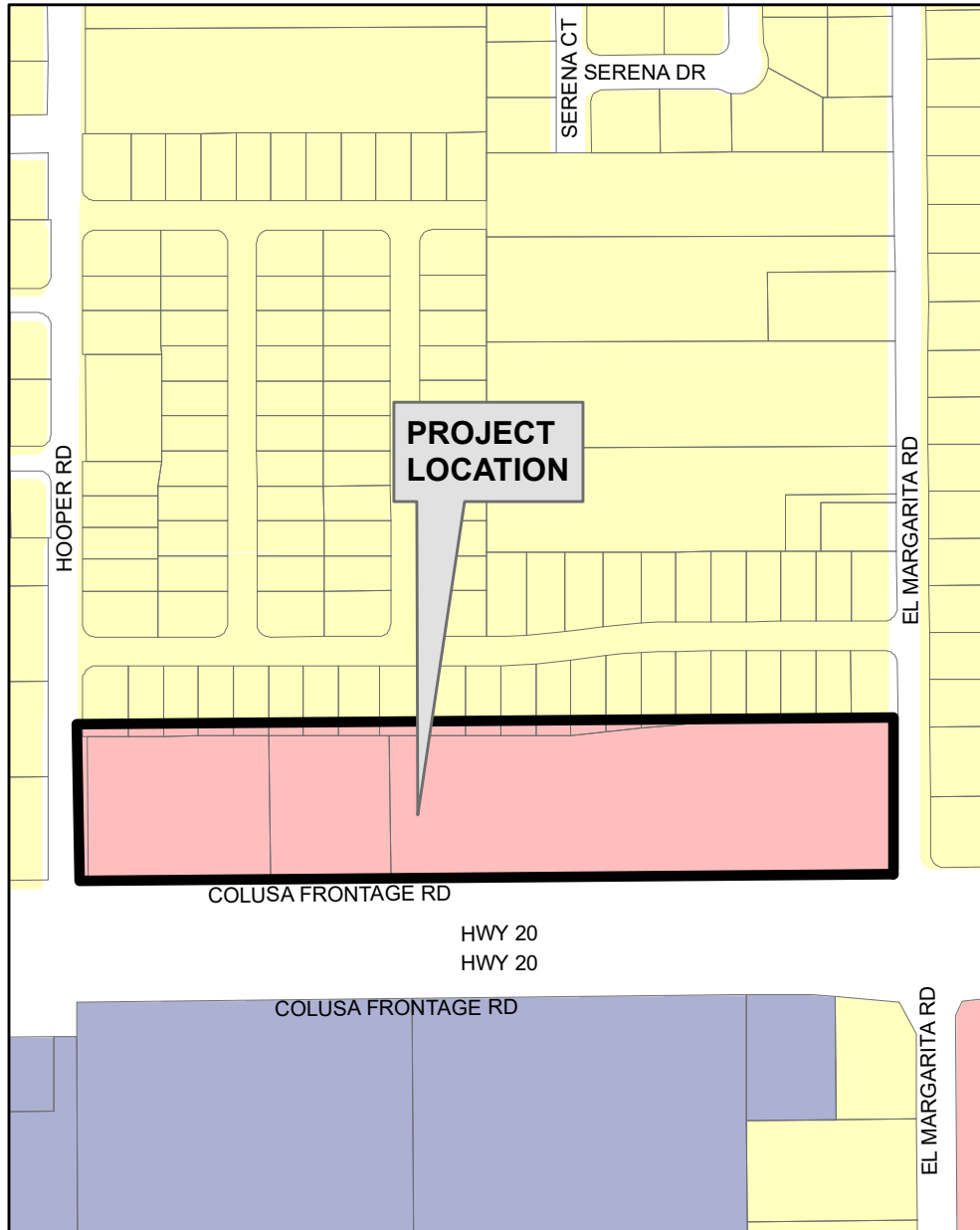
Distance Between Buildings on Same Lot:	For lots less than 5,500 square feet lots shall be 3.5 feet for single story and 5.0 feet for two-story. For lots equal to or greater than 5,500 square feet lots shall be 5.0 feet for single story and 10.0 feet for two-story.
Maximum Building Height:	2 stories not to exceed 38 feet, except as provided in Article 56 of the Yuba City Zoning Regulations.
Exterior Lighting	As provided in Article 58.
Fences, Walls, Hedges, and Intersection Visibility	As provided in Article 59.
Off-street Parking and Loading	As provided in Article 61.
Public Improvements	As provided in Article 62.
Signs:	As provided in Article 63.
Trash Enclosures	As provided in Article 64.

If item is not listed or modified, the criteria shall meet or exceed the Yuba City Development Standards and Guidelines for Low Density Residential Development Standards.

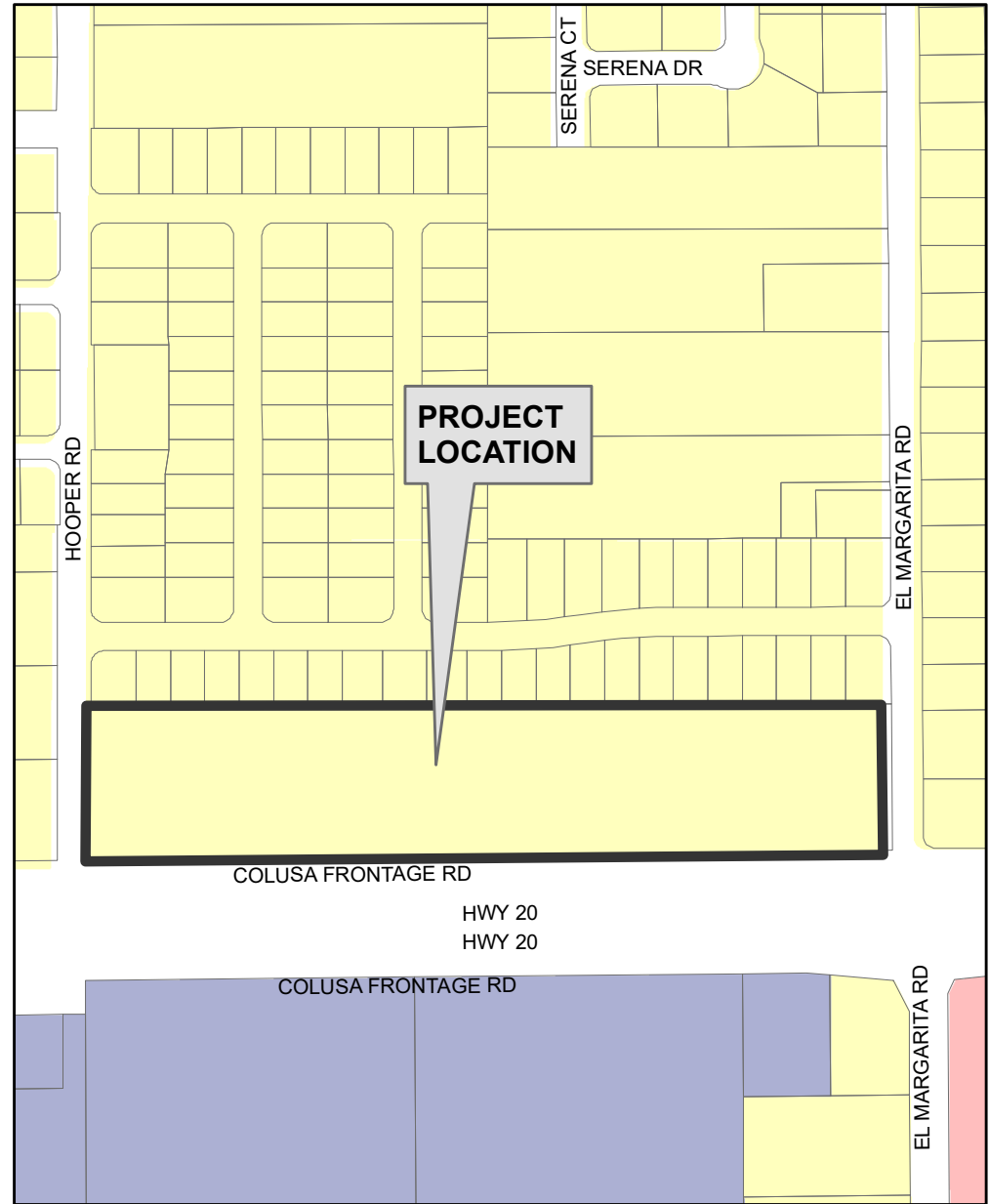
EXHIBIT B

BROWNSTONE GENERAL PLAN AMENDMENT, LAND USE MAP

EXISTING



PROPOSED



City of Yuba City

General Plan

Low Density Residential

Medium/Low Density Residential

Medium/High Density Residential

Parks, Recreation & Open Space

Agricultural/Rural

HS-High School; EMS-Elementary/Middle School

Regional Commercial

Community Commercial

Neighborhood Commercial

Office & Office Park

Business, Technology & Light Industry

Manufacturing, Processing & Warehousing

Parcels

Project Site



CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Ciara Wakefield, City Clerk

Summary

Subject: Appointment to Regional Housing Authority
Recommendation: Approve the Mayor's Recommendation for Citizen Appointment to the Regional Housing Authority effective January 31, 2025
Fiscal Impact: None

Purpose:

To fill vacancy on the Regional Housing Authority Board.

Background:

The by-laws of the Regional Housing Authority state that each jurisdiction shall appoint two members to the Housing Authority Board: 1) a City Council member, and 2) a citizen appointment for a term of four years (California Health & Safety Code 34246.5).

Analysis:

Anthony Kurlan has served as the City's citizen representative since 12/31/20. With his 4-year term recently ending, Mayor Shaw recommends the following:

Recommendation	Board	Term Start	Term End
Michael McFarlane	Regional Housing Authority	1/31/25	1/30/29

Fiscal Impact:

None.

Alternatives:

Consider other citizens for appointment to the Regional Housing Authority Board.

Recommendation:

Approve the Mayor's Recommendation for Citizen Appointment to the Regional Housing Authority effective January 31, 2025.

Attachments:

None

Prepared By:

Ciara Wakefield
City Clerk

Submitted By:

Diana Langley
City Manager

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Dave Shaw, Mayor

Summary

Subject: Alternate Appointment to the City of Yuba City Senior Commission
Recommendation: Approve the appointment recommendation of Leonard Brunelle as an Alternate to the Senior Commission effective 2/28/25
Fiscal Impact: None

Purpose:

To fill alternate vacancy on the Yuba City Senior Commission.

Background:

The Senior Commission acts in an advisory capacity to the City Council, City Manager, and Community Services Department in all general matters related to the planning and implementation of City programs and services designed to address the needs of the aged population in Yuba City.

The Senior Commission consists of five (5) Commissioners confirmed by the City Council. The City Council may choose to appoint one (1) alternate member to the Commission, who would serve normally as a non-voting member. In the absence of a regular member of the Commission, the alternate member would take the absent individual's seat and have the right to vote. Currently the alternate position is unfilled.

The application and selection process for the vacant alternate position on the Senior Commission is complete. Mayor Shaw recommends the following appointment:

Commission	Name	Term Start	Term End
Senior Commission (Alternate)	Leonard Brunelle	02/28/2025	02/27/2029

Fiscal Impact:

None

Alternatives:

1. Consider other candidates for the Senior Commission (Alternate) position

2. Leave alternate position vacant

Recommendation:

Approve the appointment recommendation of Leonard Brunelle as an Alternate to the Senior Commission effective 2/28/25.

Attachments:

None

Prepared By:

Ciara Wakefield
City Clerk

Submitted By:

Diana Langley
City Manager

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Public Works
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Harter Marketplace Parcel Map (Acceptance of Public Improvements)
Recommendation: Adopt a Resolution accepting certain street and related improvements pursuant to the Harter Marketplace Improvement Agreement with Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company and authorizing the Developer to file a Notice of Completion. [Development is located on the west side of Harter Parkway and north of State Route 20]
Fiscal Impact: City will become responsible for maintenance costs of the public improvements.

Purpose:

To accept the infrastructure improvements associated with the Harter Marketplace Parcel Map for public use and initiate the one (1) year warranty period.

Council's Strategic Goal:

Acceptance of these improvements aligns with the Council's Strategic Goal related to Infrastructure. The action is necessary to comply with the Development Improvement Agreement and transfer the private development to the City as public infrastructure.

Background:

On March 19, 2024, Council authorized Resolution No. 24-025 to execute an Improvement Agreement with the Developer, Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company, regarding the development of the Harter Marketplace Parcel Map (PM 19-03) (Attachment 2). Per the agreement, the Developer was to construct the determined improvements and, upon completion, dedicate and offer the improvements to the City to constitute public improvements.

Analysis:

The Harter Marketplace Parcel Map street and related improvements have been constructed to the satisfaction of the City. At this time, the Developer is requesting acceptance of the improvements

so that the one (1) year warranty period can begin. All of the required improvements within the development have been constructed in conformance with the approved plans and specifications. With the acceptance, the Developer will provide security for the guarantee and warranty of the work in the amount of 10% of the cost of the improvements, which equates to \$ 206,800.00.

Fiscal Impact:

With the acceptance of the improvements, the City will become responsible for the ongoing maintenance of the public improvements, including the water, sewer, storm-drain lines, streets, streetlights, and landscaping. The parcels within the development will participate in Lighting and Landscape Maintenance District No. 6A_3, which will pay for the proportional share of the maintenance of the streetlights and landscaping. Maintenance costs for the water and sewer lines will come from the Water Enterprise and Sewer Enterprise funds, respectively.

Alternatives:

Do not accept the improvements.

Recommendation:

Adopt a Resolution accepting certain street and related improvements pursuant to Harter Marketplace Improvement Agreement with Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company, and authorizing the Developer to file a Notice of Completion. [Development is located on the west side of Harter Parkway and north of State Route 20]

Attachments:

1. Resolution accepting Harter Marketplace Parcel Map Improvements
2. Location Map of Harter Marketplace Parcel Map

Prepared By:
Kevin Bradford
Deputy PW Director – Engineering

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ACCEPTING CERTAIN STREET AND RELATED IMPROVEMENTS
PURSUANT TO THE HARTER MARKETPLACE PARCEL MAP
IMPROVEMENT AGREEMENT DATED MARCH 19TH, 2024 BETWEEN
HARTER PACKING GROUP, LLC, A CALIFORNIA LIMITED LIABILITY
COMPANY AND DHARNI LADA YUBA CITY, LLC, A CALIFORNIA LIMITED
LIABILITY COMPANY, AND AUTHORIZING THE DEVELOPER TO FILE THE
NOTICE OF COMPLETION.**

WHEREAS, the City of Yuba City (City) has heretofore contracted with Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company for certain work pursuant to that Harter Marketplace parcel Map Improvement Agreement dated March 19th, 2024, between the City of Yuba City and Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company as a condition of approval for Parcel Map No. 19-03; and

WHEREAS, said work of improvements called for by said Agreement for street and related improvements was completed to the satisfaction of the City, and a maintenance bond insuring the work of improvements from a maintenance standpoint for a period of one (1) year from and after completion has been provided.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the City Council of the City of Yuba City hereby accepts the work performed on those certain improvements, the subject of the Improvement Agreement between the City of Yuba City and Harter Packing Group, LLC, a California Limited Liability Company and Dharni Lada Yuba City, LLC, a California Limited Liability Company, and authorizes and directs the Developer to execute and record a Notice of Completion in connection with said work of improvement.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

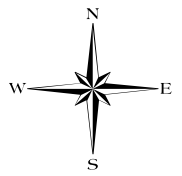
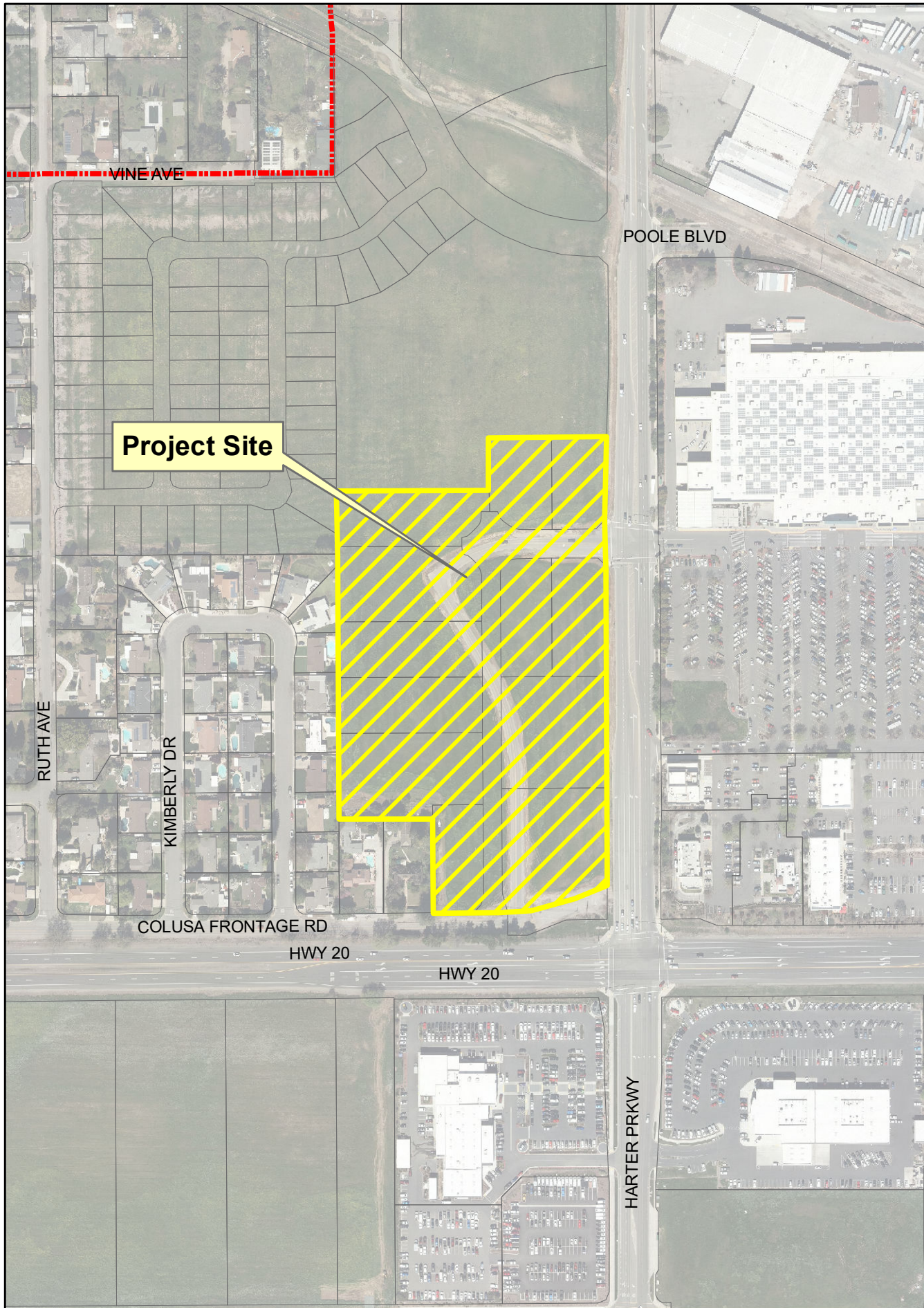
ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2



Location Map: Harter Marketplace
PM 19-03

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Public Works
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Bains/Dhadli Subdivision (Annexation #7 of property in CFD 2021-1)
Recommendation: Adopt a Resolution annexing a certain area, Bains/Dhadli Subdivision, within the City Limits into an existing Community Facilities District (CFD No. 2021-1) to fund municipal services, and filing said Resolution, along with the Seventh Amendment to the Notice of Special Tax Lien, in the office of County Recorder of the County of Sutter
Fiscal Impact: This CFD annexation will provide \$518.99 per single family unit and \$378.56 annually per multi-family residential unit annually, with provisions for inflation

Purpose:

To include new residential development in a Community Facilities District (CFD) to pay for impacts to City Services.

Council's Strategic Goals:

This item addresses the City Council's Strategic Goal of operating government in a fiscally responsible and responsive manner.

Background:

The City's adopted policy and Project Conditions of Approval for new residential development include a requirement that the development pay for its share of operations and/or maintenance for police, fire, parks, drainage, and ongoing street maintenance costs. On May 23, 2023, the Planning Commission approved Tentative Map SM 19-03, Bains/Dhadli Subdivision, to subdivide 5.72 acres into 18 residential parcels and 2 multi-family parcels located on the north side of Bridge Street approximately 300 feet west of North Walton Avenue. Planning Commission Condition of Approval No. 32 (Amended Condition of Approval No. 33) contains the requirement to pay for operations and/or maintenance for police, fire, parks, drainage, and ongoing street maintenance costs.

The Mello-Roos Community Facilities Act of 1982 (Act) provides a mechanism for cities to form CFDs in order to finance the provision of certain municipal services. The types of services that may be provided by a CFD are as follows:

1. Police
2. Fire
3. Recreation and Library
4. Maintenance of parks, parkways and open space
5. Maintenance of Roadways
6. Flood and storm protection services
7. Hazardous substance removal or remediation

On May 18, 2021, Council adopted Resolution 21-047 establishing policies related to CFDs for services. At this same meeting, Council adopted Resolution 21-048 stating its intention to establish City of Yuba City Community Facilities District 2021-1 (Municipal Services) (CFD 2021-1), authorize the levy of a special tax within the district, and authorize the annexation of future territory into the future annexation area by unanimous written approval.

On July 6, 2021, Council voted the Initial Property (Dunn Ranch Estates – Unit 1 Subdivision [56 residential lots] at the southeast corner of Royo Ranchero Drive and Monroe Drive) to be part of CFD 2021-1 and subject to the special taxes therein. Council also voted to include a Future Annexation Area. The Future Annexation Area consists of several undeveloped, residential zoned properties generally in the western and southern Yuba City Urbanized Area. The Future Annexation Area allows new property owners to annex to the district by unanimous written consent, which streamlines the CFD annexation process.

Analysis:

The Developer of Bains/Dhadli Subdivision has executed an Unanimous Approval of Annexation to a Community Facilities District (CFD 2021-1) to satisfy this condition. Bains/Dhadli Subdivision will be the seventh property to annex to CFD 2021-1 (Annexation No. 7), and will be subject to the special taxes therein.

In Resolution 21-048, Council directed the preparation of the Report for CFD 2021-1 to show the services to be provided in CFD 2021-1. The Hearing Report for CFD 2021-1 follows the same methodology used in the formation of CFD 2017-1, which initially established a maximum levy of \$425 annually per single family residential unit with an escalation factor equal to the percentage escalation of the City's combined Police and Fire Department budgets, up to a maximum escalation of 4 percent. The current levy in fiscal year 2024/25 is \$518.99 annually per single family residential unit and \$378.56 annually per multi-family residential unit, which will be subject to future escalation in accordance with the rate and method of apportionment of the special tax.

A Notice of Special Tax Lien is to be recorded concurrently with the boundary map (Annexation No. 7 – Bains/Dhadli Subdivision) in the Office of the County Recorder for the County of Sutter, State of California. The lien of the Special Tax is a continuing lien which shall secure each annual levy of the Special Tax within the area of Annexation No. 7 (Bains/Dhadli Subdivision).

Fiscal Impact:

A total of 18 residential parcels are contained in the Bains/Dhadli Subdivision resulting in a total current annual levy of \$9,341.82, based on fiscal year 2024/25 rates. Based on the General Plan density requirements, there could be anywhere from 22 to 60 multi-family units resulting in a total current annual levy anywhere from \$8,328.32 to \$22,713.60.

The developer is responsible for covering the costs of annexing to the CFD.

Alternatives:

Do not adopt a resolution annexing Bains/Dhadli Subdivision into CFD No. 2021-1 to fund Municipal Services, and direct staff on other acceptable means of assuring this development contributes its fair share of impacts to services.

Recommendation:

Adopt a Resolution annexing a certain area, Bains/Dhadli Subdivision, within the City Limits into an existing Community Facilities District (CFD No. 2021-1) to fund municipal services, and filing said Resolution, along with the Seventh Amendment to the Notice of Special Tax Lien, in the office of County Recorder of the County of Sutter.

Attachments:

1. Resolution approving Annexation No. 7 (Bains/Dhadli Subdivision) to CFD 2021-1
2. Seventh Amendment to Notice of Special Tax Lien

Prepared By:

Kevin Bradford
Deputy Public Works Director – Engineering

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY IN ITS CAPACITY AS THE LEGISLATIVE BODY OF THE CITY OF YUBA CITY COMMUNITY FACILITIES DISTRICT NO. 2021-1 (MUNICIPAL SERVICES) APPROVING ANNEXATION NO. 7 (BAINS / DHADLI SUBDIVISION) TO SAID DISTRICT RELATING TO THE PROPERTY LOCATED ON BRIDGE STREET, APPROXIMATELY 300 FEET WEST OF NORTH WALTON AVENUE.

WHEREAS, on May 18, 2021, this City Council adopted a resolution entitled “A Resolution Of The City Council Of The City Of Yuba City Declaring Its Intention To Establish Yuba City Community Facilities District No. 2021-1 (Municipal Services), To Authorize The Levy Of A Special Tax Therein To Finance Certain Services And To Authorize The Annexation Of Future Territory In The Future Annexation Area To The District By Unanimous Written Approval” (the “Resolution of Intention”), stating its intention to form Yuba City Community Facilities District No. 2021-1 (Municipal Services) (the “CFD”), pursuant to Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the “Act”) and a future annexation area to the CFD (“Future Annexation Area”);

WHEREAS, the Resolution of Intention, setting forth a description of the proposed boundaries of the CFD and Future Annexation Area, services to be financed by the CFD (“Services”) and Future Annexation Area, including incidental expenses, and the rate and method of apportionment (the “Rate and Method”) of the special tax (the “Special Tax”) to be levied within the CFD to pay for the Services, is on file with the City Clerk and the provisions thereof are incorporated herein by this reference as if fully set forth herein;

WHEREAS, the Resolution of Intention set July 6, 2021, as the date for the joint public hearing on the establishment of the CFD, the extent of the CFD, the Future Annexation Area, the furnishing of the Services within the CFD, and the proposed Rate and Method;

WHEREAS, a notice of the public hearing to be held on July 6, 2021 was published in accordance with the Act;

WHEREAS, on July 6, 2021, this Council held noticed joint public hearing as required by the Act and the Resolution of Intention relative to the proposed formation of the CFD and the Future Annexation Area;

WHEREAS, at the hearing all interested persons desiring to be heard for or against the establishment of the CFD, the extent of the CFD, the furnishing of the Services and the Rate and Method and the Future Annexation Area were heard and a full and fair hearing was held;

WHEREAS, at the hearing evidence was presented to this Council on such matters before it, including a special report (the “Hearing Report”) as to the Services to be provided through the CFD and the costs;

WHEREAS, following the close of the hearing, written protests with respect to the formation of the CFD, the furnishing of specified types of services and the Rate and Method had not been filed with the City Clerk by fifty percent (50%) or more of the registered voters residing

within the territory of the CFD or property owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the proposed special taxes; and

WHEREAS, following the close of the hearing, written protests with respect to the Future Annexation Area, the furnishing of specified types of services and the Rate and Method had not been filed with the City Clerk by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or Future Annexation Area or property owners of one-half (1/2) or more of the area of land within the CFD or Future Annexation Area and not exempt from the proposed special taxes; and

WHEREAS, on July 6, 2021, the City Council adopted Resolution No. 21-094, which is on file with the City Clerk and incorporated herein by this reference, that ordered the formation of the CFD and Future Annexation Area, defined the public services (the "Services") to be provided by the CFD, authorized the levy of a special tax on property within the CFD, preliminarily established an appropriations limit for the CFD, and approved future qualifying projects the ability to voluntarily annex into the Future Annexation Area by unanimous approval of the property owners, all pursuant to the Act; and

WHEREAS, on July 6, 2021, the City Council adopted Resolution No. 21-095 that called a special election for July 6, 2021, at which the questions of levying a special tax and establishing an appropriations limit with respect to the CFD were submitted to the qualified electors within the CFD; and

WHEREAS, on July 6, 2021, the City Council adopted Resolution No. 21-096, that declared the results of the special election and finding that more than two-thirds (2/3) of all votes cast at the special election were in favor of the issue presented, and such measure passed; and

WHEREAS, on July 12, 2021 a notice of special tax lien was recorded with the Office of the County Recorder of the County of Sutter, as Document No. 2021-0012518 the "Notice of Special Tax Lien"), thereby giving notice that the lien to secure payment of the special tax was imposed on the land in the CFD; and

WHEREAS, the owner (the "Property Owner") of the parcels listed in Exhibit A hereto and incorporated herein by this reference, located within the Future Annexation Area (the "Property") has agreed to mitigate certain impacts of the proposed development of the Property by paying for the Services financed by the CFD; and

WHEREAS, pursuant to the Act, the Property Owner has executed a unanimous approval, attached hereto as Exhibit B and incorporated herein by this reference (the "Unanimous Approval"), constituting the Property Owner's unanimous approval and unanimous vote in favor of the annexation of the Property to the CFD and the levy of special taxes on the Property; and

WHEREAS, the City Council now wishes to approve this Annexation No. 7 of the Property pursuant to the simplified process for annexations under Sections 53328.1, 53339.7 and/or 53339.8 of the Act and add Annexation No. 7 (Bains / Dhadli Subdivision) as part of the CFD.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF YUBA CITY, ACTING AS LEGISLATIVE BODY OF THE CITY OF YUBA CITY COMMUNITY FACILITIES DISTRICT NO. 2021-1 (MUNICIPAL SERVICES) DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The City Council finds and determines that all the foregoing recitals are true and correct and incorporated herein.

2. Unanimous Approval. The City Council hereby receives and files the Unanimous Approval as Annexation No. 7 (Bains / Dhadli Subdivision) to the CFD, and hereby further authorizes and directs the officers of the City to do any and all things to execute and delivery all documents they may deem necessary or advisable in order to consummate the transaction described herein and to effectuate the purpose of this Resolution.

3. Approval of Annexation. The City Council hereby determines that the Property is added to and part of the CFD with full effect and the City Council approves and confirms the Rate and Method of Apportionment of the Special Tax attached to the Unanimous Approval this reference incorporated herein. The City Council hereby finds that the Property Owner's unanimous written approval is equivalent to an election pursuant to Government Code Section 53339.7(a) of the Act. The Property is added to and part of the existing CFD with full legal effect, and the City Council shall levy any special tax within the annexed territory as specified in the Ordinance No. 005-021 adopted with respect to the CFD pursuant to Government Code Section 53340, any resolution related thereto and, as specified in the Resolution of Intention, and as specified in any other Ordinance, if any, adopted pursuant to Government Code Section 53340.

4. Consolidation of Annexed Map. The City Council hereby determines that the territory described in Exhibit C hereto, and further defined in the map entitled "Annexation Map No. 7 (Bains / Dhadli Subdivision) of City of Yuba City Community Facilities District No. 2021-1 (Municipal Services), City of Yuba City, County of Sutter, State of California" which is on file with the City Clerk, is added to and part of the CFD with full effect. The City Clerk is hereby authorized and directed to endorse the certificates set forth on the map and to record the map in accordance with the provisions of Sections 3111, 3113 and 3113.5 of the Streets and Highways Code of the State of California.

5. Validity of Procedures. The City Council hereby finds and determines that all prior proceedings and actions taken by the City Council pursuant to the Act in connection with the formation, voluntary annexation area and annexation of territory to the CFD, including this Annexation No. 7 (Bains / Dhadli Subdivision)

6. Amendment to Notice of Special Tax Lien. The City Clerk, or designee, is hereby directed to complete, execute and cause to be recorded in the office of County Recorder of the County of Sutter, an amendment to the Notice of Special Tax Lien, in accordance with the provisions of Sections 3114.5 and 3117.5 of California Streets and Highways Code of the State of California within fifteen (15) days of the adoption of this Resolution, evidencing that the Property is added to the CFD.

7. Effective Date. The City Clerk shall certify the adoption of this Resolution. This Resolution shall take effect upon its adoption.

[SIGNATURES ON FOLLOWING PAGE]

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

ATTEST

Ciara Wakefield, City Clerk

APPROVED AS TO FORM:

Shannon L. Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibits:

- A. Assessor parcel Numbers and Owners of Land
- B. Unanimous Approval
 - a) Exhibit A – Description of Services
 - b) Exhibit B – Annexation No. 7, Rate and Method of Apportionment
 - c) Exhibit C – Annexation Map No. 7 of for Bains / Dhadli Subdivision

EXHIBIT A

**CITY OF YUBA CITY
COMMUNITY FACILITIES DISTRICT NO. 2021-1
(MUNICIPAL SERVICES)**

ANNEXATION NO. 7 (BAINS / DHADLI SUBDIVISION)

ASSESSOR'S PARCEL NUMBERS AND OWNERS OF LAND

Assessor Parcel No(s)

58-080-005

Name of Property Owner

BDS Property Holdings, LLC, A California Limited
Liability Company

That will become 20 parcels with assessor parcel numbers

058-080-TBD

EXHIBIT B

**CITY OF YUBA CITY
COMMUNITY FACILITIES DISTRICT NO. 2021-1
(MUNICIPAL SERVICES)**

ANNEXATION NO. 7 (BAINS / DHADLI SUBDIVISION)

UNANIMOUS APPROVAL

[attached]

UNANIMOUS APPROVAL
of Annexation to a Community Facilities District and Related Matters
City of Yuba City
Community Facilities District No. 2021-1
(Municipal Services)

Annexation No. 7 (Bains /Dhadli Subdivision)

To the Honorable City Council
City of Yuba City, as legislative body of
Community Facilities District No. 2021-1
(Municipal Services)
1201 Civic Center Boulevard,
Yuba City, California 95993

Members of the City Council:

This constitutes the Unanimous Approval (the "Unanimous Approval") of BDS Property Holding LLC, a California Limited Liability Company the record owner(s) (the "Property Owner") of the fee title to the real property identified below (the "Property") contemplated by Sections 53328.1 and/or 53339.3 et seq. of the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), to the annexation of the Property to the "City of Yuba City Community Facilities District No. 2021-1 (Municipal Services)" (the "CFD") and approval of the special taxes to be levied against the Property, and the undersigned hereby states, certifies, agrees and declares under penalty of perjury, as follows:

1. Property Owner. This Unanimous Approval is submitted by the Property Owner as the record owner(s) of fee title to the Property. The Property Owner has supplied to the City current evidence of its ownership of fee title to the Property. No parties are residing on the Property and therefore there are no registered voters on the Property.

2. Approval of Annexation. This Unanimous Approval constitutes the unanimous approval and unanimous vote by the Property Owner in favor of the annexation of the Property to the CFD. The CFD was formed to finance the municipal services, which are incorporated herein by this reference (the "Services") described in Exhibit A hereto and made a part hereof. In such connection Property Owner has reviewed the list of the Services and hereby agrees, consents and approves to the Services and the Annexation of the Property to the CFD for the benefit of the City and the CFD.

3. Approval of Special Tax and the Services. This Unanimous Approval constitutes the unanimous approval and unanimous vote by the Property Owner in favor of the levy of special taxes (the "Special Taxes") on the Property to finance the Services. The Special Taxes will be levied according to the Rate and Method of Apportionment of Special Taxes for the CFD attached hereto as Exhibit B and made a part hereof (the "Rate and Method"). In such connection property owner consents and approves of the Rate and Method and understands that such taxes shall be levied against the Property.

4. Approval of the Appropriations Limit. This Unanimous Approval constitutes the unanimous approval and unanimous vote by the Property Owner in favor of the appropriations limit

established for the CFD. The Property Owner hereby approves, consents and agrees to the appropriations limit for the CFD of \$1,700,000, pursuant to Article XIII B of the California Constitution, as adjusted for changes in the cost of living and changes in the population.

5. Waivers and Vote. Resolution No. 21-048 adopted by the City Council on May 18, 2021 and Resolution No. 21-094 adopted by the City Council on July 6, 2021 and Sections 53328.1 and 53339.3 of the Act provide an alternate and independent procedure for annexation to a community facilities district that simplifies the annexation process. Under such process, the Property Owner acknowledges and agrees that by executing this Unanimous Approval, the Property Owner is voluntarily waiving any and all right to an election held in accordance with Sections 53326, 53327, 53327.5, 53328, 53339.7, 53339.8 and other relevant provisions of the Act. The Property Owner hereby confirms that this Unanimous Approval constitutes its unanimous approval and unanimous vote as described herein and as contemplated by Section 53339.3 *et seq.* of the Act and for purposes of the California Constitution Article XIII A and XIII C. In lieu of an approval by public hearing, ballot and election, if any, the Property Owner intends for this Unanimous Approval to constitute its ballot and election and waiver of a public hearing. Further, the Property Owner hereby waives all other rights with respect to the annexation of the Property, the levy of the Special Taxes on the Property in accordance with the rate and method of apportionment and the other matters covered in this Unanimous Approval.

6. Recordation of Amendment to Notice of Special Tax Lien. The Notice of Special Tax Lien for the CFD was recorded in the Office of the County Recorder of the County of Sutter, State of California on July 12, 2021, as Document No. 2021-0012518.

The Property Owner hereby understands and agrees, consents and approves to the City Clerk, or City designee, to execute and cause to be recorded in the office of the County Recorder of the County of Sutter an amendment to the Notice of Special Tax Lien for the CFD as required by Section 3117.5 of the California Streets and Highways Code. The amendment to the Notice of Special Tax Lien shall include the Rate and Method as an exhibit thereto.

7. Authority Warranted. The Property Owner warrants to the City that the presentation of this Unanimous Approval, any votes, consents or waivers contained herein, and other actions for the annexation of the Property to the CFD and the levy of special taxes within the area of the Property shall not constitute events of default or delinquencies under any existing or proposed financing documents entered into or to be entered into by the Property Owner for the Property, including any “due-on-encumbrance” clauses under any existing security instruments secured by the Property.

8. Due Diligence and Disclosures. The Property Owner agrees to cooperate with the City and its attorneys and consultants and to provide all information and disclosures required by the City and/or the Act about the Special Taxes to purchasers of the Property or any part of it.

9. Agreements. The Property Owner further agrees to execute such additional or supplemental agreements as may be required by the City to provide for any of the actions and conditions described in this Unanimous Approval, including any cash deposit required to pay for the City’s costs in annexing the Property to the CFD.

10. **The Property.** The Property is identified below, and such Property Owner approves, consents and agrees that Property will be subject to the CFD upon recordation of the amendment to the Notice of Special Tax Lien. The Property is located in the Future Annexation Area of the CFD and the map is attached hereto as Exhibit C.

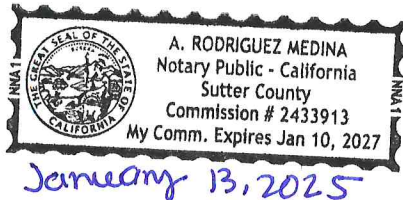
Assessor's Parcel Number(s):

APN	Acreage	Anticipated Units	Property Owner
58-080-005	15.84	18 residential parcels 2 parcels for multi-family	BDS Property Holding LLC, a California Limited Liability Company

Acres: 5.73

By executing this Unanimous Approval, the Property Owner agrees, consents, declares and certifies to all of the above.

Annexation No. 7 (Bains/Dhadli Subdivision)



Property Owner

By: BDS Property Holding LLC, a California Limited Liability Company

By: *ASD*

Print Name: Parminder S. Bains
Title: Member

Notice Address

BDS Property Holding LLC
4142 Hwy 99
Yuba City, CA 95991

Annexation No. 7 (Bains/Dhadli Subdivision)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

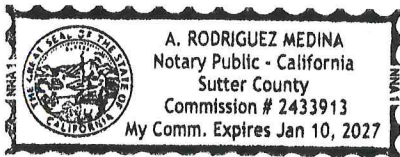
State of California

County of Sutter

On January 13, 2025 before me, A. Rodriguez Medina notary public,
Date Here Insert Name and Title of the Officer

personally appeared Parminder Singh Bains
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



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

WITNESS my hand and official seal.

Place Notary Seal and/or Stamp Above

Signature A. Rodriguez Medina
Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Unanimous Approval

Document Date: January 13, 2025 Number of Pages: 10

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Parminder Singh Bains

- ☒ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☒ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian of Conservator

☒ Other: member

Signer is Representing: _____

Signer's Name: _____

- ☐ Corporate Officer – Title(s): _____
☐ Partner – ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian of Conservator

☐ Other: _____

Signer is Representing: _____

EXHIBIT A

**Yuba City
Community Facilities District No. 2021-1
(Municipal Services)**

DESCRIPTION OF SERVICES

The Services to be funded by the CFD include the following services and all incidental expenses related to such services, all of which are authorized by the Act:

PUBLIC SERVICES

- (a) Police protection services;
- (b) Fire protection and suppression services, ambulance and paramedic services;
- (c) maintenance of parks, parkways, streets, roads, and open space;
- (d) flood and storm protection services, including but not limited to the maintenance of storm drainage systems and sandstorm protection systems,
- (e) Services with respect to the removal or remedial action for the cleanup of any hazardous substance released or threatened to be released into the environment, subject to the limitations contained in Section 53313 of the Act;
- (f) Maintenance and operation of any real property or other tangible property with an estimated useful life of five or more years that is owned by the local agency or by another local agency pursuant to an agreement entered into under Section 53316.2; and
- (g) costs incurred by the City and or County in formation of the district, annexation and annual contract administration.

In accordance with Section 53313 of the Act, the additional services may not supplant services available within the territory when the district was created or annexed.

The same types of services which are authorized to be financed by CFD No. 2021-1 are the types of services to be provided in the Future Annexation Area, as properties are annexed.

The services include operational and maintenance costs associated with providing such services.

EXHIBIT B

City of Yuba City

Community Facilities District No. 2021-1

(Municipal Services)

RATE AND METHOD OF APPORTIONMENT

The Special Tax shall be levied in Annexation No. 7 (Bains/Dhadli Subdivision) in accordance with the Rate and Method of Apportionment of Special Tax for City of Yuba City Community Facilities District No. 2021-1 (Municipal Services) pursuant to the rate set forth in the attachment hereto.

**CITY OF YUBA CITY
COMMUNITY FACILITIES DISTRICT NO. 2021-1
(MUNICIPAL SERVICES)
RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX**

A Special Tax applicable to each Assessor's Parcel in Community Facilities District No. 2021-1 (Municipal Services) [herein "CFD No. 2021-1"] shall be levied and collected according to the tax liability determined by the City Council, acting in its capacity as the legislative body of CFD No. 2021-1, through the application of the appropriate Special Tax rate, as described below. All of the property in CFD No. 2021-1, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acreage" or "Acre" means the land area making up an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map or other parcel map recorded at the County Recorder's Office.

"Administrative Expenses" means the costs incurred by the City to determine, levy and collect the Special Tax, including salaries of City employees and fees of consultants and the costs of collecting installments of the Special Taxes upon the general tax rolls; preparation of required reports, and any other costs required to administer the CFD No. 2021-1 as determined by the Finance Director.

"Administrator" means the person or firm designated by the City to administer the Special Taxes according to this Rate and Method of Apportionment of Special Tax.

"Annual Tax Escalation Factor" means an annual increase in the Maximum Special Tax following the Base Year in an amount not to exceed four percent (4%). The Annual Tax Escalation Factor shall be based on the budgeted escalation of the City of Yuba City's combined Police and Fire Departments from the previous fiscal year.

"Assessor's Parcel" or "Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor designating parcels by Assessor's Parcel number.

"Authorized Services" means the public services authorized to be funded by CFD No. 2021-1 as set forth in the documents adopted by the City Council when the CFD No. 2021-1 was formed.

"Base Year" means Fiscal Year 2020-2021.

"City" means the City of Yuba City.

"City Council" means the City Council of the City of Yuba City, acting as the legislative body of CFD No. 2021-1.

"County" means Sutter County, California.

"Developed Residential Property" means, in any Fiscal Year, all Parcels of Taxable Property for which a use permit or building permit for new construction of a residential structure was issued prior to June 30 of the preceding Fiscal Year.

"Finance Director" means the Finance Director for the City or his or her designee or successor.

"Fiscal Year" means the period starting on July 1 and ending on the following June 30.

"Maximum Special Tax" means the maximum Special Tax determined in accordance with Section C below that can be levied on Taxable Property in any Fiscal Year.

"Multi-Family Property" means, in any Fiscal Year, all units in CFD No. 2021-1 for which a building permit was issued or may be issued for construction of a residential structure with multiple units that share common walls, all of which are offered for rent to the general public.

"Public Property" means any property within the boundaries of CFD No. 2021-1 that is owned by the federal government, State of California, County, City, or other public agency.

"Residential Unit(s)" means an individual lot of land for which a building permit could be issued to construct one or more residential dwelling units.

"Residential Property" means all Assessor's Parcels of Taxable Property for which a map has been recorded designating individual Residential Units.

"Non-Residential Property" means all Assessor's Parcels of Taxable Property within the boundaries of CFD No. 2021-1 for which a map has been recorded designating the Assessor's Parcel as a lot for which a building permit could be issued and the Assessor's Parcel cannot be classified as a Residential Property.

"Special Tax" means any tax levied to pay for Authorized Services and Administrative Expenses.

"Single Family Property" means buildings containing one dwelling unit located on a single lot that are individually owned, including attached or detached residences (i.e., townhome unit and/or condominium units).

"Taxable Property" means all Assessor's Parcels within the boundaries of CFD No. 2021-1 designated as Developed Residential Property.

"Undeveloped Residential Property" means all Parcels of Residential Property within the boundaries of CFD No. 2021-1 that are not Developed Residential Property, as determined by the Administrator.

"Unit" means an individual single family detached unit or an individual residential unit within a duplex, triplex, fourplex, townhome, condominium, or apartment structure.

CATEGORIZING PARCELS FOR ANNUAL TAX LEVY

Each Fiscal Year, the Administrator shall identify the current Assessor's Parcel numbers for all Parcels within CFD No. 2021-1, and each parcel shall be classified as Developed Residential Property, Non-Residential Property, Public Property, or Undeveloped Residential Property, and shall be subject to the levy of annual Special Taxes determined pursuant to Sections C and D below.

B. MAXIMUM SPECIAL TAX RATE

All Taxable Property within the CFD No. 2021-1 shall be subject to a Maximum Special Tax that will be levied each Fiscal Year to pay for Authorized Services. As discussed above, the Administrator shall rely first on the Land Use Designation for a Parcel to determine the appropriate Maximum Special Tax in **Table 1**, below, but, in the absence of an assigned Land Use Designation, the Administrator shall refer to the Zoning Designation and land use to be built on the Parcel. The following Maximum Special Tax rates apply to all Parcels of Developed Property within CFD No. 2021-1:

Each Residential Unit is subject to the Maximum Special Tax shown in **Table 1**, below.

Non- Residential Property, Undeveloped Property, and Public Property is not subject to the Maximum Special Tax.

Table 1

Property Land Use	Fiscal Year 2020/21 Maximum Special Tax Amount *
Single Family Property	\$467.10 per Single Family Residential Unit
Multi-Family Property	\$340.70 per Multi-Family Residential Unit
Undeveloped Residential Property	\$0 per Assessor's Parcel

* Beginning July 1, 2021 and each July 1 thereafter, all of the Maximum Special Taxes shown in **Table 1** above shall be adjusted by applying the Annual Tax Escalation Factor.

C. METHOD OF LEVY AND COLLECTION OF SPECIAL TAX

Each Fiscal Year, the Administrator shall levy the Maximum Special Tax on each Parcel of Developed Property in CFD No. 2021-1. The Special Tax for CFD No. 2021-1 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes provided, however, that CFD No. 2021-1 may (under the authority of Government Code Section 53340) in any particular case bill the taxes directly to the property owner off the County tax roll, and the Special Tax will be equally subject to foreclosure if delinquent.

D. LIMITATIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on Public Property, Non-Residential Property, or Undeveloped Residential Property.

E. FUTURE ANNEXATIONS

It is anticipated that additional properties will be annexed to CFD No. 2021-1 from time to time. The property to be annexed will be assigned to the appropriate Maximum Special Tax rate for the Tract or Tracts when annexed, as pursuant to California Government Code section 53339 et seq.

In certain cases, it may be determined that a potential property to be annexed may require a higher cost to provide City services than other areas of the City (e.g., if it possesses a large quantity of City- owned infrastructure that requires maintenance). As each annexation is proposed, the City may elect to prepare an analysis to determine the annual cost for providing Services, and may incorporate unique zones with varying Maximum Special Tax rates. Such zones may be referred to by reference to a letter or number on the boundary map, and adjust the rates in Table 1 of such annexation to reflect the applicable rates.

The City may adopt a future annexation area in the future and allow for annexation by unanimous written consent.

F. INTERPRETATION OF SPECIAL TAX FORMULA

The City reserves the right to make minor administrative and technical changes to this document that do not materially affect the rate and method of apportioning the Special Tax. In addition, the interpretation and application of any section of this document shall be left to the City's discretion. Interpretations may be made by the City by ordinance or resolution for purposes of clarifying any vagueness or ambiguity in this Rate and Method of Apportionment of Special Tax.

G. TERM

The Special Tax shall be collected in perpetuity.

H. APPEALS

Any property owner claiming that the amount or application of the Special Tax is not correct may file a written notice of appeal with the Administrator not later than twelve months after having paid the first installment of the Special Tax that is disputed. The Administrator shall promptly review the appeal, and if necessary, meet with the property owner, consider written and oral evidence regarding the amount of the Special Tax, and rule on the appeal. If the decision of the Administrator requires that the Special Tax for an Assessor's Parcel be modified or changed in favor of the property owner, a cash refund shall not be made but an adjustment shall be made to the Special Tax on that Assessor's Parcel in the subsequent Fiscal Year(s) to compensate for the overpayment of the Special Tax.

EXHIBIT C

Yuba City

Community Facilities District No. 2021-1

(Municipal Services)

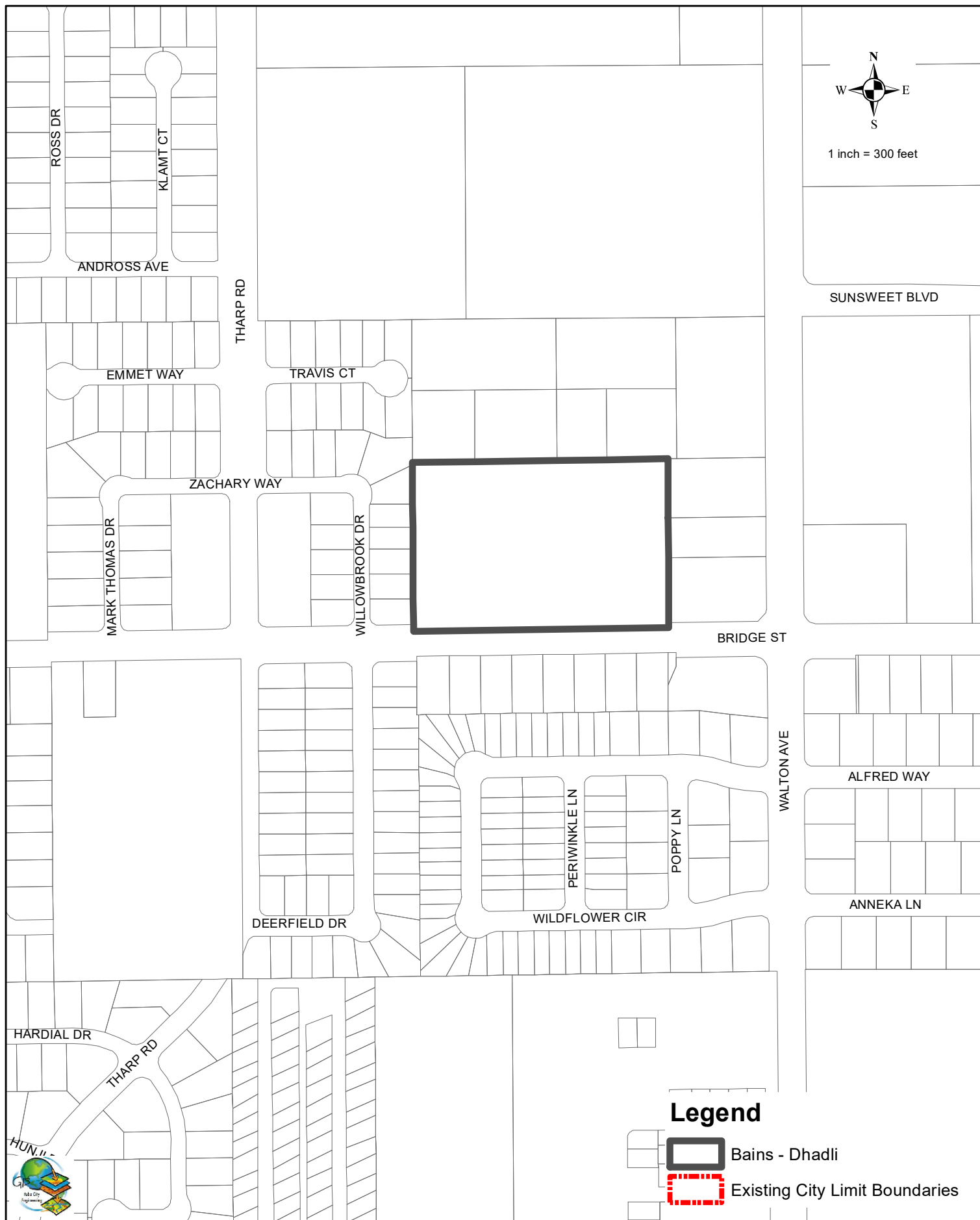
ANNEXATION MAP NO. 7 (BAINS/DHADLI SUBDIVISION) OF YUBA CITY COMMUNITY FACILITIES

DISTRICT NO. 2021-1

(MUNICIPAL SERVICES)], CITY OF YUBA CITY, STATE OF CALIFORNIA

[see attached]

Proposed Boundary Map of CFD No. 2021-1 Annexation No. 7
Bains / Dhadli Subdivision
City of Yuba City, Sutter County, California



ATTACHMENT 2

SEVENTH AMENDMENT TO NOTICE OF SPECIAL TAX LIEN

**City of Yuba City
Community Facilities District No. 2021-1
(Municipal Services)
Annexation No. 7 (Bains/Dhadli Subdivision)**

Pursuant to the requirements of Sections 3114.5 and 3117.5 of the Streets and Highways Code and Government Code Section 53311, et seq., the undersigned City Clerk of the City of Yuba City, acting on behalf of City of Yuba City Community Facilities District No. 2021-1 (Municipal Services) (the "CFD"), HEREBY GIVES NOTICE that a lien is hereby imposed on taxable property within the property described herein Annexation No. 7 (Bains/Dhadli Subdivision), which has been annexed to the CFD to secure payment of a special tax ("Special Tax") which the City Council of the City of Yuba City (the "City"), County of Sutter (the "County"), State of California, is authorized to annually levy for the following purpose of financing the following services:

- (a) Police protection services;
- (b) Fire protection and suppression services, ambulance and paramedic services;
- (c) maintenance of parks, parkways, streets, roads, and open space;
- (d) flood and storm protection services, including but not limited to the maintenance of storm drainage systems and sandstorm protection systems,
- (e) Services with respect to the removal or remedial action for the cleanup of any hazardous substance released or threatened to be released into the environment, subject to the limitations contained in Section 53313 of the Act;
- (f) Maintenance and operation of any real property or other tangible property with an estimated useful life of five or more years that is owned by the local agency or by another local agency pursuant to an agreement entered into under Section 53316.2; and
- (g) costs incurred by the City and or County in formation of the district, annexation and annual contract administration.

The services include operational and maintenance costs associated with providing such services.

The Special Tax is authorized to be levied within the CFD that has now been officially formed and includes Annexation No. 7 (Bains/Dhadli Subdivision) and the lien of the Special Tax is a continuing lien which shall secure each annual levy of the Special Tax and which shall continue in force and effect until the special tax obligation is prepaid, if applicable, permanently satisfied, and canceled in accordance with law or until the Special Tax ceases to be levied and a notice of cessation of Special Tax is recorded in accordance with Section 53330.5 of the Government Code.

The rate, method of apportionment, and manner of collection of the authorized special tax is as follows: The rate and method of apportionment of the authorized Special Tax is as shown in the Rate and Method of Apportionment set forth on Exhibit A attached hereto and incorporated herein by this reference (the "Rate and Method"). The Special Tax shall be collected in the same manner as ordinary ad valorem property taxes and shall be subject to the same penalties and the same procedure, sale and lien priority in case of delinquency as is provided for ad valorem taxes; provided, however, the CFD may utilize a direct billing procedure for any Special Taxes that cannot be collected on the County tax roll or may elect to collect the Special Taxes at a different time or in a different manner if necessary to meet its financial obligations. Conditions under which the obligation to pay the special tax may be prepaid and permanently satisfied and the lien of the special tax canceled are as follows: The Special Tax is levied perpetually as provided in the Rate and Method and there are no conditions upon which it may be prepaid.

Notice is further given that upon the recording of this notice in the Office of the County Recorder of Sutter County, the obligation to pay the Special Tax levy shall become a lien upon all non-exempt real property within the area of Annexation No. 7 (Bains/Dhadli Subdivision) in accordance with Sections 3114.5, 3115.5 and 3117.5 of the Streets and Highways Code.

The (a) names of the owner(s) of the real property included within the annexed property to the CFD as they appear on the last secured assessment roll as of the date of recording of this Notice and (b) the Assessor's tax parcel(s) numbers of all parcels or any portion thereof which are included within Annexation No. 7 (Bains/Dhadli Subdivision) to the CFD and not exempt from the special tax, are as set forth on the attached, referenced and incorporated Exhibit B.

Reference is made to the boundary map of the Annexation No. 7 (Bains/Dhadli Subdivision) to the CFD recorded concurrently herewith in the Book _____ at Page _____ of Maps of Assessment and Community Facilities Districts in the Office of the County Recorder for the County of Sutter, State of California, which map is now the final boundary map of Annexation No. 7 (Bains/Dhadli Subdivision) to the CFD. The Boundary Map of the original district is Recorded as Document No. 2021-0012517 in Book 3 of Assessment and Community Facilities Districts at Pages 93 through 96, in the Office of the County Recorder of the County of Sutter, State of California.

Reference hereby is made to the Amendment to Notice of Special Tax Lien to the CFD recorded as Document No. 2021-0012518 in the Records of the County Recorder of the County of Sutter.

For further information concerning the current and estimated tax liability of owners or purchasers of real property subject to this special tax lien, interested persons should contact the City of Yuba City, City Hall, Finance Director, 1201 Civic Center Boulevard Yuba City, California 95993, telephone number 530/822-4618

Dated: As of _____, 2025

By: _____
Ciara Wakefield, City Clerk
City of Yuba City

EXHIBIT A

See Rate and Method of Apportionment Attached

(Insert RMA)

**CITY OF YUBA CITY
COMMUNITY FACILITIES DISTRICT NO. 2021-1
(MUNICIPAL SERVICES)
RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX**

A Special Tax applicable to each Assessor's Parcel in Community Facilities District No. 2021-1 (Municipal Services) [herein "CFD No. 2021-1"] shall be levied and collected according to the tax liability determined by the City Council, acting in its capacity as the legislative body of CFD No. 2021-1, through the application of the appropriate Special Tax rate, as described below. All of the property in CFD No. 2021-1, unless exempted by law or by the provisions of Section E below, shall be taxed for the purposes, to the extent, and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acreage" or "Acre" means the land area making up an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map or other parcel map recorded at the County Recorder's Office.

"Administrative Expenses" means the costs incurred by the City to determine, levy and collect the Special Tax, including salaries of City employees and fees of consultants and the costs of collecting installments of the Special Taxes upon the general tax rolls; preparation of required reports, and any other costs required to administer the CFD No. 2021-1 as determined by the Finance Director.

"Administrator" means the person or firm designated by the City to administer the Special Taxes according to this Rate and Method of Apportionment of Special Tax.

"Annual Tax Escalation Factor" means an annual increase in the Maximum Special Tax following the Base Year in an amount not to exceed four percent (4%). The Annual Tax Escalation Factor shall be based on the budgeted escalation of the City of Yuba City's combined Police and Fire Departments from the previous fiscal year.

"Assessor's Parcel" or "Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor designating parcels by Assessor's Parcel number.

"Authorized Services" means the public services authorized to be funded by CFD No. 2021-1 as set forth in the documents adopted by the City Council when the CFD No. 2021-1 was formed.

"Base Year" means Fiscal Year 2020-2021.

"City" means the City of Yuba City.

"City Council" means the City Council of the City of Yuba City, acting as the legislative body of CFD No. 2021-1.

"County" means Sutter County, California.

"Developed Residential Property" means, in any Fiscal Year, all Parcels of Taxable Property for which a use permit or building permit for new construction of a residential structure was issued prior to June 30 of the preceding Fiscal Year.

"Finance Director" means the Finance Director for the City or his or her designee or successor.

"Fiscal Year" means the period starting on July 1 and ending on the following June 30.

"Maximum Special Tax" means the maximum Special Tax determined in accordance with Section C below that can be levied on Taxable Property in any Fiscal Year.

"Multi-Family Property" means, in any Fiscal Year, all units in CFD No. 2021-1 for which a building permit was issued or may be issued for construction of a residential structure with multiple units that share common walls, all of which are offered for rent to the general public.

"Public Property" means any property within the boundaries of CFD No. 2021-1 that is owned by the federal government, State of California, County, City, or other public agency.

"Residential Unit(s)" means an individual lot of land for which a building permit could be issued to construct one or more residential dwelling units.

"Residential Property" means all Assessor's Parcels of Taxable Property for which a map has been recorded designating individual Residential Units.

"Non-Residential Property" means all Assessor's Parcels of Taxable Property within the boundaries of CFD No. 2021-1 for which a map has been recorded designating the Assessor's Parcel as a lot for which a building permit could be issued and the Assessor's Parcel cannot be classified as a Residential Property.

"Special Tax" means any tax levied to pay for Authorized Services and Administrative Expenses.

"Single Family Property" means buildings containing one dwelling unit located on a single lot that are individually owned, including attached or detached residences (i.e., townhome unit and/or condominium units).

"Taxable Property" means all Assessor's Parcels within the boundaries of CFD No. 2021-1 designated as Developed Residential Property.

"Undeveloped Residential Property" means all Parcels of Residential Property within the boundaries of CFD No. 2021-1 that are not Developed Residential Property, as determined by the Administrator.

"Unit" means an individual single family detached unit or an individual residential unit within a duplex, triplex, fourplex, townhome, condominium, or apartment structure.

CATEGORIZING PARCELS FOR ANNUAL TAX LEVY

Each Fiscal Year, the Administrator shall identify the current Assessor's Parcel numbers for all Parcels within CFD No. 2021-1, and each parcel shall be classified as Developed Residential Property, Non-Residential Property, Public Property, or Undeveloped Residential Property, and shall be subject to the levy of annual Special Taxes determined pursuant to Sections C and D below.

B. MAXIMUM SPECIAL TAX RATE

All Taxable Property within the CFD No. 2021-1 shall be subject to a Maximum Special Tax that will be levied each Fiscal Year to pay for Authorized Services. As discussed above, the Administrator shall rely first on the Land Use Designation for a Parcel to determine the appropriate Maximum Special Tax in **Table 1**, below, but, in the absence of an assigned Land Use Designation, the Administrator shall refer to the Zoning Designation and land use to be built on the Parcel. The following Maximum Special Tax rates apply to all Parcels of Developed Property within CFD No. 2021-1:

Each Residential Unit is subject to the Maximum Special Tax shown in **Table 1**, below.

Non- Residential Property, Undeveloped Property, and Public Property is not subject to the Maximum Special Tax.

Table 1

Property Land Use	Fiscal Year 2020/21 Maximum Special Tax Amount *
Single Family Property	\$467.10 per Single Family Residential Unit
Multi-Family Property	\$340.70 per Multi-Family Residential Unit
Undeveloped Residential Property	\$0 per Assessor's Parcel

* Beginning July 1, 2021 and each July 1 thereafter, all of the Maximum Special Taxes shown in **Table 1** above shall be adjusted by applying the Annual Tax Escalation Factor.

C. METHOD OF LEVY AND COLLECTION OF SPECIAL TAX

Each Fiscal Year, the Administrator shall levy the Maximum Special Tax on each Parcel of Developed Property in CFD No. 2021-1. The Special Tax for CFD No. 2021-1 shall be collected in the same manner and at the same time as ordinary ad valorem property taxes provided, however, that CFD No. 2021-1 may (under the authority of Government Code Section 53340) in any particular case bill the taxes directly to the property owner off the County tax roll, and the Special Tax will be equally subject to foreclosure if delinquent.

D. LIMITATIONS

Notwithstanding any other provision of this Rate and Method of Apportionment of Special Tax, no Special Tax shall be levied on Public Property, Non-Residential Property, or Undeveloped Residential Property.

E. FUTURE ANNEXATIONS

It is anticipated that additional properties will be annexed to CFD No. 2021-1 from time to time. The property to be annexed will be assigned to the appropriate Maximum Special Tax rate for the Tract or Tracts when annexed, as pursuant to California Government Code section 53339 et seq.

In certain cases, it may be determined that a potential property to be annexed may require a higher cost to provide City services than other areas of the City (e.g., if it possesses a large quantity of City- owned infrastructure that requires maintenance). As each annexation is proposed, the City may elect to prepare an analysis to determine the annual cost for providing Services, and may incorporate unique zones with varying Maximum Special Tax rates. Such zones may be referred to by reference to a letter or number on the boundary map, and adjust the rates in Table 1 of such annexation to reflect the applicable rates.

The City may adopt a future annexation area in the future and allow for annexation by unanimous written consent.

F. INTERPRETATION OF SPECIAL TAX FORMULA

The City reserves the right to make minor administrative and technical changes to this document that do not materially affect the rate and method of apportioning the Special Tax. In addition, the interpretation and application of any section of this document shall be left to the City's discretion. Interpretations may be made by the City by ordinance or resolution for purposes of clarifying any vagueness or ambiguity in this Rate and Method of Apportionment of Special Tax.

G. TERM

The Special Tax shall be collected in perpetuity.

H. APPEALS

Any property owner claiming that the amount or application of the Special Tax is not correct may file a written notice of appeal with the Administrator not later than twelve months after having paid the first installment of the Special Tax that is disputed. The Administrator shall promptly review the appeal, and if necessary, meet with the property owner, consider written and oral evidence regarding the amount of the Special Tax, and rule on the appeal. If the decision of the Administrator requires that the Special Tax for an Assessor's Parcel be modified or changed in favor of the property owner, a cash refund shall not be made but an adjustment shall be made to the Special Tax on that Assessor's Parcel in the subsequent Fiscal Year(s) to compensate for the overpayment of the Special Tax.

EXHIBIT B

APN	OWNER
58-080-005	BDS Property Holding LLC, a California Limited Liability Company

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Public Works
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: Bains / Dhadli Subdivision (Acceptance of Public Improvements)
Recommendation: Adopt a Resolution accepting certain street and related improvements pursuant to the Bains / Dhadli Subdivision with BDS Property Holdings, LLC, A California Limited Liability Company, and authorizing the Subdivider to file a Notice of Completion. [Subdivision is located north of Bridge Street, and approximately 300 feet west of North Walton Avenue]
Fiscal Impact: City will become responsible for maintenance costs of the public improvements

Purpose:

To accept the infrastructure improvements associated with the Bains / Dhadli Subdivision Development for public use and initiate the one (1) year warranty period.

Council's Strategic Goal:

Acceptance of these improvements aligns with the Council's Strategic Goal related to Infrastructure. The action is necessary to comply with the Development Subdivision Agreement and transfer the private development to the City as public infrastructure.

Background:

On June 26, 2019, the Planning Commission approved a Tentative Subdivision Map with the Subdivider, BDS Property Holdings, LLC, A California Limited Liability Company, regarding the development of the Bains / Dhadli Subdivision (TSM 19-03) (Attachment 2). As part of the development, the Subdivider was to construct the determined improvements and, upon completion, dedicate and offer the improvements to the City to constitute public improvements.

Analysis:

The Bains / Dhadli Subdivision street and related improvements have been constructed to the satisfaction of the City. At this time, the Subdivider is requesting acceptance of the improvements so that the one (1) year warranty period can begin. All of the required improvements within the subdivision have been constructed in conformance with the approved plans and specifications.

With the acceptance, the Subdivider will provide security for the guarantee and warranty of the work in the amount of 10% of the cost of the improvements, which equates to \$ 76,243.80.

Fiscal Impact:

With the acceptance of the improvements, the City will become responsible for the ongoing maintenance of the public improvements, including the water, sewer, storm-drain lines, streets, streetlights, and landscaping. Residents within the subdivision will participate in Lighting and Landscape Maintenance District No. 5 K_7, which will pay for the proportional share of the maintenance of the streetlights and landscaping. Maintenance costs for the water and sewer lines will come from the Water Enterprise and Sewer Enterprise funds, respectively, and maintenance of the streets and storm drains will be funded with road funds and the established Community Facilities District for the subdivision.

Alternatives:

Do not accept the improvements.

Recommendation:

Adopt a Resolution accepting certain street and related improvements pursuant to the Bains / Dhadli Subdivision with BDS Property Holdings, LLC, A California Limited Liability Company, and authorizing the Subdivider to file a Notice of Completion. [Subdivision is located north of Bridge, and approximately 300 feet west of North Walton Avenue]

Attachments:

1. Resolution accepting Bains / Dhadli Subdivision Improvements
2. Location Map of Bains / Dhadli Subdivision

Prepared By:

Kevin Bradford
Deputy PW Director – Engineering

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ACCEPTING CERTAIN STREET AND RELATED IMPROVEMENTS
PURSUANT TO THE BAINS / DHADLI SUBDIVISION AND BDS PROPERTY
HOLDINGS, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AND
AUTHORIZING THE SUBDIVIDER TO FILE THE NOTICE OF COMPLETION.**

WHEREAS, the City of Yuba City (City) has approved certain street and related improvements performed by BDS Property Holdings, LLC, A California Limited Liability Company as a condition of approval for the Bains / Dhadli Subdivision Map No. 19-03; and

WHEREAS, work for said street and related improvements was completed to the satisfaction of the City, and a maintenance bond insuring the work of improvements from a maintenance standpoint for a period of one (1) year from and after completion has been provided.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the City Council of the City of Yuba City hereby accepts the work performed on those certain improvements and authorizes and directs the Subdivider to execute and record a Notice of Completion in connection with said work of improvement.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January, 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

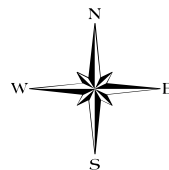


Figure 1: Location Map: Bains Subdivision
Tentative Subdivision Map 19-03

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Pioneer Community Energy Expansion to Include the City of Yuba City
Recommendation: A. Receive an overview presentation of the findings of the Impact Assessment Study for the City of Yuba City to join Pioneer Community Energy; and
 B. Conduct a Public Hearing, and after consideration,
 C. Introduce an Ordinance of the City Council of the City of Yuba City amending Title 5 of the Yuba City Municipal Code by adding Chapter 27 (Community Choice Aggregation Program) to establish a Community Choice Aggregation Program in the City of Yuba City, by title only, and waive the first reading
Fiscal Impact: There is no cost to join Pioneer Community Energy as the cost to new members is funded through Pioneer rates

Purpose:

To offer opportunities to residents and businesses within Yuba City an alternative energy provider option.

Council's Strategic Goal:

This item addresses Council's Strategic Goals of Fiscal Responsibility and Business Friendly.

Background:

Pioneer Community Energy (Pioneer) is a Joint Powers Authority (JPA) formed between the Counties of Placer and El Dorado, the Town of Loomis, and the Cities of Auburn, Colfax, Grass Valley, Lincoln, Nevada City, Placerville, and Rocklin.

Pioneer is a Community Choice Aggregation Program (CCA) authorized under Assembly Bill 117 (2002). The CCA provides local control over the electricity supply with a primary objective of providing competitive rates to the residents and businesses within its member jurisdictions.

Pioneer purchases the electricity supply (generation), and PG&E transmits and delivers the power through PG&E's infrastructure (poles and wires). PG&E continues to own, operate, and maintain its

distribution infrastructure, as well as to provide meter reading and billing services for Pioneer's customers.

Analysis:

On June 18, 2024, the Pioneer executive team gave a presentation to the City Council. This presentation was an overview of the many benefits of CCAs in general and Pioneer specifically. At this meeting, Council authorized staff to proceed with an Impact Assessment Study. The Impact Assessment Study was completed in September and an overview presentation was provided to staff.

At the December 19, 2024, Pioneer Governing Board meeting, the Board approved unanimously to allow staff to begin the process of amending the JPA to allow the Counties of Butte, Nevada, Sutter, and Tuolumne; the Cities of Chico, Oroville, Live Oak, Sonora, and Yuba City; and the Town of Paradise to join.

According to the Impact Assessment Study and the Pioneer leadership team, the expansion provides potential benefits to the residents and businesses in the new member service territories. Significant benefits include:

- **Stable and Competitive Rates** – From 2018 through 2023, Pioneer customers have saved \$85 million, with an additional \$21 million in anticipated savings in 2024.
- **Local Control** – As a member of the JPA, the City/County will have one seat on the Pioneer Board of Directors. This person is appointed by the Council/Board from the elected officials. All meetings are open to the public and every representative's voice will be heard.
- **Legislative & Regulatory Influence & Advocacy** – Pioneer is an advocate for the member agency residents and businesses by working with the California State Legislature, the California Public Utilities Commission (CPUC), the California Energy Commission, and PG&E on behalf of customer interests and concerns.
- **Local Jobs and Power Supply Resources** – Pioneer supports local business and prioritizes local power contracts, goods and services. The projected savings for Pioneer customers will result in additional spending by residents and businesses, further stimulating the local economy.
- **Programs** – The new members will have an impact on energy efficiency programs that are developed and the ability to customize programs to meet their specific needs.

If approved by Council, Pioneer plans to submit an Implementation Plan detailing Pioneer's expansion and planned service launch to the CPUC in March 2025. Based on results of the Impact Assessment Study, the optimal time for a service launch into expansion territories is October 2027, which allows Pioneer's procurement team the time needed to secure power resources while remaining in compliance and avoids the costly summer months. Pioneer will work with the City on a comprehensive education and outreach campaign to ensure a strong public understanding of expansion into each area.

Fiscal Impact:

There is no cost to the City to join Pioneer Community Energy as the cost to new members is funded through Pioneer rates. Also, joining Pioneer Community Energy will provide Yuba City businesses and residents with another option for the purchase of power.

Alternatives:

1. Do not authorize joining Pioneer Community Energy as a member agency.
2. Receive an overview presentation of the findings of the Impact Assessment Study, conduct a public

hearing, and defer introduction of the Ordinance to a future meeting to allow time for more consideration of the item.

Recommendation:

A. Receive an overview presentation of the findings of the Impact Assessment Study for the City of Yuba City to join Pioneer Community Energy; and

B. Conduct a Public Hearing, and after consideration,

C. Introduce an Ordinance of the City Council of the City of Yuba City amending Title 5 of the Yuba City Municipal Code by adding Chapter 27 (Community Choice Aggregation Program) to establish a Community Choice Aggregation Program in the City of Yuba City, by title only, and waive the first reading.

Attachments:

1. Ordinance - Community Choice Aggregation
2. Pioneer Community Energy Expansion Outlook - September 2024

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AMENDING TITLE 5 OF THE YUBA CITY MUNICIPAL CODE BY ADDING CHAPTER 27 (COMMUNITY CHOICE AGGREGATION PROGRAM) TO ESTABLISH A COMMUNITY CHOICE AGGREGATION PROGRAM IN THE CITY OF YUBA CITY

WHEREAS, on September 24, 2002, the Governor of California signed into law Assembly Bill 117 (Statute 2002, Chapter 838; see California Public Utilities Code section 366.2; hereinafter referred to as the “Act”), which authorizes any California city or county, whose governing body so elects, to combine electricity load of its residents and businesses in a Community Choice Aggregation program (CCA). The Act expressly authorizes participation in a CCA through a joint powers authority; and

WHEREAS, on September 9, 2015, the County of Placer and the City of Colfax entered into the original Joint Exercise of Powers Agreement for the purpose of establishing the Sierra Valley Energy Authority as a joint powers authority under the Joint Exercise of Powers Act, Government Code section 6500, et seq.; and

WHEREAS, the California Public Utilities Commission certified the “Implementation Plan” of the Sierra Valley Energy Authority, confirming compliance with the requirements of the Act; and

WHEREAS, on February 22, 2017, the Amended and Restated Joint Powers Agreement became effective and authorized the Cities of Auburn, Lincoln, Rocklin, and the Town of Loomis to become Voting Members of the Joint Exercise of Powers Agreement and established a Community Choice Aggregation Program within the jurisdictions of the Voting Members; and

WHEREAS, Resolution No. 2017-3 of the Sierra Valley Energy Authority approved a name change from Sierra Valley Energy Authority to Pioneer Community Energy (“Pioneer Community Energy”), as it is known today; and

WHEREAS, Subsequent amendments to the Amended and Restated Joint Powers Agreement have authorized the County of El Dorado and the Cities of Grass Valley, Nevada City, and Placerville to become Voting Members; and

WHEREAS, Currently electricity is generated and provided to the residents of the City of Yuba City by Pacific Gas and Electric Company (PG&E) with no alternative provider for the City; and

WHEREAS, the City Council finds it important that the City’s residents, businesses and public facilities have alternative choices to energy procurement beyond PG&E; and

WHEREAS, on June 18, 2024, the Pioneer Community Energy executive team gave a presentation to the City Council, providing an overview of the benefits of a CCA program and Pioneer Community Energy specifically; and

WHEREAS, Pioneer Community Energy prepared an Impact Assessment Study to evaluate the financial feasibility and assesses risk of expanding their service area to include the City of Yuba City and other agencies; and

WHEREAS, contingent on completion of those discussions and studies, the City Council believes joining Pioneer Community Energy will provide financial and other advantages to businesses and residents of the City; and

WHEREAS, Pioneer Community Energy's Amended and Restated Joint Powers Agreement requires a prospective member to individually adopt a Resolution of Intent expressing desire to become a member of the Joint Powers Authority and adopt an Ordinance electing to implement a CCA within Yuba City under California Public Utilities Code section 366.2; and

WHEREAS, the City Council now desires to amend Title 5 of the Yuba City Municipal Code to establish a new Chapter 27 (Community Choice Aggregation Program).

NOW, THEREFORE, the City Council of the City of Yuba City does ordain as follows:

Section 1. The above recitals are incorporated by reference.

Section 2. The City Council finds that adoption of this Ordinance is exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to the CEQA Guidelines, as it is not a "project" since it has no potential to result in a direct or reasonably foreseeable indirect physical change to the environment. (14 Cal. Code Reg. § 15378). Further, the Ordinance is exempt from CEQA, as there is no possibility that the Ordinance or its implementation would have a significant effect on the environment. (14 Cal. Code Reg. § 15061(b)(3)).

Section 3. Title 5 of the Yuba City Municipal Code is amended to add Chapter 27 to, read in its entirety as follows:

CHAPTER 27 – COMMUNITY CHOICE AGGREGATION PROGRAM

Sec. 5-27.01 Purpose and Intent.

The Council recognizes that the public welfare is served if customers have the option to aggregate their electrical loads as members of their local community with community choice aggregators as contemplated by Public Utilities Code Section 366.2. It is the purpose and intent of this chapter to implement a community choice aggregation program for customers within the City who desire to aggregate their electrical loads.

Sec. 5-27.02. Implementation of Community Choice Aggregation Program.

The City Council authorizes the implementation of a Community Choice Aggregation Program within the areas currently served by Pacific Gas & Electric (PG&E) through participation in the Community Choice Aggregation Program of the Pioneer Community Energy Joint Powers Authority (Pioneer Community Energy), contingent on all of the following: (a) completion of the impact analysis by Pioneer Community Energy, and acceptance of the same by the City Council; (b) adoption of a resolution of intent by the City Council expressing the City of Yuba City's desire to become a member of Pioneer Community Energy, (c) approval of a Joint Powers Agreement with Pioneer Community Energy, as amended, by the City Council on behalf of the City, (d) approval by the Governing Board of Pioneer Community Energy of the membership of the City of Yuba City, and (e) the certification by the California Public Utilities Commission of the Implementation Plan filed by Pioneer to include the City of Yuba City.

SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance

is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

PUBLICATION. The City Clerk shall certify the adoption of this Ordinance and cause it to be published, in accordance with Government Code, Section 36933, or as otherwise required by law.

EFFECTIVE DATE. This Ordinance shall take effect and be in full force and effect from and after thirty (30) calendar days after its final passage and adoption. Within fifteen (15) calendar days after its adoption, the ordinance, or a summary of the ordinance, shall be published once in a newspaper of general circulation.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 21st day of January 2025, and adopted at a regular meeting thereof held on the ____ day of February 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor
City of Yuba City

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

EXPANSION OUTLOOK

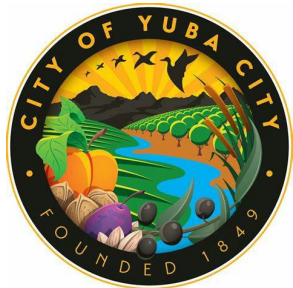
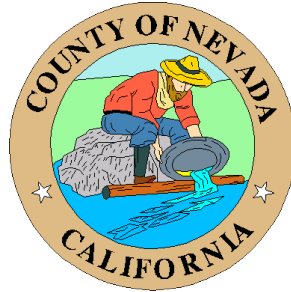
Sutter County, Yuba City, and Live Oak

September 23, 2024

Background

2023	• In April, Sutter County began initial research into the benefits of Community Choice Aggregation • Initial conversations with Pioneer Community Energy
Spring/Summer 2024	• Sutter County Board of Supervisors, Yuba City City Council receive presentation from Pioneer Community Energy with staff recommendation to join Pioneer • Board, Council, and City of Live Oak agree to commission an Impact Assessment Study to determine the feasibility of service expansion • All three jurisdictions agree to co-commission the study ◦ Expansion must make financial sense for all parties ◦ Pioneer must have the ability to serve the increased load
Summer 2024	• Impact Assessment Study is conducted
Fall 2024	• Study results are shared with Pioneer's Expansion Committee and Board of Directors ◦ Pioneer shares study findings and Board recommendations with jurisdictions; presents findings to Board/Councils

Other Agencies Interested in Joining Pioneer

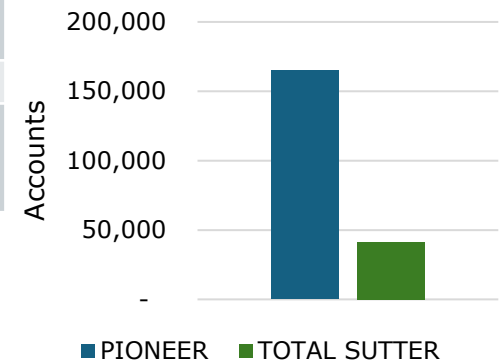
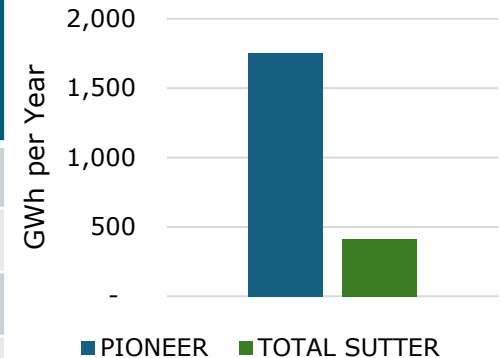


Two Questions to Answer

- **Does it make financial sense to move forward with expansion?**
 - Purpose of the Impact Assessment Study
 - Go/No-Go Decision Point
- **Do we have the power supply resources to serve?**
 - Answers the timing of the launch
 - Phase-In vs. All at once

Sutter County Aggregated Customer Information

Classification	Accounts	Annual Energy (MWh)	Average Customer Usage (kWh/Mo.)
Residential	34,599	202,287	487
Com/Ind	4,480	158,073	2,940
Ag/Pumping	1,377	51,493	1,377
Street Lighting	809	1,606	165
Total	41,265	413,460	835
Peak Demand (MW)	109		



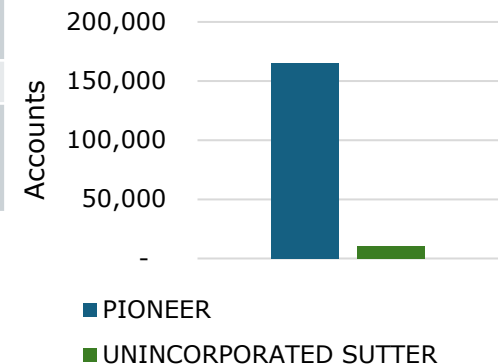
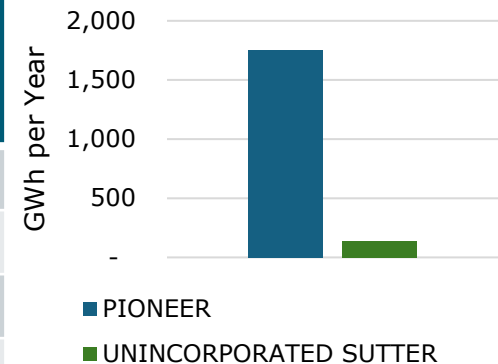
Expansion to Sutter County customers would represent an approximate 24% increase to Pioneer retail sales.

Includes account data within Unincorporated Sutter County, City of Live Oak, and City of Yuba City.

Data above are unadjusted for opt-out assumptions and excludes standby accounts.

Unincorporated Sutter County Customer Information

Classification	Accounts	Annual Energy (MWh)	Average Customer Usage (kWh/Mo.)
Residential	7,806	54,015	577
Com/Ind	1,304	31,130	1,989
Ag/Pumping	1,357	51,218	3,145
Street Lighting	433	479	92
Total	10,900	136,841	1,046
Peak Demand (MW)	37		

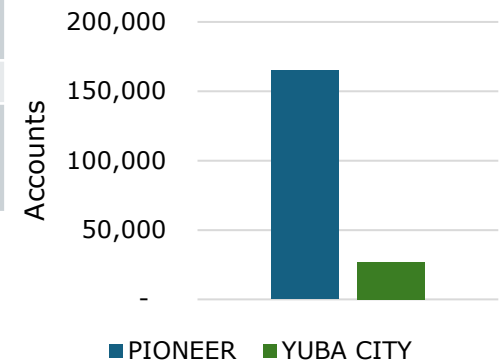
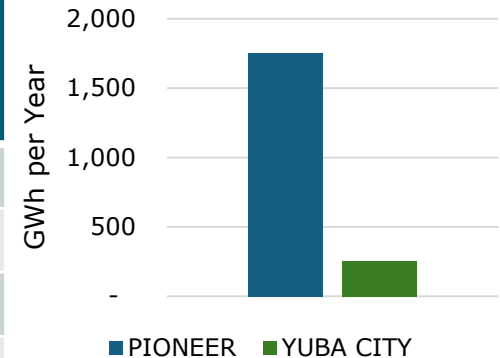


Expansion to Unincorporated Sutter County customers would represent an approximate 8% increase to Pioneer retail sales.

Data above are unadjusted for opt-out assumptions and excludes standby accounts.

City of Yuba City Customer Information

Classification	Accounts	Annual Energy (MWh)	Average Customer Usage (kWh/Mo.)
Residential	23,776	133,122	467
Com/Ind	3,008	120,109	3,327
Ag/Pumping	11	190	1,442
Street Lighting	333	1,041	261
Total	27,128	254,463	782
Peak Demand (MW)	66		

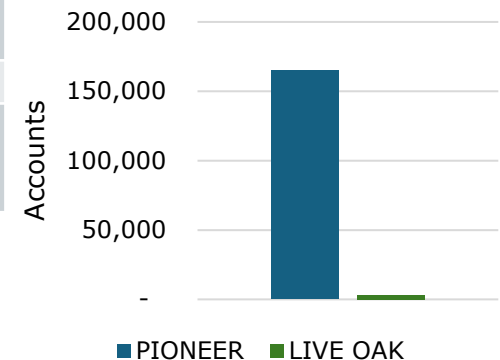
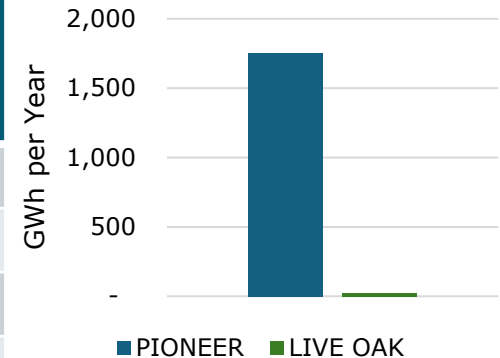


Expansion to City of Yuba City customers would represent an approximate 15% increase to Pioneer retail sales.

Data above are unadjusted for opt-out assumptions and excludes standby accounts.

City of Live Oak Customer Information

Classification	Accounts	Annual Energy (MWh)	Average Customer Usage (kWh/Mo.)
Residential	3,017	15,150	418
Com/Ind	168	6,835	3,390
Ag/Pumping	9	85	783
Street Lighting	43	86	167
Total	3,237	22,156	570
Peak Demand (MW)	6		

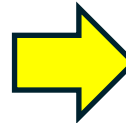


Expansion to City of Live Oak customers would represent an approximate 1% increase to Pioneer retail sales.

Data above are unadjusted for opt-out assumptions and excludes standby accounts.

Assumptions in the Study

- Examined 2 years of consecutive data (2022/2023)
- Projected revenues from current rates
 - Very conservative approach
 - Current rates average 7% discount
- Power Supply
 - Energy
 - Renewable Energy
 - Resource Adequacy

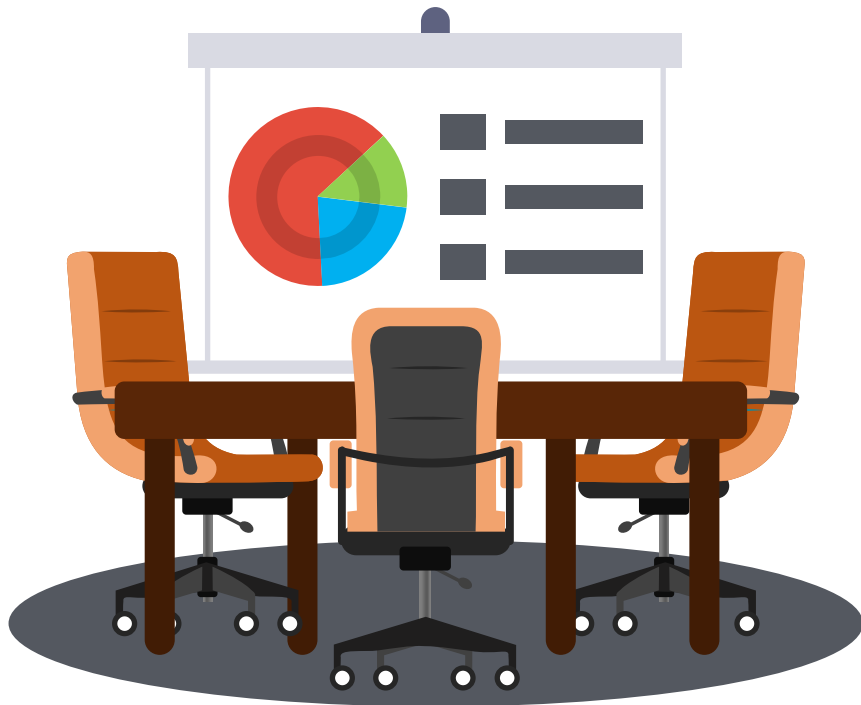


Fiscal Impact Summary

	FYE 2028	FYE 2029	FYE 2030	Total
Revenue (\$MM)	\$ 162.8	\$ 254.8	\$ 260.1	\$ 677.7
Operating Expenses (\$MM)	\$ 141.9	\$ 252.4	\$ 252.0	\$ 646.3
Net Operating Margin (\$MM)	\$ 21.0	\$ 2.4	\$ 8.1	\$ 31.4
Electricity Sales (MWh)	1,264,837	1,848,607	1,886,873	5,077,642
Avg. Revenue (\$/MWh)	\$ 128.82	\$ 135.04	\$ 135.04	\$ 133.47
Avg. Expense (\$/MWh)	\$ 112.15	\$ 133.77	\$ 130.86	\$ 127.28
Avg. Margin (\$/MWh)	\$ 16.57	\$ 1.27	\$ 4.18	\$ 6.19
Avg. Margin (% of Rev)	13%	1%	3%	5%

- *Reflects partial year of service for fiscal year ending June 30, 2028.
- Prior to Pioneer expansion, other implementation costs would be incurred. Such costs may be related to utility service fees, marketing and outreach, regulatory and legal representation, internal operations, resource planning and procurement.

Pioneer Board Direction



- Pioneer's Board received a presentation on Sept. 19th on the results of the study
- Study recommended launch of October 2027
- Over the next few months, Pioneer will confirm all parties remain on course to join and in parallel conduct market assessment on resources
- Return to the Board in December with a consideration to start the expansion process

Next Steps

Sep 2024
Initial study
results
shared with
Expansion
Committee

**Oct-Nov
2024**
Staff analyzes
resource
constraints
and creates
enrollment
phasing
schedule

**Nov-Dec
2024**
Board
approves new
memberships
and JPA
Amendment

Feb-Mar 2025
Implementation
Plan
Amendment
submitted to
CPUC

Sep-Oct 2024
Results shared
with
prospective
members

Dec 2024
Staff brings
enrollment phasing
schedule to
Expansion
Committee for
Board
recommendation

Jan-Feb 2025
New member
ordinances
County/Cities
vote to join
Pioneer at
this time

Action Items for Today

- **Has the proposed launch date of October 2027 impacted your decision to move forward?**
- **How can Pioneer help with messaging to your Council/Board?**

Thank you for your time today

Questions:

Gina Stassi-Vanacore

Director of Communications

GinaS@PioneerCommunityEnergy.org

Lisa DeLaby

Community Outreach Manager

LisaD@PioneerCommunityEnergy.org

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Downtown Yuba City Business Improvement District - Levy of 2025 Annual Assessment
Recommendation: A. Conduct a Public Hearing, and after consideration,
 B. Adopt a Resolution confirming the Annual Report for the Yuba City Downtown Business Association and levying the assessment for the Downtown Business Improvement District for calendar year 2025
Fiscal Impact: None related to levy and collection of annual assessments

Purpose:

To continue the Downtown Yuba City Business Improvement District.

Council's Strategic Goal:

This item addresses Council's Strategic Goals of Business Friendly and Fiscal Responsibility.

Background:

At the meeting of December 17, 2024, the City Council received the 2024-2025 Annual Report from the Yuba City Downtown Business Association and adopted Resolution No. 24-168 declaring its intention to levy and collect an annual assessment for calendar year 2025 in the Downtown Yuba City Business Improvement District (DBID). A Public Hearing was set for January 21, 2025. The notice of Public Hearing was published in the Appeal Democrat on December 27, 2024.

The purpose of the Public Hearing is for the City Council to hear and consider all protests against the levying of the proposed assessments. The City Council should note that the Annual Report proposes no changes to the BID boundaries or the assessment formula as originally established.

Analysis:

After the Public Hearing, the City Council may take one of the following actions:

1. Terminate proceedings if protests are received from business owners in the proposed district who collectively pay 50% or more of the proposed assessment (a "majority protest"). If the majority protest is only against the furnishing of a specified type of improvement or activity within the district, those types of improvements or activities shall be eliminated.
2. Order changes in any of the matters provided in the Annual Report including: 1) Changes in the proposed assessments, 2) The proposed improvements and activities to be funded with the revenues derived from the levy of the assessments, and 3) The proposed boundaries of the area and any benefit zones with the area. The City Council cannot change the boundaries to include any territory that will not, in its judgment, benefit by the improvement of activity.
3. Continue the Public Hearing with the understanding that the Public Hearing must be completed within 30 days.
4. Adopt a Resolution confirming the Annual Report as originally filed or as amended. The adoption of the Resolution constitutes the levy of the assessment for calendar year 2025.

Fiscal Impact:

While there is no direct fiscal impact to the City related to the levy and collection of annual assessments, the funds generated through the BID are used to promote the downtown merchants, which provide sales tax revenue to the City.

Alternatives:

1. Do not levy assessments.
2. Identify alternate funding source for Downtown improvements and activities.

Recommendation:

A. Conduct a Public Hearing, and after consideration,

B. Adopt a Resolution confirming the Annual Report for the Yuba City Downtown Business Association and levying the assessment for the Downtown Business Improvement District for calendar year 2025.

Attachments:

1. Resolution - Confirming the Annual Report and Levying the Assessment 2025
2. DBA Map and Formula Attachment

Prepared By:
Diana Langley
City Manager

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO.

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
CONFIRMING THE ANNUAL REPORT FOR THE YUBA CITY DOWNTOWN BUSINESS
ASSOCIATION AND LEVYING THE ASSESSMENT FOR THE DOWNTOWN YUBA CITY
BUSINESS IMPROVEMENT DISTRICT FOR CALENDAR YEAR 2025**

WHEREAS, on December 17, 2024, the Yuba City Council adopted Resolution No. 24-168 (the "Resolution") declaring its intention to levy and collect an annual assessment for calendar year 2025 in the Downtown Yuba City Business Improvement District (the "District") pursuant to the Parking and Business Improvement Area Law of 1989, Part 6, (commencing with Section 36500) of Division 18 of the California Streets and Highways Code (the "Act"); and

WHEREAS, pursuant to the Act and the Resolution, the City of Yuba City published a Notice of Public Hearing on December 27, 2024, regarding the proposed levy of the 2025 Annual Assessment for the Downtown Business Improvement District; and

WHEREAS, the Public Hearing has been held and the City Council has heard and considered all oral and written protests and other comments regarding the levying of the proposed assessments; and

WHEREAS, protests from businesses in the District paying fifty percent (50%) or more of the proposed assessments have not been received.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY RESOLVE, DETERMINE, AND FIND AS FOLLOWS:

1. The recitals set forth herein are true and correct.
2. The City Council does confirm the Annual Report as originally filed by the Yuba City Downtown Business Association.
3. This Resolution is effective on its adoption and constitutes the levy of the assessment for calendar year 2025 for the Downtown Yuba City Business Improvement District as referred to in the Annual Report, for those properties depicted in Exhibit "A" and per the levy rate formula as set forth in Exhibit "B".

I HEREBY CERTIFY that the foregoing resolution was introduced and read at a Regular Meeting of the City Council of the City of Yuba City on the 21st day of January 2025, and was duly adopted at said meeting by the following vote:

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibits:

- A. Map of District
- B. District Assessment Formula

EXHIBIT A

Yuba City - Downtown Plumas Street Area



EXHIBIT B

District Assessment Formula

The Business Improvement District (BID) is a self-initiated business district funded by an annual assessment based on a formula developed by the Downtown Yuba City Business Improvement District Formation Committee. The assessments will be used to fund improvements and activities in the BID designed for economic stimulation and business enhancement for the businesses in the BID. The assessment formula is based on type, size and location of businesses in order to offer a fair and equitable charge for each business in the BID.

Retail, Restaurant and Service Businesses: Includes businesses that buy and resell goods such as clothing stores, shoe stores, office supplies, businesses that sell prepared foods and drinks, general office, news and advertising media, printers, photographers, personal care facilities and outlets, contractors, builders, service stations, repairing and servicing businesses, renting and leasing businesses, utilities, vending machine businesses, household finance companies, theaters and entertainment-oriented businesses, and other similar businesses not otherwise defined in the other categories.

Professional Business: Includes attorneys, architects, accountants, engineers, surveyors, physicians, dentists, optometrists, chiropractors and others in a medical/health service field, consultants, real estate brokers, financial advisors, laboratories (including dental and optical), hearing aid services, artists and designers, and similar businesses.

Lodging Businesses: Includes inns, hotels, motels, RV parks, and other similar businesses.

Financial Institutions: Includes banks, savings & loans, credit unions, and similar businesses.

Associate Members: Businesses outside the BID boundaries that would like to participate will be charged.

Note: Retail and restaurant businesses will be assessed on size which will be determined by number of employees, either full-time or the equivalent made up of multiples of part-time employees.

Business Type	Business Size (Number of Employees)	Annual Assessment Zone	
		A	B
Retail, Restaurant and Service	Small (1-4)	\$385	\$180
	Medium (5-9)	\$560	\$285
	Large (10+)	\$735	\$380
Professional Business		\$350	\$180
Lodging Business		\$560	\$285
Financial Business		\$875	\$725

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Development Services Department
Presentation By: Doug Libby, Deputy Director of Development Services

Summary

Subject: 2040 General Plan Update

Recommendation: A. Conduct a Public Hearing; and after consideration,
B. Adopt a Resolution of the City Council of the City of Yuba City adopting an addendum to the certified environmental impact report for the 2004 Yuba City General Plan and approving the 2040 General Plan update

Fiscal Impact: No direct fiscal impact will result from this project because the 2040 General Plan update was funded by State Planning Grant monies

Purpose:

Consideration to adopt a technical update to the General Plan where no land use changes are proposed.

Council's Strategic Goal:

This item addresses all four City Council Strategic Goals. Having an updated General Plan provides policies addressing Public Safety, City Infrastructure, assists the City to be Business Friendly and establishes land-use and other policies allowing the City to grow in a fiscally responsible way.

Background:

The City adopted a comprehensive General Plan update on April 8, 2004. Yuba City and Sutter County, through the Local Agency Formation Commission (LAFCO), have agreed on the current Sphere of Influence (SOI) boundary as it exists today. The existing 2004 General Plan may be accessed at: https://www.yubacity.net/departments/development_services/general_plan.php.

Due to the Great Recession and a slow recovery, combined with a global pandemic and a slow recovery, since adoption, much of Yuba City's SOI remains undeveloped, with almost half the land in the SOI either vacant or being utilized as agricultural land.

As part of the 2004 comprehensive General Plan update, the City planned its entire SOI, certified an environmental impact report (EIR) and made findings of overriding consideration for those impacts resulting from build-out of the General Plan that could not be mitigated to a less than significant level.

At the time the 2004 General Plan was adopted, it was estimated over the planning period, the City's population would grow to 119,400 people by 2025. As of January 2024, the State Department of Finance estimates Yuba City's population is 70,356 people, which is 41 percent less than what was planned to exist at this time.

Although significant effort and resources went into the 2004 General Plan, it has largely been unused due to global and economic conditions affecting the City that were beyond its control. This doesn't mean the plan does not require updates to comply with statutory changes and to remain contemporary for the City's needs.

The goals of the 2040 General Plan are similar to the existing Plan:

- Maintain a cohesive city and protect surrounding rural areas by fostering a compact, rather than a scattered development pattern, with strong urban edges.
- Provide new employment centers to support economic development.
- Build an interconnected street system with improved north-south and east-west connections into newly developing areas.
- Create livable neighborhoods, with convenient access to parks, schools, and neighborhood commercial facilities.
- Locate new retail centers at accessible locations to serve both Yuba City residents and shoppers from other communities.
- Make new parks, schools and open space an integral part of new development, with linkages to existing parks and the Feather River Park system where feasible.

Due to the majority of planned land uses having not been built out since the Plan's 2004 adoption, this update does not propose any land use changes, but rather updating data, mapping and policies to make the document current and compliant with State law.

On December 11, 2024, the Planning Commission conducted a public hearing on the 2040 General Plan. There was no opposition expressed by the public. The 2040 General Plan update was recommended for approval by the Planning Commission by a 4-0 vote (2-members with excused absences, 1-position vacant).

Analysis:

The planning horizon for this General Plan is 2040. State law requires cities and counties adopt a General Plan. The statute and judicial decisions have established three overall general plan guidelines:

- *General Plans Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area, and it should include other areas that the City determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the City's physical development.
- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the City and the people who live or work there for years to come, State law requires every general plan

to take a long-term perspective.

A General Plan includes seven statutorily required elements and either a specific element or policies related to Environmental Justice. The 2040 General Plan includes the following Elements, Land Use, Circulation, Open Space, Conservation, Safety, Noise, and Housing. This General Plan continues to include optional Community Design and Economic Development elements. Environmental Justice is discussed further below; however, consistent with Senate Bill 1000 (SB 1000) the 2040 General Plan integrates Environmental Justice Policies as required.

A separate focused effort occurred to update the City's (2021-2029) Housing Element with final adoption by the City Council occurring on March 1, 2022, by Resolution No. 22-024. The updated Housing Element was certified by the State Department of Housing and Community Development (HCD) on May 5, 2022.

Below is a high-level summary of significant changes incorporated into the proposed 2040 General Plan.

- Plan Wide. Updated mapping is provided throughout the document reflecting current city boundaries and land uses, including incorporating the 2019 Bogue-Stewart Master Plan. Updated mapping has resulted in updated electronic mapping for the City's Geographic Information System (GIS).
- Plan Wide. Tables and data throughout the document have been updated to bring it current and consistent with State law. Information not required to be included in a General Plan such as data on utility systems, utility connection and usage data, solid waste diversion rates and other similar information was removed because the information quickly becomes outdated and makes the Plan appear antiquated.
- Plan Wide. The 2004 General Plan included "Guiding Policies" and "Implementing Policies" that created confusion over which policy took precedent. Utilizing the existing plan, the document has been reformatted to reflect "Goals," which are the aspirational items the City is working toward and "Policies" which are the actions to be taken to reach a desired goal.
- Land-Use Element. Residential land use designations have been revised from "Low", "Low-Medium" and "Medium-High" density residential to "Low", "Medium" and "High" density residential, which simplifies and clarifies the intent of each designation. Allowable densities as analyzed in the 2004 Plan EIR remain the same.
- Circulation Element. Senate Bill (SB) 743, adopted in 2013 and effective in 2019, refocused traffic analysis statewide from a Level of Service (LOS) standard to a Vehicle Miles Traveled (VMT) standard. One (1) VMT is defined as one mile driven by a vehicle and is the amount of distance of vehicle travel attributable to a project. It is commonly expressed as a daily value for a typical weekday when schools are in session. Based on this State legislation, the proposed 2040 General Plan has been updated requiring compliance with the City's existing Implementation Guidelines for SB 743. The emphasis on LOS has been reduced by the following proposed Policy:

Circulation Element Policy CI 4-2: Strive to maintain a target LOS D or better for collector and/or arterial intersections.

- Circulation Element. Mapping of future roadways and signalized intersections has been updated based on a new City traffic model for Plan build-out. The City's updated traffic model will be brought forward for adoption to the City Council concurrently with the General Plan.
- Circulation Element. Policy CI 9-1 has been updated to require Surface Transportation Assistance Act (STAA) trucks (truck/trailer combinations exceeding California's 65-foot legal limit) be directed to approved areas only. STAA truck parking areas shall be encouraged to

develop outside the City limit boundaries unless measures are established to mitigate impacts of proposed STAA trucking operations on City streets.

- Information regarding utilities has been simplified, where possible, by referring to separately adopted Master Plan documents (sewer, water, drainage) that are updated at much greater frequency than a General Plan.
- Parks (Open Space). Neighborhood Parks were previously removed from the General Plan. They are proposed to be reincorporated in anticipation of a future development impact fee update to ensure sufficient monies are collected for the development of parkland, consistent with Quimby Act standards. Updated mapping for parkland (existing and future) is reflected in Chapter 6.
- Safety Element. Due to significant statutory changes and the current element being significantly out of date, the Safety Element (Chapter 8) has been completely re-written with the assistance of Public Works, Engineering, as well as both Police and Fire Chiefs. Revisions reflect modern emergency planning efforts adopted by the City.
- Environmental Justice (EJ). Incorporated as a mandatory requirement in 2016 by Senate Bill (SB) 1000, the Planning for Health Communities Act, beginning in 2018, cities and counties are required to incorporate EJ when two or more General Plan elements are updated. SB 1000 requires jurisdictions to either adopt a separate EJ element or integrate EJ policies throughout the document, as applicable to reduce unique and compounded health risks and pollution burdens. Rather than having a stand-alone EJ element, the City is considering EJ issues throughout the 2040 General Plan.

The area of Yuba City subject to consideration as a disadvantaged community was mapped using the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen) developed by the State Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency. This screening tool measures indicators such as air, drinking water, waste sites, toxic emissions, asthma rates and, poverty. Areas of the City affected most by these indicators is depicted on Figure 3-2 (Disadvantage Communities) and is generally located east of State Highway 99, south of Pease Road and extending south to Franklin Road and continuing southeasterly to Lincoln Road and the County Airport.

Appendix 3-1 of the 2040 Plan contains a comprehensive table of applicable General Plan Policies that reduce pollution exposure, improve public facilities, promote food access, safe and sanitary homes and physical activity allowing the City to comply with the requirements of SB 1000.

Environmental Determination:

The City Council Certified the Final EIR (SCH No. 2001072105) for the 2004 General Plan on April 8, 2004, as part of Plan approval. Findings of Overriding Consideration were made as part of adopting the plan for those environmental impacts that could not be mitigated to a less than significant level. A mitigation, monitoring, and reporting program were also adopted concurrently by the City.

For this General Plan update, an Addendum to the 2004 Final Environmental Impact Report has been prepared. The Addendum demonstrates the analysis in that EIR adequately addresses the potential physical impacts associated with implementation of the proposed project and that the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 calling for further environmental review.

CEQA Guidelines Section 15164(a) states an addendum shall be prepared if some changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)– (3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations).

It has been determined that the 2040 General Plan Update does not require major revisions to the General Plan EIR due to the involvement of new significant environmental impacts or substantial increases to the severity of previously identified significant environmental impacts. This is because the proposed update is focused on refining and refreshing policy issues to be consistent with the latest requirements and practice standards and does not propose changes to land use or other items that could have an impact greater than that which has already been fully assessed.

Furthermore, future development projects facilitated by the General Plan Update would continue to be subject to the requirements of CEQA as to any project-level environmental review that may be required. In addition, the General Plan Update's projected population for the horizon year is less than the projected population described in the General Plan EIR. Therefore, the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed 2040 General Plan.

Fiscal Impact:

No direct fiscal impact will result from this project because this update was funded by State Planning Grant monies.

Alternatives:

The City Council may decide not to adopt the 2040 General Plan update or may determine that revisions are required.

Recommendations:

A. Conduct a Public Hearing; and after consideration,

B. Adopt a Resolution of the City Council of the City of Yuba City adopting an addendum to the certified environmental impact report for the 2004 Yuba City General Plan and approving the 2040 General Plan update.

Attachments:

1. Proposed Resolution
2. Proposed EIR Addendum

Prepared By:

Doug Libby, AICP
Deputy Development Services Director

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY (1) APPROVING AN ADDENDUM DATED NOVEMBER 2024 TO THE ENVIRONMENTAL IMPACT REPORT CERTIFIED FOR THE GENERAL PLAN ON APRIL 8, 2004; AND (2) ADOPT THE CITY OF YUBA CITY 2040 GENERAL PLAN UPDATE BY APPROVING GENERAL PLAN AMENDMENT NO. 24-04

WHEREAS, California Government Code Section 65300 requires the City to adopt a comprehensive, long-term general plan for the City's physical development and for any land outside City boundaries which bear relation to the City's planning; and

WHEREAS, on April 8, 2004, the City Council of the City of Yuba City (Council) adopted a General Plan to comprehensively update the City's then-existing General Plan; and

WHEREAS, as part of the 2004 comprehensive General Plan update, the City planned its entire Sphere of Influence, and an environmental impact report (GP EIR) was certified, and findings of overriding consideration were made for those impacts resulting from build-out of the General Plan that could not be mitigated to a less than significant level; and

WHEREAS, due to the "Great Recession" that commenced in 2008 and a slow recovery from that time combined with a global pandemic and a slow recovery from that period, as of 2023, much of Yuba City's SOI remains undeveloped, with almost half the land in the SOI either vacant or agricultural land; and,

WHEREAS, at the time the 2004 General Plan was adopted, it was estimated over the planning period, the City's population would grow to 119,400 people by 2025; however, as of January 2024, the State Department of Finance estimates Yuba City's population is 70,356 people, which is 41 percent less than what was planned to exist at this time; and,

WHEREAS, although significant effort and resources went into the 2004 General Plan, it has largely been unused due to global and economic conditions affecting the City that are largely beyond its control; and,

WHEREAS, due to the passage of time, subsequent developments in State law, and changes to local and regional conditions, the City of Yuba City determined it appropriate to comprehensively update its General Plan with the proposed City of Yuba City 2040 General Plan Update; and

WHEREAS, the goals for the 2040 General Plan Update are similar to the existing General Plan as follows:

- Maintain a cohesive city and protect surrounding rural areas by fostering a compact, rather than a scattered development pattern, with strong urban edges.
- Provide new employment centers to support economic development.
- Build an interconnected street system with improved north-south and east-west connections into newly developing areas.

- Create livable neighborhoods, with convenient access to parks, schools, and neighborhood commercial facilities.
- Locate new retail centers at accessible locations to serve both Yuba City residents and shoppers from other communities.
- Make new parks, schools and open space an integral part of new development, with linkages to existing parks and the Feather River Park system where feasible.

and,

WHEREAS, due to the majority of planned land uses having not been built out since the current General Plan's 2004 adoption, the 2040 General Plan Update is not proposing land use changes, but rather updating data, mapping and policies to make the document current and compliant with existing State law; and

WHEREAS, the process for the preparation of the 2040 General Plan Update formally began on April 28, 2021 with a public meeting before the Planning Commission to learn about the focused update to the General Plan and to provide feedback on proposed changes; and

WHEREAS, the proposed 2040 General Plan Update includes all required plan elements as a comprehensive update to the current General Plan, and will effectively supersede and replace the City of Yuba City's current General Plan in its entirety, with the exception of the recently-adopted Housing Element, which has been processed, heard, and enacted separately as required by State law; and

WHEREAS, in compliance with Public Resources Code, section 21166 and CEQA Guidelines Section 15064 and 15062, the City evaluated whether the implementation of the 2040 General Plan Update would present any of the circumstances set forth in Public Resources Code, section 21166 and CEQA Guidelines, section 15162 that would require the preparation of a new Environmental Impact Report (EIR) or a supplemental EIR to the EIR the City Council certified on April 8, 2004 and determined that none of those circumstances were present and have, therefore, pursuant to CEQA Guidelines, section 15164, prepared an addendum to the EIR adopted in 2004 to make some changes and additions to that EIR; and

WHEREAS, pursuant to Government Code, section 65352.3, the City of Yuba City contacted California Native American tribes that are on the contact list maintained by the Native American Heritage Commission to invite those tribes to consult on the proposed 2040 General Plan update; and

WHEREAS, on December 11, 2024, the Planning Commission conducted a duly noticed public hearing on the environmental determination as set forth below and the Project, at which time it received input from City Staff and the City Attorney's office; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission of the City of Yuba City; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission recommended the City Council determine that the 2040 General Plan Update project was adequately analyzed in the Final Environmental Impact Report certified on April 8, 2004, and as amended by the Addendum dated November 2024 and recommended approval of the 2040 General Plan to the City Council; and

WHEREAS, on January 21, 2025, the City Council conducted a Public Hearing to consider GPA 24-04 together with the EIR Addendum as recommended for approval by the Planning Commission. The City Council received both oral testimony and written information presented at the hearing regarding the same; and

WHEREAS, the City Council considered said recommendations of the Planning Commission on the matter and after review and consideration of the Addendum proposed to the 2004 Final General Plan EIR, the City Council desires to approve the 2040 General Plan Update (GPA 24-04) and the Addendum.

NOW, THEREFORE, the City Council of the City of Yuba City resolves as follows:

1. Recitals: The City Council hereby specifically finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.
2. CEQA Finding: The City Council finds and determines, based on its independent judgment, after consideration of the whole of the administrative record, the 2040 General Plan Update was assessed in the previously certified Environmental Impact Report (SCH No. 2001072105), certified on April 8, 2004; and pursuant to Public Resources Code, section 21166 and CEQA Guidelines, Sections 15162 and 15164 and the Addendum, dated November 2024, that no major revisions to the EIR are required and no subsequent EIR, or negative declaration is required for approval of the 2040 General Plan Update. As such, the City Council approves the Addendum dated November 2024 for this project.
3. Findings Regarding the 2040 General Plan Update. Based on substantial evidence in the record, the City Council finds that all pre-requisites to the adoption of the City of Yuba City 2040 General Plan Update have been satisfied, including as follows:
 - a. State law requires that each city adopt a general plan to describe its long-term goals and policies and programs to achieve those goals. The general plan is often referred to as a city's "constitution" for future growth and development as land use decisions, the zoning ordinance, development approvals, and other policies of a city must be consistent with the general plan. The 2040 General Plan Update outlines a vision for the City of Yuba City's long-term physical and economic development and community enhancement and sets forth goals and policies that will allow this vision to be accomplished. The City of Yuba City's 2040 General Plan Update also provides the basis for establishing City priorities for implementing plans and programs, including the zoning ordinance, capital improvement programs, and specific plans;
 - b. The proposed 2040 General Plan Update and all of its elements (including the previously adopted Housing Element) comprise a logical, integrated, internally consistent, and compatible statement of the City's goals, policies, and objectives;
 - c. The proposed 2040 General Plan Update is reasonably related to, and substantially furthers, the public health, safety, and welfare as it guides and accommodates land uses, housing, circulation, and other infrastructure and developments in accordance with current law, community needs, and future demands. The 2040 General Plan Update will promote the public health, safety, and welfare by establishing goals and policies to guide the City's development within the Planning Area, to ensure an attractive built environment, to protect the natural environment and promote sustainability, and ensure the provision of adequate infrastructure and services;

- d. The proposed 2040 General Plan Update covers all territory within the boundary of the City and the area of likely expansion outside of the City;
 - e. The proposed 2040 General Plan Update, together with the adopted and certified Housing Element as amended, addresses all of the mandatory general plan elements as well as the following additional elements: Community Design and Economic Development;
 - f. The proposed 2040 General Plan Update is in compliance with the requirements of CEQA, including those reasons as noted above and set forth more fully in the EIR and Addendum to the EIR; and
 - g. The proposed 2040 General Plan Update has been prepared in accordance with local planning procedures and State law.
4. Adoption of 2040 General Plan Update. The City Council adopts the proposed 2040 General Plan Update (which incorporates the most recent version of the adopted Housing Element) as an update to the existing City of Yuba City General Plan in its entirety, including all associated text, policies, diagrams, tables, and exhibits, as contained in the 2040 General Plan Update by approving General Plan Amendment No. 24-04. The 2040 General Plan Update is attached as Exhibit "A" hereto as noted below.
5. Effective Date of Resolution: This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January 2025.

Ayes:

Noes:

Absent:

Recused:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Attachment:

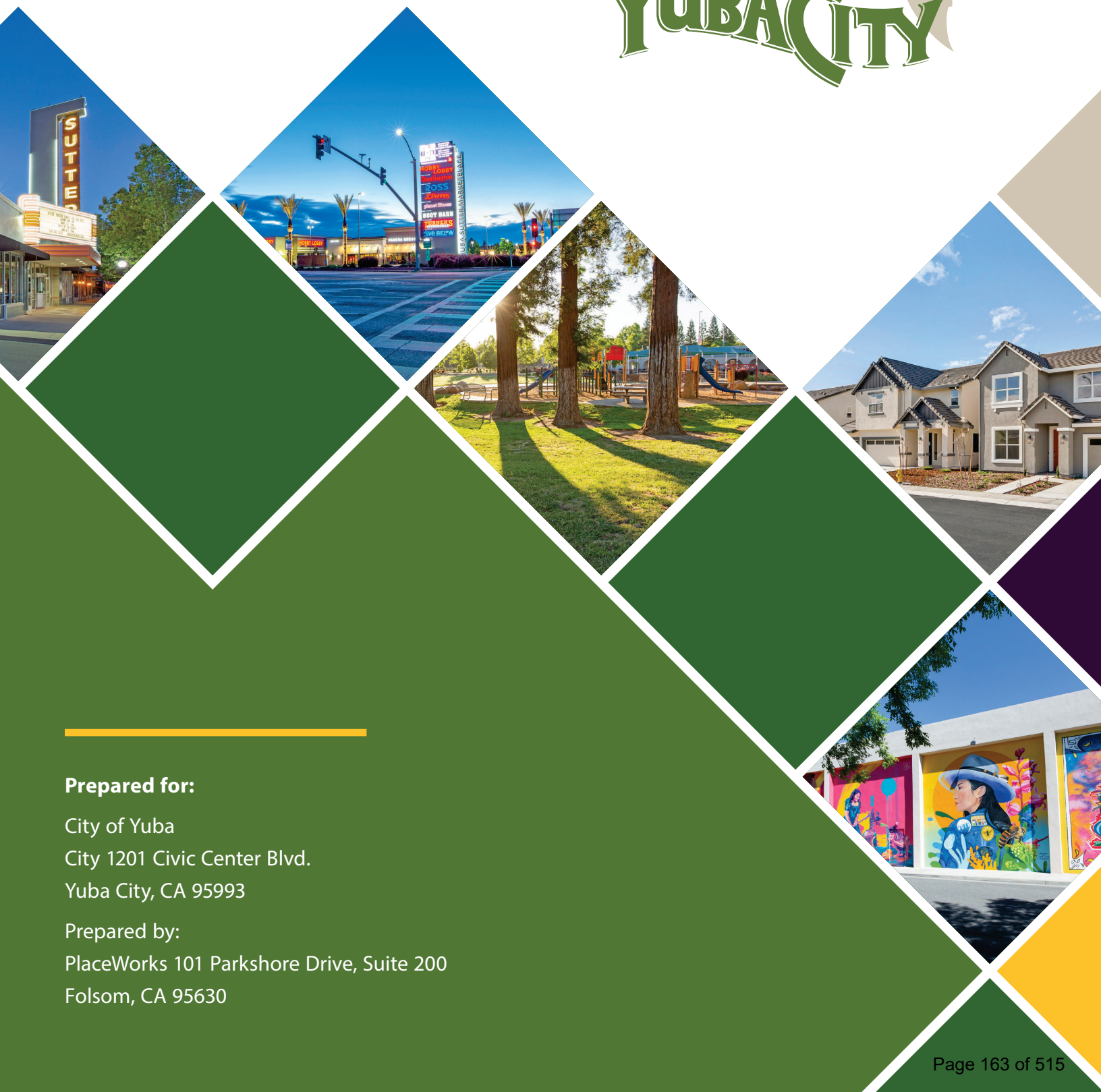
Exhibit A: 2040 General Plan

EXHIBIT A

City of Yuba City

2040 General Plan Update

November 2024



Prepared for:

City of Yuba
City 1201 Civic Center Blvd.
Yuba City, CA 95993

Prepared by:

PlaceWorks 101 Parkshore Drive, Suite 200
Folsom, CA 95630

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I

Introduction & Overview

The General Plan describes a vision for the future of Yuba City¹. Currently, the residents of Yuba City enjoy the City's small size, the availability and affordability of housing, it's small-town feeling, and the surrounding rural landscape. This plan, based on input from Yuba City citizens, business owners, elected officials, and City staff, strives to maintain what is good and desirable about Yuba City as it grows into the future. This plan builds on the quality of current planning work in the city – such as the Buttes Vista Neighborhood Plan, Harter Specific Plan, Bogue-Stewart Master Plan, Sutter Heritage Master Plan, Yuba Crossing Mixed Use Plan, Lincoln East Specific Plan, and Central City Specific plans – and carries through those city-building principles to the City as a whole. It also coordinates with and supports ideas in the Sutter County General Plan.

The diagrams and policies presented in this plan are based on the real need for accommodating a future population and employment base combined with a real vision for the future. The plan is comprehensive and long-range in scope. It will be used on an on-going basis as many City regulations, requirements, and actions are required by State law to be consistent with the General Plan.

The plan draws its ideas and policies from the many citizens who participated formally and informally in making both difficult and easy choices. The plan envisions a growing community that preserves much of its small town feel and social fabric with an improved economy, new job opportunities, affordable housing, improved public services and facilities, new parks, and sphere of influence that protects the much-prized rural agricultural landscape, and an overall improved quality of life.



Front of City Hall

¹ The term "City of Yuba City," or "City" (with an upper case "C") as used in this document refers to the City organization and institution governed and managed by the Mayor, City Council and City Staff. The term "Yuba City," or "city of Yuba City" (using a lower case "c") or the word or "the city" alone refers to the geographic urban area and built environment commonly, or the population as a whole, known as the city of Yuba City. Use of "a city" is a reference to cities in general, and not a specific reference to either City organization or the geographic location of the city.

I.1 PURPOSE OF THE GENERAL PLAN

The Yuba City General Plan is a document required by State law and adopted by the City Council that addresses issues related to physical development, growth, and conservation of City resources. The plan:

- Outlines a vision of long-range physical planning and land uses in order to address the economic development and resource conservation aspirations of the community;
- Provides strategies and specific implementing actions that will allow this vision to be accomplished;
- Establishes plan policies and standards to be used as a basis for judging whether specific development proposals are in concert with the goals of the community;
- Provides guidelines and policies by which City departments, public agencies, and private developers can design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, specific plans, impact fee studies, and the Capital Improvement Program.

WHY HAS THIS PLAN BEEN PREPARED?

The City has selected 20 years as the horizon for the general plan. The horizon does not make an end point, but rather provides a general context in which to make shorter-term decisions. Some systems, such as sewer, water, and roads, are generally designed with a 30-to-50-year lifespan, which is considered by this plan. Certain elements of the plan, such as the Housing Element, are updated on a regular basis as needed due to refinements in circumstances or requirements of State law.

By way of background, Yuba City adopted a General Plan in 1989 that covered a planning period through 2005. The plan was comprehensively updated on April 8, 2004. Yuba City and Sutter County, through the Local Agency Formation Commission (LAFCO), have agreed on the current Sphere of Influence (SOI) boundary for Yuba City that is smaller than the area originally contemplated in the plan.



View of subdivision under construction with vacant field in foreground.

As of 2023, much of the Yuba City SOI remains undeveloped, with almost half the land in the Yuba City SOI either vacant or agricultural land. All of this land is available for development in order to accommodate projected population increases and the subsequent land demand.

Thus, this General Plan has been prepared to:

- Respond to the need of having policies to guide Yuba City's growth into previously un-planned for areas;
- Ensure that development remains within the agreed-upon SOI, thereby preserving agricultural land in the surrounding rural areas;
- Ensure that the General Plan reflects the City's current planning efforts, and includes goals, policies, and implementation to identify and implement the community's vision;
- Plan in a manner that meets future land needs based on the projected population and job growth; and
- Meet the City's jobs/housing balance objectives, the need for housing in the community, and State law requirements for Yuba City's allocation of regional housing needs.

PLAN PREPARATION PROCESS

As noted above, the General Plan was updated in 2004, with regular updates to the Housing Element occurring thereafter. A focused update was performed in 2022 to make technical edits to the Housing Element and Land Use Element, reflect changes to local and regional priorities, and ensure consistency with State law. During the 2022 review a majority of the 2004 General Plan was determined to still be applicable and accurate. Accordingly, the accompanying public input is still relevant. Supplemental community engagement, conducted for the 2023 update, is summarized along with the comprehensive engagement conducted in 2002 below.

To help prepare this General Plan, a General Plan Advisory Committee (GPAC) was formed. This Committee was charged with serving as ambassadors to the community during the preparation of the new General Plan and with reviewing and commenting on interim products prepared by the project consultant. The committee included representation from the Yuba City Planning Commission and City Council, the Sutter County Board of Supervisors and Planning Commission, Caltrans, and local citizens from both the incorporated and unincorporated areas within the SOI.

The Committee met on a frequent basis to address concerns and guide the process.

Community Workshops (2002)

Two community workshops were held, one in August 2002, and one in November 2002. These workshops were attended by approximately 150 and 130 people, respectively. The first workshop gathered input and reactions to a draft land use plan. The second workshop presented the refined land use plan and began the process of developing policies for the plan. A wide variety of viewpoints were expressed by a mix of participants from all segments of the community.

Planning Commission and City Council (2002 and 2021)

In 2002, the Yuba City Planning Commission and City Council participated in special joint workshops to inform both decision-making bodies of project progress and findings and receive direction and recommendations throughout the General Plan Update. On April 28, 2021, the Yuba City Planning Commission attended a study session to learn about the focused update to the General Plan and provide feedback on the proposed changes.

I.2 SUMMARY OF COMMUNITY INPUT

This plan is a result of the GPAC guidance and public input received at the Workshops in 2002 and Special joint Planning Commission and City Council workshops in 2002 and 2021. These special workshops were also held to keep those groups informed and to solicit feedback. Finally, newsletters on the General Plan Update were distributed to the citizens of Yuba City and surrounding areas to inform the public of the planning process and seek public comment. planning in context.

A Brief history of Yuba City

Before its founding, the land on which Yuba City is now located was a part of Rancho Nuevo Helvetia (the New Switzerland Ranch), a land grant owned by Swiss emigrant and Mexican citizen John Sutter. Samuel Brannan, Pierson Reading, and Henry Cheever purchased land from

Sutter in 1849 to found a town primarily as a distribution center for Gold Rush supplies. Brannan, the Senior Partner, had the town laid out and lots sold. He is honored today as one of the town's founders and a park is named for him.

Yuba City was established as county seat in 1856. The early town was centered at Second Street and the Garden Highway, near the waterfront. The commercial district ran along Bridge Street, south of the present-day Downtown commercial corridor on Plumas Street. Apart from mining-oriented services, the City's industry also focused on agricultural production, with wheat, grains, and cattle being the dominant goods.

Incorporated on January 23, 1908, the City soon found ethnic diversity taking root. Mexican immigration to the Yuba-Sutter region began in the early Twentieth Century, followed by the arrival of traditionally agrarian Sikh Indian immigrants who have come in a small but steady flow since 1924. More than a quarter of City residents and 30 percent of people in the County now claim either Mexican or Indian heritage.

After World War II, Yuba City's population began to grow more quickly, owing to returning veterans, improved access from highway construction, and the constraints placed on development in its sister city, Marysville, across the river which is surrounded by flood-control levees. Growth has continued to be strong, with the population nearly doubling every twenty years since 1940. Pressure toward further expansion is most acute in agricultural areas to the west and south of the city, especially along highway corridors. More recently, with the growth of the Sacramento Capital region, Yuba City remains a fast-growing urban area. New jobs in Yuba City, Sacramento, and Sacramento suburbs such as Roseville, Rocklin, and Natomas combined with affordable home prices and transportation options in Yuba City have fueled the current boom.

I.3 GENERAL PLAN REQUIREMENTS

State law requires each California municipality to prepare a general plan. A general plan is defined as "a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." State requirements call for general plans that "comprise an integrated, internally consistent and compatible statement of policies for the adopting agency."

A city's general plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California's tradition of allowing local authority over land use decisions means that the State's cities have considerable flexibility in preparing their general plans.

While allowing considerable flexibility, State planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans:

- *The General Plan Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area, and it should include other areas that the City determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the City's physical development.
- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies both to figures and diagrams as well as general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective.

1.4 REGIONAL LOCATION AND PLANNING BOUNDARIES

REGIONAL LOCATION

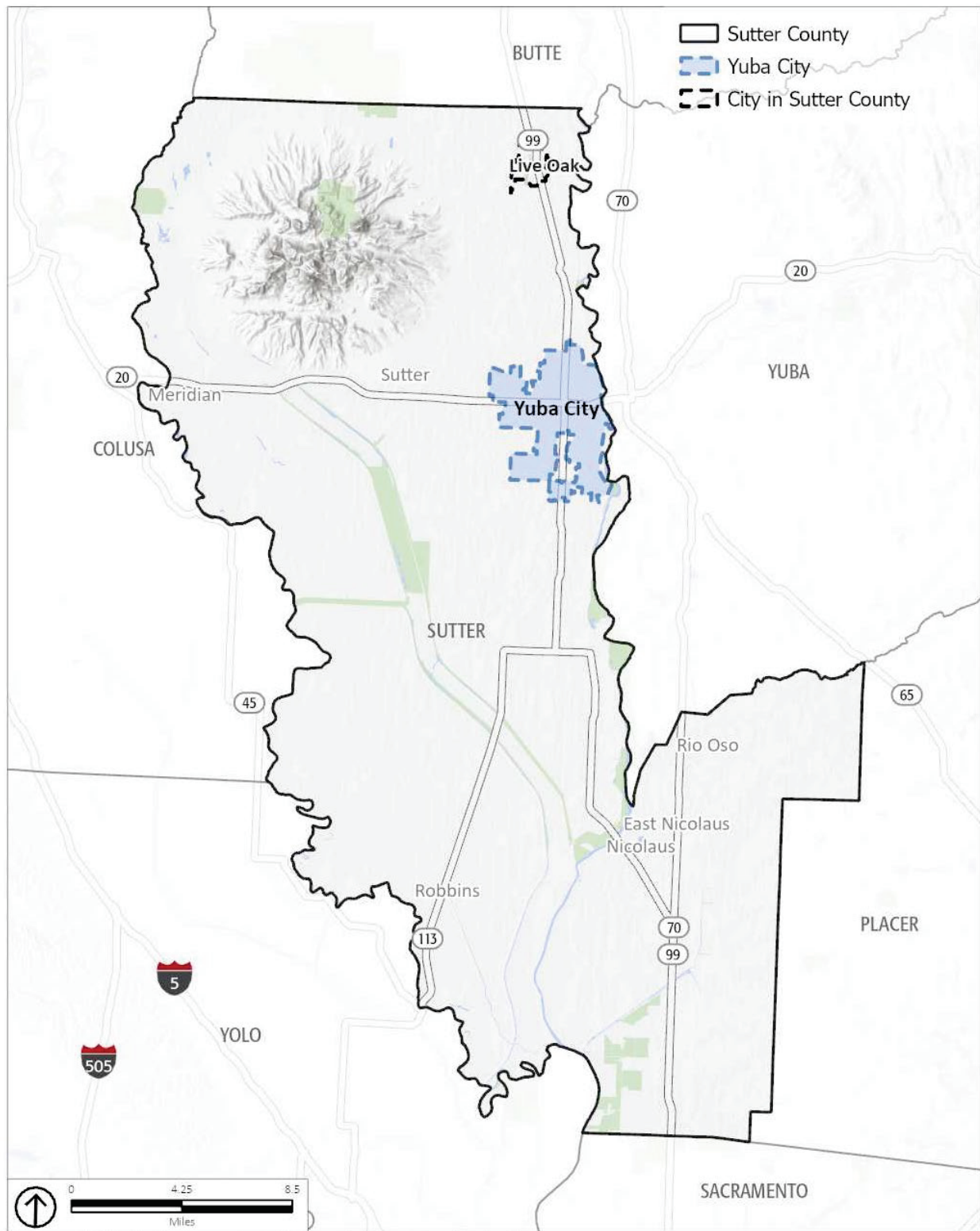
Yuba City lies in the northern portion of California's flat, fertile Central Valley. It is situated in eastern Sutter County on the western bank of the Feather River. Marysville, Yuba City's sister City, is located opposite Yuba City on the eastern bank of the Feather River and is in Yuba County. Primarily undeveloped agricultural land exists to the north, west, and south of the city. The Sutter Buttes are located to the northwest of the city and frame views in that direction. The primary transportation corridors are Routes 99 and Route 20. Route 99 leads due south to Sacramento and north to Oroville and Chico beyond; Route 20 links Yuba City to Colusa and I-5 to the west and Grass Valley and the Sierra Nevada range to the east. State Routes 70 and 65 lead south from Marysville, connecting the region to Sacramento and to Sacramento's northern suburbs – Roseville and Rocklin. **Figure 1-1** depicts the City's regional location.

PLANNING BOUNDARIES

According to State law, the City must consider a Planning Area that consists of land within the City and "any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning."

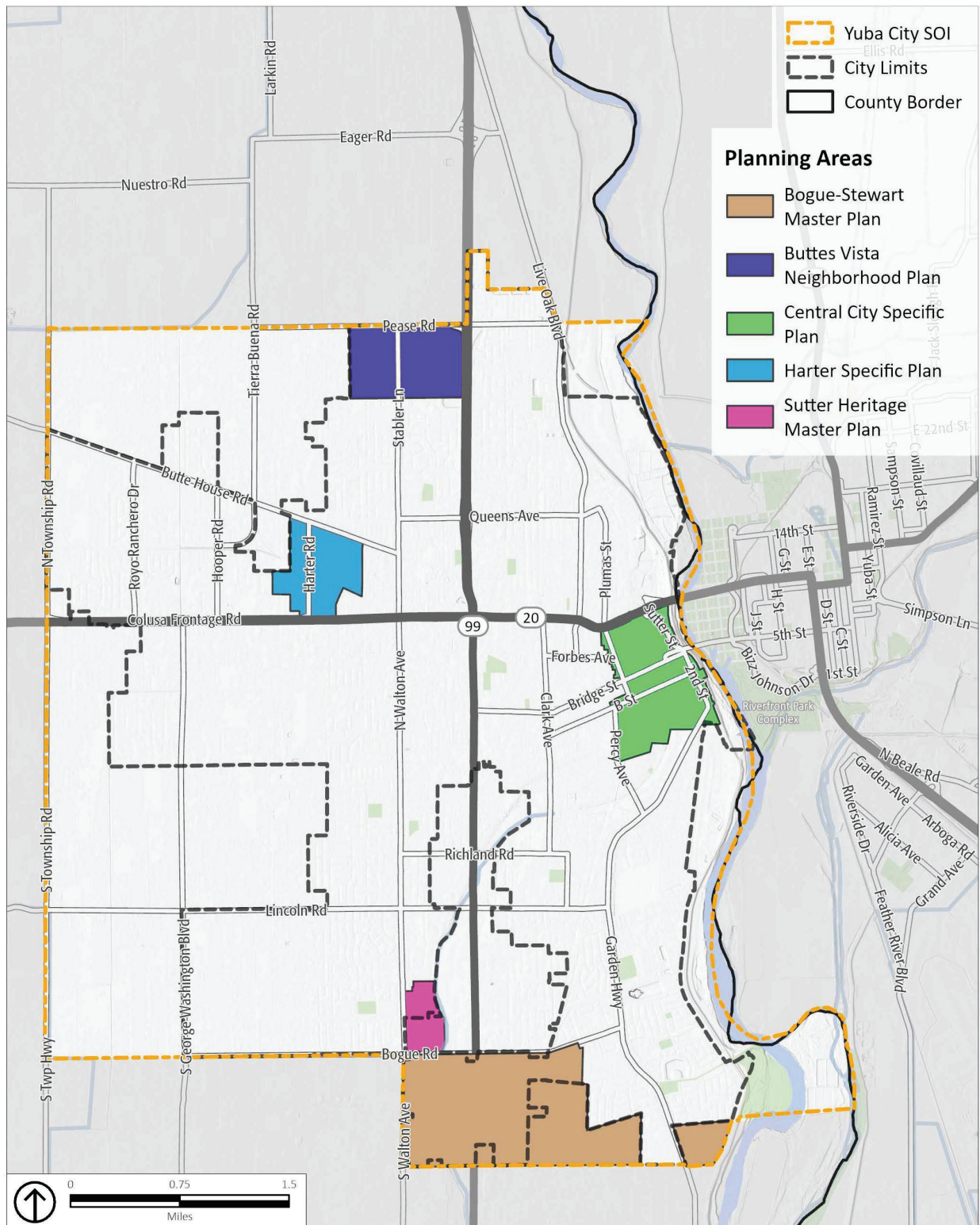
The SOI is a boundary that encompasses lands that are expected to ultimately be annexed by the City, although, until annexed, it falls under the jurisdiction of the County of Sutter. The City's SOI is determined by the Local Agency Formation Commission (LAFCO), which is an entity empowered to review and approve proposed boundary changes and annexations by incorporated municipalities. The City's SOI comprises all land within the City limits and land beyond the outer City Limits on all sides. **Figure 1-2** illustrates the overall Planning Area, the Yuba City SOI (as agreed upon by the City with Sutter County), and for the purposes of this plan, the Urban Growth Boundary (UGB), which is essentially the SOI boundary, with minor exceptions. The UGB anticipates future expansion of the SOI as depicted. The area within the UGB includes approximately 24 square miles of land. It is assumed that all areas within the SOI will be annexed and become part of Yuba City.

Figure I-1: Regional Map



Source: USGS, NASA, PlaceWorks, Sutter County, City of Yuba City

Figure I-2: Planning Areas



Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024.

I.5 GOALS

GENERAL PLAN GOALS

Several goals for the General Plan were identified and considered by the GPAC, based on input by the public and from key stakeholders and City staff. In response to that input, the following six key planning goals were developed:

- Maintain a cohesive city and protect surrounding rural areas by fostering a compact, rather than a scattered development pattern, with strong urban edges.
- Provide for new employment centers to support economic development.
- Build an interconnected street system with improved north-south and east-west connections into newly developing areas.
- Create livable neighborhoods, with convenient access to parks, schools, and neighborhood commercial facilities.
- Locate new retail centers at accessible locations to serve both Yuba City residents and shoppers from other communities.
- Make new parks, schools and open space an integral part of new development, with linkages to existing parks and the planned Feather River park system.

KEY OBJECTIVES

Based on the planning goals that were set forth, ten key objectives emerged as the plan took shape. These objectives are big picture ideas that address the planning goals. The diagrams and policies in the General Plan are structured around these key initiatives.

- ***Clearly Defined Urban Edges.*** The General Plan offers proposals to create and maintain a contiguous and compact urban form amidst the rural landscape, with clearly defined urban edges. The urban limit boundary is established through three key roadways: Pease Road, Township Road, and Bogue Road as well as the Feather River. Proposals for clearly and appropriately defining and designing the urban edge are included in this plan. Clear edges also create the opportunity for “gateways” as travelers enter or leave the urban areas of Yuba City, adding character to both the City proper and the surrounding countryside. Agreements concerning buffering through landscaping programs and setbacks have been reached between Yuba City and Sutter County; this plan builds off of those agreements. Finally, clearly defining the boundaries of a city requires that projected population influxes be accommodated within those boundaries. This plan puts forth a set of policies, most specifically with respect to residential densities, which accommodates future populations.
- ***Economic Development & Jobs.*** City officials and residents alike recognize that if Yuba City is to continue as a desirable and prosperous community, being simply a bedroom community to Sacramento and its suburbs is not an option. This plan strives for – at minimum – a 1 to 1 jobs/housing ratio. This means that for every household in Yuba City, a job will be available in Yuba City. Strides have been taken in the General plan to attract and maintain quality business and industry. Land has been set aside for businesses, roadway improvements have been designed to meet the needs and requirements of new industry, new educational facilities have been proposed to maintain an educated workforce, and most importantly, the

overall upkeep and improvement of Yuba City as a desirable place to live and work has been promoted throughout the plan.

- **Large Parks.** The General Plan uses parkland as a primary creator of community character with two large parks in the undeveloped southwest and northwest portions of the planning area. These parks, highly favored by the public at community meetings, offer several opportunities: they will insure that open space is preserved indefinitely in the Yuba City urban area; they will provide much needed parkland to offset the City's shortage of parkland; they will allow for the preservation of the agricultural history of Yuba City through agricultural-related exhibits and heritage centers; they will offer amenities to the Yuba City public; they will offer sites for cultural and civic institutions; and finally, their amenity value will appeal to both potential employers looking for a place to locate their business and regional residents looking for a place to spend their weekend days (and spend their weekend dollars). Coupled with the proposed Feather River Park, the overall park system in Yuba City will be significantly improved.
- **A Network of Open Space.** In addition to the two large parks and the Feather River Park, the General Plan proposes an interconnected network of pathways and trails, as well as community and neighborhood parks. This system is envisioned to connect neighborhoods to one another and to create pedestrian or bikeway linkages between parks, schools, neighborhood commercial centers, downtown, and the Feather River.
- **A Complete Roadway System.** Although the Yuba City urban area has developed on a super grid of roadways spaced north/south and east/west at one-mile intervals, many of these roadways do not connect through to the limits of urban development. Also, many roadways are disconnected, and new subdivision-style developments have been built with a minimum number of entrances onto collector streets or arterials. The lack of connectivity and a lack of adequate east/west and north/south roadways has resulted in higher-than-expected traffic volumes for a community the size of Yuba City. Also, streets and thoroughfares in Yuba City lack plantings, trees, berms, pedestrian facilities, and other amenities. These amenities add to the visual character of the most visible part of Yuba City – its roads – and affect the overall perception of the community. This plan proposes new roadway connections and introduces the “parkway” concept to Yuba City – roadways whose purpose is to function as both a visual corridor and a traffic artery.
- **Integrated Neighborhoods & Neighborhood Centers.** Another central idea in this General Plan is the concept of neighborhoods. Neighborhoods are the essential building blocks of good cities. Quality neighborhoods typically mean a quality urban environment. Balanced neighborhoods include a mix of residential opportunities and include activities and facilities that are used on a frequent basis – such as schools, stores, and parks. Land uses are designated to ensure balanced neighborhood development with a mix of uses and housing types, provision of parks and schools, and easy access to commercial activity centers.
- **Enhanced Community Character & Aesthetics.** Implementation of the General Plan will result in enhanced community character, building on the foundation of work the City has begun in the Town Center Development and the Buttes Vista and Harter Specific Plans. The plan establishes community design policies at a citywide, neighborhood, and street scale. Overall aesthetic excellence and tree plantings are strongly encouraged.

- ***A Mix of Housing Types.*** A wide demographic base currently populates Yuba City; the future is not expected to be any different. This plan proposes a wide and diverse variety of housing types in order to accommodate homeowners and renters of differing housing needs and income categories.
- ***Adequate, Flexible School Sites.*** The growth of Yuba City means an additional school age population and a need for additional schools. Developed in concert with the Yuba City Unified School District, the plan identifies new school sites for the school districts projected need and spaces them appropriately throughout the growing urbanized areas, and incorporates sites owned by the school district. The size of these sites is also compatible with the school district's policy to build new schools for grades K-8 as combined elementary/middle school sites. Finally, the plan places schools in neighborhoods and communities, and, where possible, couples school sites with park sites.
- ***A Range of Commercial & Retail Opportunities.*** Quality communities are often gauged by the quality of retail outlets. With this in mind, combined with the jobs and sales tax revenue that commercial properties produce, the General Plan proposes a mix of retail and office types. These are intended to serve both local residents and a regional population and are to be accessible by both automobiles and pedestrians, depending on type and location.

1.6 PLAN ORGANIZATION

The Yuba City General Plan is organized into the following chapters:

1. *Introduction & Overview.* This includes General Plan goals and key initiatives, State requirements, and requirements for administration of the plan.
2. *Growth & Economic Development.* (GE) This Chapter establishes policies to promote economic expansion and job growth in the City.
3. *Land Use.* (LU) This chapter provides the physical framework for development in the city. It establishes goals, policies, and implementation related to the location and intensity of new development and citywide land uses.
4. *Community Design.* (CD) This chapter outlines goals, policies, and implementation to ensure that new development protects and enhances the community character. Urban form, edges, neighborhoods, buildings, streets, and parks are all addressed.
5. *Circulation.* (TR) This chapter includes goals, policies, and implementation to maintain efficient circulation. It identifies future street and bikeway improvements and addresses alternative transportation modes and parking.
6. *Parks, Schools & Community Facilities.* (PS) This chapter outlines goals, policies, and implementation relating to regional and local parks and recreational facilities and preserved open space.
7. *Public Utilities.* (PU) This chapter outlines goals, policies, and implementation relating to schools, libraries, and institutions of higher learning. The chapter also addresses local utilities, such as water and wastewater.

8. *Safety.* (S) This chapter outlines goals, policies, and implementation relating to habitat and biological resources, water quality, air quality, and historic and archaeological resources.
9. *Noise.* (N) This chapter includes goals, policies, and implementation to limit the impacts of noise sources throughout the City and addresses the risks posed by seismic and geologic hazards, flooding, as well as other topics, including solid waste management and recycling, hazardous materials, and emergency management.
10. *Conservation & Open Space.* This chapter provides guidance on protecting the City's natural resources and agricultural uses.
11. *Housing.* (HG) This chapter, which addresses housing availability and affordability according to State requirements, is bound in a separate volume, and is updated from time to time consistent with State law.

CORRESPONDENCE TO REQUIRED ELEMENTS

The General Plan includes the eight elements required by State law – Land Use, Circulation, Open Space, Conservation, Safety, Noise, Environmental Justice, and Housing. The General Plan also includes an optional Community Design Element. Table 1-1 shows how the Yuba City General Plan elements correspond to State-required elements.

Table 1-1: Correspondence Between Required Elements & General Plan Elements

<i>Required Element</i>	<i>General Plan Element</i>
Land Use	Chapter 3: Land Use
Circulation	Chapter 5: Transportation
Open Space	Chapter 10: Conservation and Open Space
Conservation	Chapter 10: Conservation and Open Space
Safety	Chapter 8: Safety
Noise	Chapter 9: Noise
Housing	Chapter 11: Housing

POLICY STRUCTURE

Each chapter of the General Plan includes brief background information to establish the context for the goals, policies, and implementation in the chapter. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. Readers interested in a comprehensive understanding of issues related to a particular topic should refer to the *Existing Conditions and Future Prospects* working paper available at City offices and the library.

This background information is followed by policies and implementation as follows:

- **Policies** are specific statements that guide decision-making and helps implement the General Plan's vision consistent with objectives.
- **Implementation** is the City's statements of a specified end, condition, or state that is a measurable intermediate step toward attaining goals of the General Plan.

Together, the goals, policies, and implementation articulate a vision for Yuba City that through the General Plan seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review of development and other projects. Explanatory material or commentary accompanies some policies. Commentary provides background information or is intended to guide plan implementation. The use of "should" or "would" indicates that a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referred.

UNDERSTANDING THE PLAN

To help understand how the General Plan is intended to be applied, the following will be used when reading this document:

- **Mandatory and Flexible Directives.** Terms in goals, policies, and implementation such as "shall," "must," and "require" signify an unequivocal directive, which shall be narrowly construed. Any other language such as "may" or "should" signifies a less rigid directive, to be implemented in the absence of compelling or contravening considerations. Unless clearly identified as an unequivocal directive, terms should be interpreted to be a flexible directive.
- **Consistency.** Goals, policies, and implementation should not be interpreted so broadly or narrowly such that they become inconsistent with one another or the law. One way to do this when reviewing the plan is to mentally add "as otherwise consistent with the plan and as authorized by law" to every policy or other item.
- **Priorities.** Some policies, etc., may identify certain items as being a priority or prioritized, and sometimes multiple priorities are identified for the same subject matter. A "priority" in an unequivocal directive means the topic must be considered along with any other priorities for the same subject matter, before a decision is reached. It does not require precedent over another item or priority for the same subject matter.
- **Commentary.** The commentary in italics following certain goals, policies, and implementation is not part of the goal, policy or implementation itself, but is instead advisory and informational narrative intended to further discuss and clarify the goal to help guide the objectives of the General Plan. The same applies to commentary in italics following certain policies, which is not part of policy, but is instead advisory and informational narrative intended to help guide the understanding and relevancy of the General Plan.
- **Narrative.** Any discussion that is not a goal, policy or implementation is considered to be narrative. Narrative includes background information, pictures, illustrations, italicized commentary and other discussion to provide basic context. Often the narrative may contain illustrations or discussions generally explaining certain principles or concepts. These are not requirements of the General Plan, unless otherwise the items are independently required by

a goal, policy or implementation. Other than the discussion in this “Understanding the Plan” section, narrative cannot be used to vary, expand, or restrict any goal, policy or implementation.

- **Language of approximation.** Terms such as “about,” “approximately” or “roughly” are intended to be utilized flexibly and should not be read to either represent a specific amount or to mandate ratios or a particular margin of variation. Further, such terms should not be read to imply a specific timeline requirement for implementation of goals and policies. Rather, all goals and policies are generally expected to be complete at or near the close of the General Plan planning horizon in 2045
- **Titles.** Titles have sometimes been provided for programs, regulations, ordinances, or other items anticipated to be approved at some future date. These titles are for informational purposes only, and a different title may be used if the program or ordinance meets the underlying intent of the goal, policy, or implementation.
- **Reasonableness.** The plan should be read to provide the City with the greatest discretion as to what is reasonable or appropriate under applicable law. For example, if a policy requires the City to act “as resources are available,” the City is solely responsible for determining what is reasonably available. In making this determination the City may look at a variety of factors including this plan and public health, welfare, and safety.

1.7 ADMINISTRATION OF THE GENERAL PLAN

The General Plan is intended to be a dynamic document. As such, it may be subject to more site-specific and comprehensive amendments over time, amendments that may be needed to conform to State or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

AMENDMENTS TO THE GENERAL PLAN

State law limits the number of times a city can amend its general plan to generally no more than four times in one year for a mandatory element, although each amendment may include more than one change. This restriction does not apply to the optional general plan elements (*e.g.* Growth and Economic Development, Community Design, Parks, Schools and Community Facilities, and Public Utilities), or if the amendment is necessary to allow for the development of low or moderate income affordable housing or to comply with a court decision.

ANNUAL REPORT

The California Government Code requires City staff to “provide an annual report to the legislative body on the status of the general plan and progress in its implementation” (Government Code § 65400(b)). This report must also be submitted to the Governor’s Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the City’s share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code § 65583, 65584).

In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the general plan environmental impact report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include a summary of all general plan amendments adopted during the preceding year and an outline of upcoming projects and general plan issues to be addressed in the coming year, along with a work program.

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2

Growth and Economic Development Element

The City of Yuba City is committed to maintaining a vibrant and healthy economy, providing land for planned development, ensuring the fiscal and financial health of the City, and working with the private sector to help ensure that adequate infrastructure, particularly streets, water, and wastewater treatment capacity, is available to attract and maintain business. How this will be accomplished is addressed in this element of the General Plan.

2.1 EXISTING AND PROJECTED POPULATION

EXISTING POPULATION

According to the Department of Finance, the population of incorporated Yuba City was 70,460 in the year 2020, an increase of 5,530 residents, or 8.5 percent, since 2010.¹ This represents an average annual growth rate of about 0.8 percent. Yuba City's SOI likely experienced similar growth patterns over the last 20 years, however, some of the city's population growth may be attributed to annexations, which would transfer population from the SOI to the incorporated City. Table 2-1, *Population Growth 2000-2020; Yuba City and Sutter County*, shows the population from 2010 to 2022 for Yuba City and Sutter County.

PACE OF GROWTH

Incorporated in 1908, the City's population began to grow more rapidly after World War II, as a result of returning veterans, improved access from highway construction, and the constraints placed on development in its sister city, Marysville, which is surrounded by flood-control levees. Growth has continued to be strong, with the population nearly doubling every twenty years since 1940.



Historic Movie Theater in a Walkable Downtown

The total population of Yuba City was 36,760 in 2000 and grew to 64,930 by 2010, largely because of annexations of areas with existing development. The average annual growth rate was 5.8 percent from 2000 to 2010 and 3.3 percent from 2000 to 2020. A surge of growth in the years 2001 (18.9 percent) and 2005 (14.5 percent) drove up the average annual

¹ Department of Finance (DOF) Table E-5 for 2010 and 2020, 2020; Table E-4 for 2000, 2020.

growth rate in the early 2000's, but growth has since leveled off, resulting in less than 1 percent average annual growth over the last 10 years.

Table 2-1 compares population growth of the City and Sutter County between 2000 and 2020. Due to a population decline in the unincorporated County from 2000 through 2010, Yuba City's population growth exceeded the county-wide total population growth between 2000 and 2020, when Yuba City's population grew by 33,700 residents while the county's population grew by only 21,820. This is likely attributed, at least in part, to annexations.

Table 2-1: Population Growth 2000-2020; Yuba City and Sutter County

	2010	2020	Annual Growth Rate 2010-2020	2040	Annual Growth Rate 2020-2040
Yuba City	64,925	70,458	0.82%	80,753	0.14%
Sutter County ¹	94,737	100,750	0.62%	118,023	0.17%

¹ Includes county-wide population in both incorporated and unincorporated areas.

Source: Department of Finance (DOF) Table E-5 for 2010 and 2020; Table E-4 for 2000.

PROJECTED POPULATION

The Sacramento Area Council of Governments (SACOG) prepares growth estimates for the region; the latest growth forecast uses base year 2016 and projects out to 2040. SACOG projects that incorporated Yuba City's population will grow by 0.8 percent per year to 80,753 in the year 2040. Using the average annual growth that occurred over the ten-year period from 2010 to 2020, which is slightly higher than SACOG's forecast, the total population in the incorporated City would grow to 82,980 by 2040. The average of these two growth rates results in a 2040 population of 82,690, which would represent a total increase of 17 percent over the existing (2020) population. ² SACOG growth estimates for the City's SOI project the population will grow by 690 between 2020 and 2040, to 7,310 people. Together, these estimates project a 2040 planning area population of 90,000. Population growth projections are summarized in Table 2-2.

Table 2-2: Population Growth 2020-2040; Yuba City and SOI

	2020	2040	Percent Change 2020-2040
Yuba City	70,460	82,690	17%
Yuba City + SOI	77,080	90,000	17%

Source: Department of Finance (DOF) Table E-5, 2020; SACOG, 2021.

² SACOG 2016 MTP/SCS Modeling Projections, 2016-2040.

2.2 REGIONAL ECONOMIC CONTEXT

LOCAL ECONOMY CHARACTERISTICS

Yuba City's early economic growth was related to providing services within a large agricultural area. In addition to agriculture, which served as the traditional employment base for the region, employment cores were developed in downtown Yuba City and at the intersection of Highway 20 and Highway 99. With substantial growth occurring in the past 20 years, Yuba City is now the economic hub of the surrounding agricultural area, providing services for both city and regional residents. It is also part of the Sacramento metropolitan area economy and is influenced by trends in this larger area.

Several key components of the local economy include the following:

- Yuba City's Town Center has emerged as a successful employment center specializing in health care and related services in the redevelopment zone near downtown.
- While Yuba City is a net exporter of workers—many of which are drawn to the job-rich Sacramento Metropolitan area—Yuba City is the economic, agricultural, and social center for Yuba and Sutter counties.
- Annexations have added opportunities for additional commercial and industrial development within the City and residential development both in the City and the surrounding unincorporated area has expanded the base for retailing within the City.
- Recent publicity as a 'best-performing small city' in national print media has raised Yuba City's profile. The ranking was determined by using data on technology trends, wage growth, and job creation.
- Yuba City's employment mix is similar to that of the region at large, except the City has a stronger presence of 'other services', such as personal care services when compared to the region. Medical, retail, education and hospitality services all have a strong presence in the City and county-wide, although the retail and education industry have both seen a decline in employment since 2017. Table 2-3 presents an overview of jobs by sector in the City and Sutter County as of 2018 (the latest year reported by the U.S. Census Bureau as of 2021).
- Attractive wage scales and competitive land costs, when compared with other locations within the Sacramento metropolitan area, and highway access to Sacramento and other California markets are strong selling points; the challenge for many industries is to find the right land and building space and supporting infrastructure.

EXISTING EMPLOYMENT

Employment is the principal indicator of community economic conditions. Table 2-3 presents existing employment in Yuba City in comparison to Sutter County for 2020 and Table 2-4 summarizes the distribution of jobs by sector. Employment as of January 2020 was estimated at 28,400 jobs, within the City, which represents about 69 percent of the total employed population in the County. This data does not reflect any impacts from the COVID-19 pandemic. The pandemic has impacted businesses and caused job loss in several industries, including retail and services.

Table 2-3: Employment in Yuba City and Sutter County 2021

<i>Yuba City Top Jobs by Occupation</i>	<i>Number</i>	<i>%</i>
Office & Administrative Support	2,328	13.5
Executive Managers, Administrators	1,569	9.08
Protective Services	1,722	10.05
Education, Training, Library	1,583	9.24
Sales	1,200	7.01

Source: Yuba-Sutter Economic Development Corporation: Community Profiles 2021

PROJECTED EMPLOYMENT

Table 2-4 presents SACOG's employment forecast for Yuba City and Sutter County. According to SACOG projections, Yuba City is expected to add approximately 6,816 jobs by the General Plan Horizon year of 2040 which represents a 25.6 percent increase for the City, and approximately 71 percent of the total increase for the entire County.

Local jobs are anticipated to increase at a faster rate than the population, resulting in an improved jobs-housing ratio. The 2016 jobs-housing ratio was 1.1:1 and, according to projections, the 2040 jobs-housing ratio will be 1.2:1. Typically, the jobs-housing ratio is considered balanced between the ratios 1.3:1 and 1.7:1.

These forecasts do not incorporate impacts from the COVID-19 pandemic, which has affected businesses and jobs and may impact actual employment growth in Yuba City and the County.

Table 2-4: Projected Employment Growth 2016-2040; Yuba City and Sutter County

	<i>2016</i>	<i>2040</i>	<i>Percent Increase 2016-2040</i>	<i>Annual Growth Rate 2016-2040</i>
Yuba City	26,590	33,410	25.6%	1.0%
Yuba City + SOI	27,920	35,780	26.3%	1.4%
Sutter County ¹	34,410	43,960	27.8%	1.0%

¹ Includes population in incorporated areas.

Source: SACOG Detail Modeling Projections for 2040; February 2020.

2.3 EMPLOYMENT GROWTH PROSPECTS

The City is intent on promoting economic growth, as well as focusing economic development efforts in areas that will contribute most to making the City a vital, vibrant community. Employment growth in Yuba City will allow the City's economic base to expand in tandem with its population. Much of the City's future economic base is already present in the form of developed land and occupied non-residential space, although there will be opportunities for new jobs in the Highway 20 corridor and other locations.

New commercial and retail centers are planned at accessible locations to serve both city residents and shoppers from other communities. Regionally-oriented commercial areas are planned along Route 20, Route 99 and major arterials, and community commercial uses will be developed within neighborhoods and communities.

Even though sufficient land is designated for employment uses, land use planning needs to be supplemented by other tools – City policies, targeted recruitment, incentives, or subsidies – to encourage a specific type of use. In addition, the City’s population growth will help fuel expected employment growth by creating demand for additional retail, service (business, professional, medical, and other), and public sector uses. Diversity in employment will expand job opportunities for local residents and help to stabilize the local economy.

2.4 DEFINING AN ECONOMIC DEVELOPMENT STRATEGY

A coordinated economic development strategy is essential for supporting Yuba City’s community development objectives, such as increasing the industrial base, continuing to support Downtown revitalization, enhancing community character, and supporting commercial development along corridors and in neighborhoods. Such a strategy should include a managed program of fiscal development, strategic public improvements, and a balanced approach to land use. It could build on and reinforce initiatives that have already been undertaken by the Yuba-Sutter Economic Development Corporation and by the City Manager’s office, and capitalize on technical assistance and grant funding provided by State and federal agencies. This element envisions the following central roles for the City:

- Promoting agriculturally related processing, agricultural equipment manufacturing, sales and services, “niche” manufacturing, health care facilities and professional offices. The County’s agricultural heritage can be a cornerstone of its economic development efforts, but new initiatives to attract agricultural industry clusters and related manufacturing and services—which include food and beverage processing, agricultural and farm implements, small-scale specialty companies, and business services—are projected to benefit from significant growth in the Sacramento metropolitan area through the planning period, and would certainly provide excellent employment- and revenue-generating opportunities for Yuba City if the City positioned itself properly to capture a portion of this growth. Yuba City also may benefit from support activities and services for Beale Air Force Base (AFB). Lastly, Yuba City may be successful in attracting “call center” operations because of the community’s large labor pool and competitive land costs.
- *Promoting development that results in fiscal benefits to the City.* The relative benefit or burden of various land uses on the City’s General Fund is important in considering how future development in Yuba City should be prioritized. Promoting the construction of revenue-generating uses (such as commercial and industrial land use that generate sales tax monies), as well as ensuring that each new residential development pays its fair share of the costs to provide public services, provides the City with a more diverse fiscal base.
- Regional scale retail and consumer service uses are encouraged on the Route 99 and Route 20 corridors where pass-by traffic, good visibility, and image will enhance sales potential. Yuba City has a significant advantage with these state highways and should protect the supply of available land in commercial locations that make the most sense for retail and service sector uses.
- Enhancing cultural amenities, such as a convention center, performing arts center, or cultural center, in downtown Yuba City or elsewhere. This recommendation offers three distinct, yet important advantages. First, if such a facility was located downtown, this would generate pedestrian traffic and support retail opportunities into the evening hours. Complementary uses, such as restaurants, clubs, and coffee shops, would also tend to locate near where

crowds gather. Second, such facilities provide a strong image of culture, sophistication, and community pride. Such an image is important if Yuba City is to evolve from bedroom community for Sacramento workers to important sub-regional job center, particularly in the attraction of R&D and office complexes, specialty agricultural industries and support services for Beale AFB. Third, such facilities can also result in strong growth in the visitor services sector by catering to those who come to enjoy recreational and entertainment opportunities related to the facilities.

- *Attracting a new job training, vocational school, or community college campus.* Establishment of a higher educational facility within Yuba City would improve the skills and educational attainment of the local labor force. Additionally, it would provide local employers with convenient opportunities for continuing education and/or job training. The University of Phoenix has a satellite campus at Beale Air Force Base and they or another similar institution may be interested in another facility in Yuba City itself.

Yuba City's economic development strategy shifts focus from traditional approaches—such as provision of tax breaks and other subsidies—to investing in the skills of the workforce, infrastructure for agricultural processing and technological innovation, and a superb quality of life. The City also might consider working with Yuba-Sutter Economic Development Corporation on lending programs for qualified businesses and also protecting opportunities related by Beale AFB by working with the County, Yuba-Sutter Economic Development Corporation and the community's elected representatives to ensure that Beale is not affected by the next round of military base closures, which could affect up to 20 percent of the bases in California.

Yuba City also has been active in the Sister City Program, with one sister city in Japan. This program was initiated by President Eisenhower in 1956; today, more than 900 U.S. cities are paired with over 1,300 cities in 92 countries. Sister cities provide opportunities for international business contacts, increased awareness of other cultures, student exchanges, and development of mutually beneficial relations in economic development, education, the arts, culture, medicine, government, and sports. Cross-cultural charitable efforts also have been initiated by sister cities, and many American cities have several partners. Given the strong Sikh community in Yuba City, it may be appropriate to initiate study of inviting one or more additional sister cities in the Punjab region of India (e.g., Jalandhar, Patiala, Chandigarh, and Ludhiana).

2.5 GOALS, POLICIES, AND IMPLEMENTATION

A key initiative of this General Plan is to maintain a balanced land use program that provides opportunities for commercial and industrial development, dispersed throughout the community and at appropriate locations within the urban area served by adequate infrastructure.

The General Plan Land Use Diagram, described in Chapter 3, recognizes that industrial users have a broad range of needs, and provides for more land than may be needed over the planning period to allow for a choice of sites. The specific policies that follow focus on those actions the City can take that will enable the land use and development concepts of this General Plan to be realized.

GOALS, POLICIES & IMPLEMENTATION

Goal EC 1-1. Foster a climate in which business can prosper and actively promote economic development opportunities and knowledge of Yuba City in the region, state, and nation.

Policy EC 1-1: Assist local merchants and business organizations interested in forming business improvement districts to promote a definable identity for specific commercial areas through coordinated signage, landscaping, and entry/identity symbols.

Policy EC 1-2: Promote, consistent with the Traffic and Circulation Element, public transportation opportunities, to serve business areas and transport workers.

Policy EC 1-3: Encourage non-motorized means of transportation to shopping, recreation, and business areas to help reduce vehicle miles traveled.

Policy EC 1-4: Explore financing plans for existing businesses seeking to expand in Yuba City for whom payment of fees "upfront" may represent a major financial burden. Six- or twelve-month financing programs could be considered.

Policy EC 1-5: Periodically survey the business community for evaluation of City services and improvement suggestions.

Policy EC 1-6: Work with regional economic development organizations to foster the economic health of the area and dedicate funding to joint marketing of the City's economic development objectives, including preparation of newsletters, press releases, program summaries, mailing lists, client testimonials, economic data, and articles in various industry journals.

Policy EC 1-7: Explore creating an additional Sister City relationship with one or more communities in India.

Policy EC 1-8: Work closely with the County and Yuba-Sutter Economic Development Corporation in advocating support for Beale Air Force Base and continue to support base operations.

Policy EC 1-9: Continue to identify, pursue and capture state, federal and other grants for economic development.

Goal EC 2-1. Maintain a positive, small-business climate, and strengthen the City's tax base by encouraging environmentally sensitive development with tax generation potential.

Policy EC 2-1: The City will support programs, such as "Yuba City Marketplace," to connect local business needs with local products and services and encourage all businesses and residents in Yuba City to make purchases in the community whenever possible to support local firms.

- Impl. EC-1. Investigate providing incentives to attract and encourage environmentally desirable businesses and business activities, including possibly reduced fees for outstanding environmental conservation efforts.
- Goal EC 3-1. Build long-term partnerships between the City and businesses, business organizations, and the educational, arts and environmental communities.**
- Policy EC 3-1: Establish bi-annual priorities between capital projects and economic development projects within the context of the City's Capital Improvement Program (CIP); emphasize in the CIP Economic Development and Revitalization Programs to be coordinated with the Redevelopment Agency's programs.
- Impl. EC-2. Work to assure adequate revenue sources to finance City capital and program initiatives that will enhance economic development prospects.
- Impl. EC-3. Strive to assure that ongoing budgets provide for adequate maintenance of the City's capital facilities, and establish fees commensurate with services rendered (e.g. application processing fees, planning, building and safety and engineering) to recover costs of these services.
- Goal EC 4-1. Promote economic development activities that link residents with businesses in the City, such as job training and job development, and facilitate a desired jobs/housing balance.**
- Policy EC 4-1: The City shall work with the State Employment Development Department, the California Training and Education center, Yuba Community College and higher education institutions to establish practical job training and vocational education programs on campuses within Yuba City that are geared to specific industries and occupational needs.
- Policy EC 4-2: The City shall work with the school districts to develop internship, mentoring and workplace learning programs for Yuba City high school students.
- Goal EC 5-1. Encourage and promote agricultural processing, agricultural-related technology and opportunities, and cooperative distribution and marketing of agricultural products, "back office" uses, and specialty manufacturing.**
- Policy EC 5-1: Continue to support the City's Downtown Farmer's Market by helping sponsors in marketing and related promotional activities.
- Goal EC 6-1. Enhance aspects of the community that help economic development and draw residents to Yuba City, including small-town ambiance, educational, cultural, environmental, recreational resources, and affordable housing.**

- Policy EC 6-1: Support a coordinated approach to working with key industries for the purposes of targeted marketing (on a case-by-case basis) to existing firms to be retained and/or expanded and new firms to be sought. Identify underrepresented industries that may be attracted to Yuba City and actively try to recruit them.
- Identify target sites and solicit cooperation of property-owner;
 - Identify necessary on- and off-site infrastructure improvements;
 - Identify target industries (and possibly specific firms);
 - Prepare marketing materials, in coordination with Yuba-Sutter Economic Development Corporation and the Chamber of Commerce;
 - Conduct outreach through mailings, personal contact, trade shows; and
 - Coordinate with permit processing.
- Policy EC 6-2: Promote cultural amenities and facilitate special events in the community that will draw visitors to the community.
- Policy EC 6-3: Work with local hotels and motels, the Chamber of Commerce, Yuba-Sutter Economic Development Corporation, and recreational organizations and businesses to promote a Yuba City-Feather River "weekend package" of emphasizing the community's historical and community assets, and access to recreational facilities and recreational areas.
- Policy EC 6-4: Explore the feasibility of establishing a convention center or performing arts center, either Downtown or in another accessible location.
- Policy EC 6-5: Maintain a generous supply of "ready to go" commercial and industrial land by annexing and zoning sites prior to receipt of development applications.
- Policy EC 6-6: Develop guidelines for adaptive reuse of commercial/industrial buildings and "incubator" development projects, including "live/work" studios.

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3

Land Use Element

This element of the General Plan constitutes the framework for land use planning in Yuba City to the year 2045. To provide a context, the evolution of the City is described and existing land use in the City is summarized. The objectives of the land use framework, the General Plan Diagram, the land use classification system, and the buildout of this Plan to the year 2045 are then presented. The heart of the chapter is on guiding and implementing policies, which are intended to set the land use framework into motion and shape development for the next 20 years. Further guidance on physical form is provided in Chapter 4: Community Design.

This chapter focuses on both development in outlying, developed areas and on infill sites within the existing City, and builds upon Downtown Yuba City as the historical and future “heart” of the City.

Government Code § 65302(a) lists several items that should be addressed in the Land Use Element, to the extent they are relevant to the Planning Area. The following were found to not apply to the General Plan



Lively Street Market at night in walkable Downtown

- **Timber Production.** As applicable, a general plan needs to provide for a land use designation that provides for timber production for those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982. There are no lands meeting this requirement in Yuba City.
- **Military Readiness Activities.** General plans must address the impact of "new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace." No military facilities are adjacent to Yuba City's Planning Area, with the closest installation being Beale Air Force Base (AFB), located approximately 13 miles east of Yuba City. The AFB is home to the 9th Reconnaissance Wing of the United States Air Force, which works to train and equip aircraft fleets for the U.S. Air Force. While Beale AFB operates flight paths that do cross over Yuba City, the city is outside of Beale AFB's imaginary surface area, or safety zone, meaning that flights crossing the city are 500 feet above ground level and therefore do not present any potential conflicts with densities planned for development in Yuba City. A Land Use Compatibility Plan for the AFB was adopted on May 17, 2011. As required by the State of California, the AFB identified a

military influence area (MIA) around the installation that designated areas where military operations may impact local communities, and conversely, where local activities may affect the military's ability to carry out its mission. Yuba City's Planning Area does not lie within this MIA.

Additionally, Government Code section § 65302(a) requires the Land Use Element to address certain information regarding flooding hazards. The discussion on flooding hazards is more fully described in the Noise and Safety Element, which is incorporated into the Land Use Element by reference. That chapter also identifies those areas covered by the General Plan that are subject to flooding as identified by a flood plain map prepared by the Federal Emergency Agency (FEMA) or the Department of Water Resources. The Land Use Diagram establishes land uses arranged to reduce vulnerability to flooding. The Yuba River on the eastern border influences the City's susceptibility to flooding. While most development circumvents floodplains, some low- and low/medium-density residential uses sit within the 500-year floodplain, as do some areas with commercial and industrial designations. Most land within a designated floodplain is designated as open space, which minimizes impacts to the built environment.

3.1 BACKGROUND AND CONTEXT

HISTORICAL LAND USE DEVELOPMENT

Much of Yuba City's land use pattern can be traced to its evolution as a primary service center within a large agricultural area focused on downtown Yuba City and the intersection of Highway 20 (Colusa Avenue) and Highway 99 as employment cores. Much of the residential development in the city is low-density, single-family housing and much of the commercial development is retail-related. Chapter 1 includes a brief historical description of the growth of Yuba City.

2020 LAND USE PATTERN

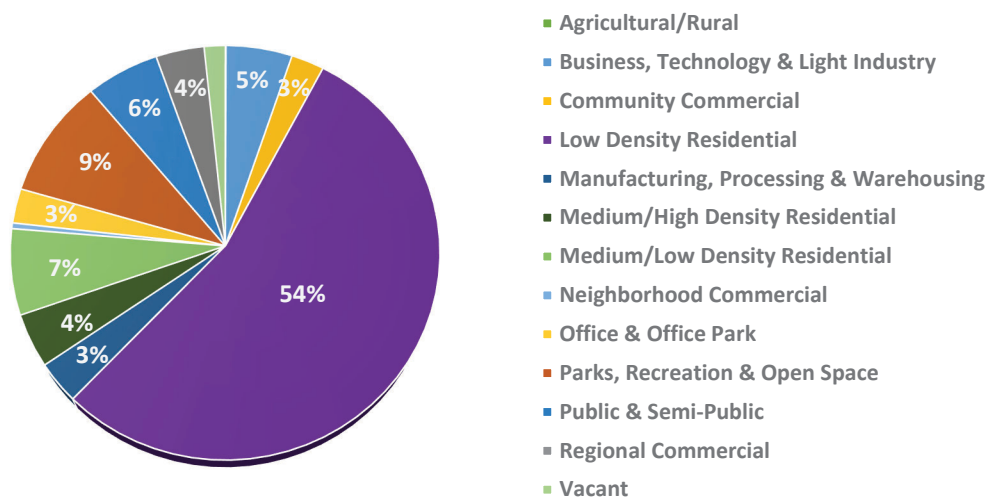
Lands within the SOI for this General Plan, which encompass the entire planning area, are described in Chapter 1, and include 12,680 acres. 4,890 acres are located in unincorporated Sutter County. Table 3-1 shows the distribution of land uses in the incorporated City versus the unincorporated UGB and Chart 3-1 illustrates the breakdown of existing land uses within the entire SOI.

Table 3-1: 2023 Land Use in the Sphere of Influence

Land Use	Incorporated		Unincorporated		Total SOI	
	Acreage	Percentage	Acreage	Percentage	Acreage	Percentage
Residential						
Low Density Residential	4,050	52	2,850	58	6,900	54
Medium Density Residential	410	5	450	9	860	7
High Density Residential	400	5	130	3	530	4
Commercial						
Neighborhood Commercial	50	1	10	0	60	0
Community Commercial	230	3	100	2	330	3
Regional Commercial	390	5	90	2	480	4
Office & Office Park	280	4	60	1	340	3
Industrial						
Business, Technology & Light Industry	580	8	70	1	650	5
Manufacturing, Processing & Warehousing	380	5	40	1	420	3
Agricultural						
Agricultural/Rural	10	0	--	--	10	0
Community						
Public & Semi-Public	390	5	340	7	730	6
Parks, Recreation & Open Space	470	6	730	15	1,200	9
Vacant						
Vacant	180	2	20	1	210	2
Total	7,820	100	4,890	100	12,720	100

Source: City of Yuba City, 2020.

Chart 3-1: Existing Land Use in the Sphere of Influence



Source: City of Yuba GIS Data, 2020

3.2 GENERAL PLAN DIAGRAM AND LAND USE CLASSIFICATIONS

LAND USE FRAMEWORK

Land Use Diagram

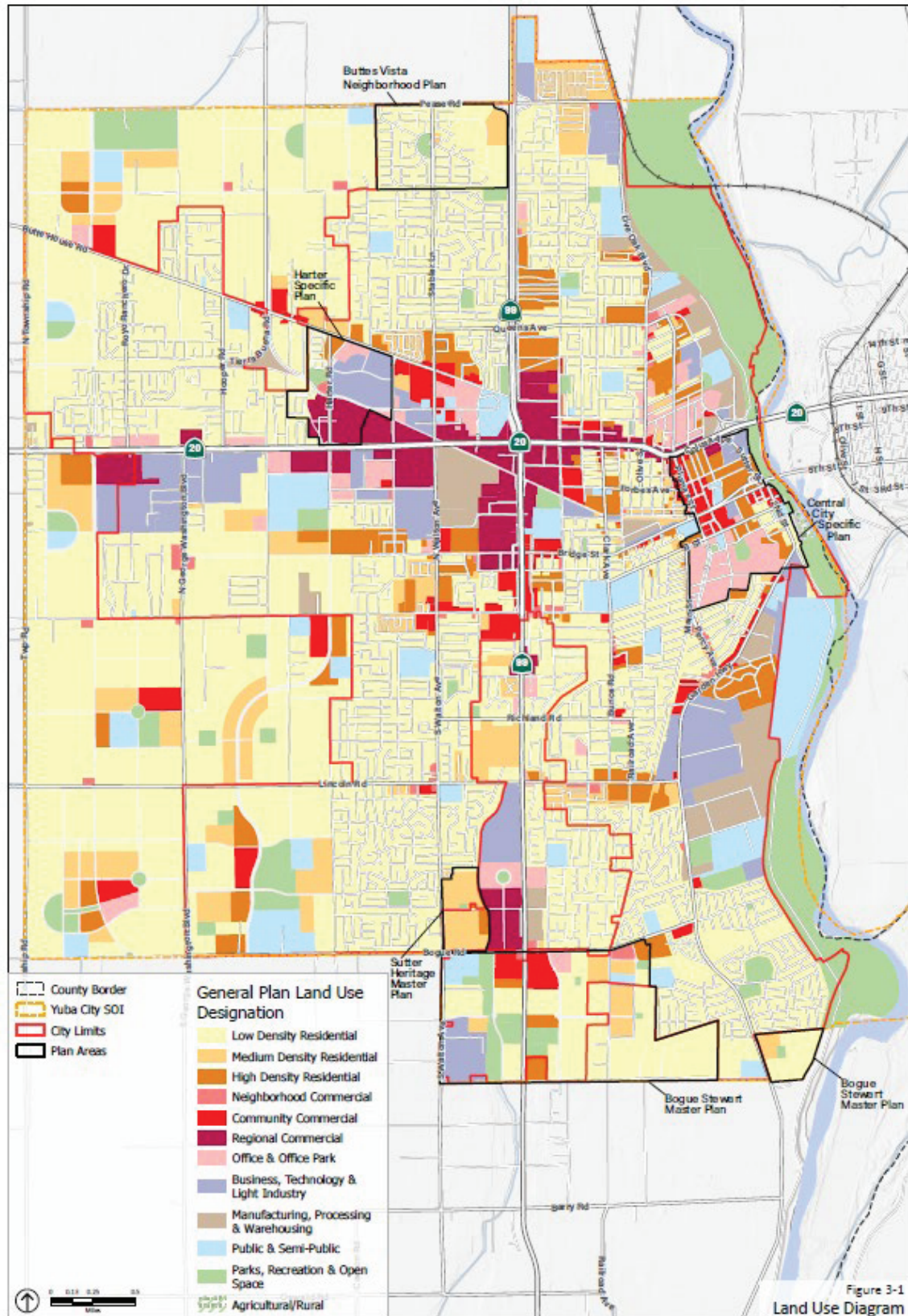
The land use framework of the General Plan is illustrated in the Land Use Diagram, **Figure 3-1**. The diagram is a graphic representation of the themes and policies in the plan. The Land Use Diagram designates the proposed general location, distribution, and extent of land uses through buildout, which is expected later than the plan's horizon year of 2040. As required by State law, land use classifications, shown as color/graphic patterns, letter designations, or labels on the Land Use Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined.

The Diagram is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Diagram includes the land use classifications described below, which represent an adopted part of the General Plan. The General Plan is not parcel-specific and uses on sites less than one acre in size are generally not depicted on the Diagram.

The Land Use Diagram is the framework of this General Plan document and is designed to reflect, through the arrangements of land use, the planning objectives and key initiatives presented in Chapter 1. An overview of how the Diagram relates to these initiatives is as follows:

- **Clearly Defined Urban Edges.** As depicted on the Land Use Diagram, all areas, with some exceptions, that are beyond the Sphere of influence roughly defined by Pease, Township, Bogue Roads, and the Feather River, are identified as "Agricultural/Rural."
- **Economic Development & Jobs.** Over 1,000 acres of land is planned for uses that provide jobs. Areas designated "Office & Office Park", "Business, Technology, and Light Industry", and "Manufacturing, Processing, and Warehousing" accommodate uses that will provide employment opportunities for existing and future residents.
- **A Range of Commercial & Retail Opportunities.** The General Plan provides for the full range of commercial and retail uses needed for the future population and business community, consistent with the Economic Development Strategy described in Chapter 2. Regionally-oriented establishments are placed on major roadway corridors; community- and neighborhood-oriented uses are placed within planned communities and neighborhoods.
- **Large Parks.** Two new, large City parks are depicted on the General Plan Diagram. Low-Medium and Medium-High residential uses are often situated adjacent to these parks, which provide a valuable amenity to nearby residents as well as the overall City population. A further discussion of these parks is presented in Chapter 6 of the General Plan.
- **A Network of Open Space.** All Parks and Open Space uses are linked by a system of parkways, bikeways, and roadways. A further discussion of parks is presented in Chapter 6 of the General Plan.
- **A Complete Roadway System.** The land uses presented on the diagram are structured around the proposed roadway network, and the two components are interactive and interrelated. The character and design of roadways is presented in Chapter 4: Community Design. The types, location, capacity, and use of these roadways is presented in Chapter 5: Transportation.

Figure 3-1: Land Use Diagram



Integrated Neighborhoods & Neighborhood Centers. The General Plan Diagram depicts a **network** of neighborhoods. Neighborhoods are defined as areas including a mix of land uses that interrelate and serve one another. Neighborhoods work as part of an overall system of the City, are internally accessible by non-motorized means, include community facilities such as parks and schools, and have a central focal point. The arrangements of land uses on the Diagram show how these neighborhoods are related to each other and to neighborhood center and shopping areas.

- **Enhanced Community Character & Aesthetics.** Although Community Character is described in full detail in Chapter 4: Community Design, the arrangement of land uses on the General Plan Diagram create a framework within which quality community design is possible.
- **A Mix of Housing Types.** Three types of residential density ranges are depicted on the Diagram. These will accommodate a full range of housing types and prices to provide housing choice.
- **Adequate, Flexible School Sites.** School sites depicted on the General Plan Diagram are recommended by the school districts; they relate well to adjacent uses, such as neighborhood focal areas and park sites. A further discussion of schools is presented in Chapter 6 of the General Plan.

Table 3-2: Density and Floor Area Ratios By Land Use Designation

<i>Land Use</i>	<i>Typical Zone District</i>	<i>Units Per Acre</i>	<i>Assumed for Buildout</i>	<i>Population Per Acre</i>	<i>Floor Area Ratio¹</i>
Residential					
Low Density Residential	R-1, One Family Residence	2 - 8	4.25	24	
Medium Density Residential	R-2, Two Family Residence	6 - 14	9	42	
High Density Residential	R-3, Multi-Family Residence	12 - 36	24	108	
Commercial					
Neighborhood Commercial	C-1, Neighborhood Convenience Commercial	12 - 36	24	108	0.5
Community Commercial	C-2, Community Commercial	12 - 36		108	0.5
Regional Commercial	C-3, General Commercial				0.25-0.5
Office & Office Park	C-2, Community Commercial	12 - 36		108	0.3-1.0
Industrial					
Business, Technology & Light Industry	M-1, Light Industrial	N/A			0.25-0.75
Manufacturing, Processing & Warehousing	C-M, Heavy Commercial/Light Industrial	N/A			0.25-1.0

Land Use	Typical Zone District	Units Per Acre	Assumed for Buildout	Population Per Acre	Floor Area Ratio ¹
Agricultural					
Agricultural/Rural	AH, Agricultural Holding	N/A			
Community					
Public & Semi-Public	PF, Public Facilities	N/A			0.15-1.0
Parks, Recreation & Open Space	PF, Public Facilities	N/A			0.15-1.0

¹ Excludes residential areas

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each land use classification. In the residential designations, residential density is expressed as housing units per gross acre.

For non-residential uses, a maximum permitted ratio of gross floor area to net site area (FAR) is specified. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation and is calculated inclusive of area devoted to parking and landscaping. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the use occupying the building. No averaging is permitted such that the maximum FAR would be exceeded on any individual site. The Zoning Ordinance can provide specific exceptions to the FAR limitations for uses with low employment densities. In addition to density/intensity standards, some land use classifications also stipulate allowable building types, such as single-family residential.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan requirements and/or site conditions may reduce development potential within the stated ranges.

LAND USE CLASSIFICATIONS

Total acreages for each Land Use Designation are presented in Table 3-3. The categories are as follows:

Residential

Low Density Residential (Single Family). This designation applies to residential development of single-family homes, usually detached units. Most of the planned land has this designation. In addition to single-family houses, this designation also provides for parks, day care, civic and institutional uses, such as churches and places for religious assembly appropriate in a residential environment.

Medium Density Residential (Traditional Neighborhoods with Mix of Housing Types). This density range provides for a mix of single-family housing, with duplexes, single-family, town homes with Accessory Dwelling Units (ADUs), attached single family homes, mobile home parks, parks, civic and institutional uses appropriate for a residential environment. Existing single-family homes on smaller lots that exist in Yuba City are examples of the low end of this density range; existing duplex development is an example of the middle of the density range.

High Density Residential. This designation will accommodate attached homes, two- to four-plexes, apartment buildings, parks, civic and institutional uses appropriate for a residential environment. Developments with apartment buildings - such as those in small, highly landscaped apartment complexes - are at the higher end of the density range. Multi-Family Residence District (R-3) are intended to implement this High-Density Residential designation.

Commercial/Office/Industrial

Neighborhood Commercial. This designation applies to small shopping centers, small retail plazas, and village centers where mixed use development is envisioned. Mixed use development could include residential development, such as apartments, and are permitted on both the ground level and upper floors at up-to 50 percent of the land use.

Community Commercial. This designation applies to shopping centers (typically anchored by a supermarket), retail plazas, etc. The Feather Down shopping center on Stabler Lane is an example of this scale of development. Retail shopping areas could contain a wide variety of businesses, including retail stores, eating, and drinking establishments, as well as medical or professional offices in a retail-type setting. Mixed use development could include residential development as up-to 50 percent of the land use on both the ground level and upper floors. Site sizes are typically 15-20 acres (although this size is not a minimum requirement), depending on uses.

Regional Commercial. This classification is used for shopping centers typically anchored by retail outlets with a regional draw, including “big box” retail establishments, department stores, and regional shopping malls. Commercial development along Route 20, including Sam’s Club, Home Depot, and the Yuba City Mall are examples of this type of development. Sites are typically 25 to 50 acres (although this size is not a minimum requirement). This category also includes auto- and visitor-oriented commercial uses such as hotels, motels, service stations, restaurants, etc. and sites for automotive sales and services and other commercial uses not described in other categories.

Office & Office Park. This category includes development containing professional and medical offices, including neighborhood, community, and downtown offices as well as office development in a low-intensity, campus-like setting. Neighborhood & community office sites could include a mix of uses, such as small-scale support services. Office & Office Park development could include residential development as up to 50 percent of the land use on both the ground level and upper floors.

Business, Technology, and Light Industry. This classification provides for freestanding sites and campus/complex development accommodating flexible uses of space. Uses include research and development activities, light industrial uses, office uses, high-tech uses, and small-scale distribution uses. For build-out calculations, it is assumed that one job exists for every 750 square feet of net building area.

Manufacturing, Processing, and Warehousing. This category includes manufacturing and industrial processing, general service, warehouse and distribution uses, agricultural product processing and warehousing, large equipment & supply and sales. For build-out calculations, it is assumed that one job exists for every 750 square feet of net building area.

Public & Open Space

Public & Semipublic. This designation includes schools, government offices, corporation yards, hospitals, city, and public facilities.

Parks, Recreation & Open Space. This classification is for improved and unimproved park facilities, including neighborhood, community, and regional parks; golf courses; and private recreational facilities.

Greenway/Bikeway/Pedestrian Link. This classification covers those areas provided as part of a larger use, in between uses, or along transportation routes that serve to connect parks, recreation, and open space into a unified network of facilities.

Agricultural/Rural. This classification refers to a range of agricultural, rural and open space uses, including field and row crops, orchards, and agricultural support services. Residential units do exist, typically as a secondary use. The category applies to rural areas outside the sphere of influence; it is intended to be consistent with the Sutter County General Plan and the City's policy of maintaining rural and agricultural land as open space beyond the SOI.

3.3 EQUITABLE AND RESILIENT COMMUNITIES

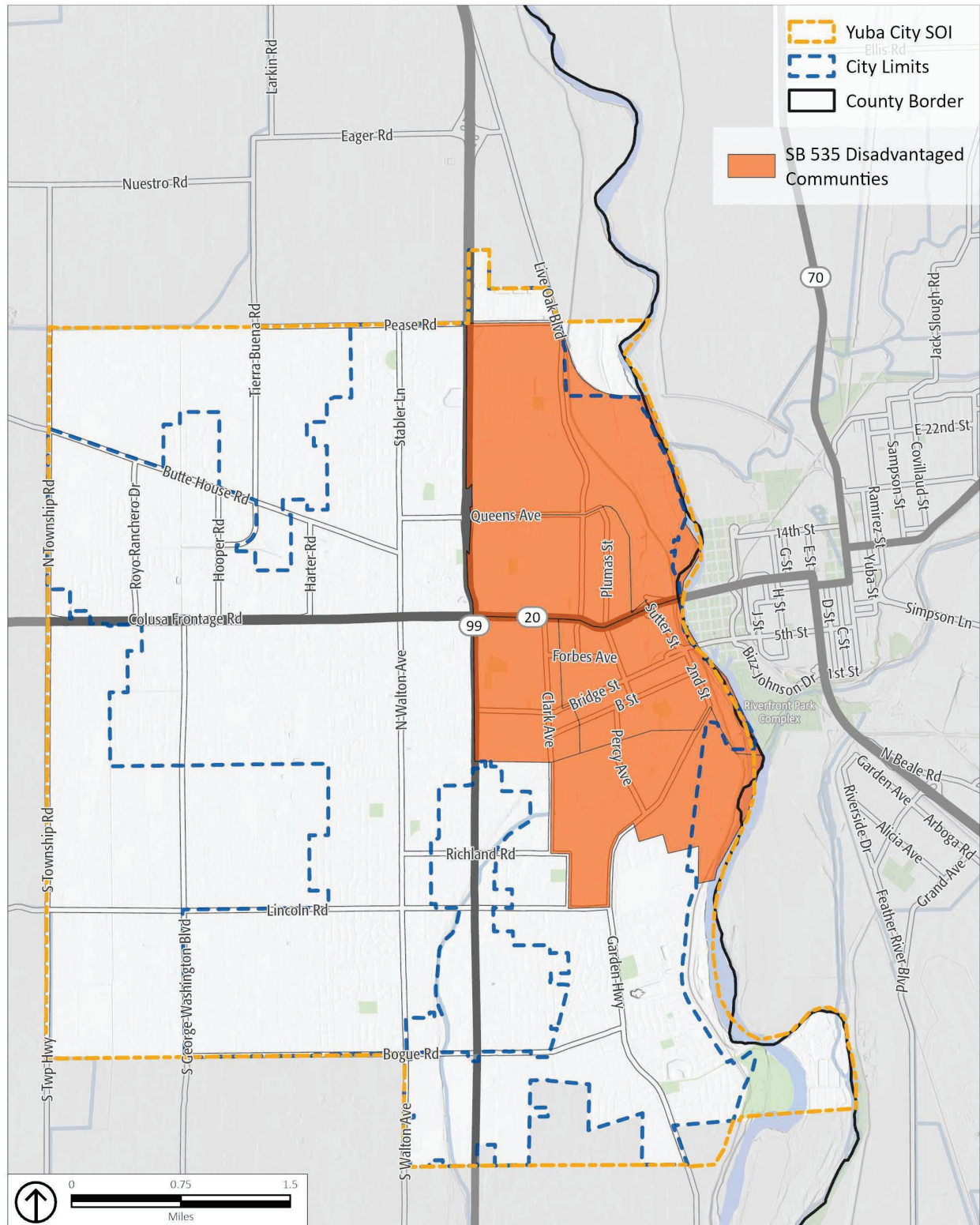
HISTORIC CONTEXT

The State of California has stated that, historically, low-income residents, communities of color, tribal nations, and immigrant communities have disproportionately experienced environmental burdens and related health problems. This inequity has resulted from many factors, including inappropriate zoning and incomplete land use planning, which have led to development patterns that concentrate pollution emissions and environmental hazards near communities that lack political capital. As certain disadvantaged communities (DACs) continue to face significant barriers to their overall health, livelihood, and sustainability, State law now requires that general plans address environmental justice, as specified by Senate Bill (SB) 1000. Therefore, policies and actions are incorporated throughout this General Plan, as appropriate, to reduce health risks and increase resiliency of DACs in Yuba City.

DISADVANTAGED COMMUNITIES

Figure 3-2 shows the single, local disadvantaged community identified in Yuba City, referred to hereinafter as the Franklin Avenue DAC, located in the southeast area of the City and bounded by Franklin Avenue to the north; the City's Sphere of influence to the east; Lincoln Road and Garden Highway (within the Bunce Road/Clark Avenue limits) to the south, Bunce Road, and Clark Avenue to the west. This area was mapped using the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen) developed by the State Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each Census tract in the state to generate a rating of cumulative impacts on each area. Census tracts in Yuba City range from one percent to 90 percent. A 90 percent ranking

Figure 3-2: Disadvantaged Communities



Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024; CalEPA, 2022.

indicates that the Census tract has a density of environmental burdens that is higher than 90 percent of other Census tracts in the state. The Franklin Avenue DAC is exposed to higher rates of pollution from the following: lead in housing, toxic release from cleanups, impaired water bodies, and solid waste.

As required by SB 1000, this General Plan includes goals, policies, and objectives prioritizing improvements and programs to address the needs of DACs, particularly as they pertain to the following: civic engagement, food access, safe and sanitary housing, physical activity, pollution exposure, public facilities, and unique and compound health risks.

DISADVANTAGED UNINCORPORATED COMMUNITIES

Through SB 244, State law requires general plans identify disadvantaged unincorporated communities (DUCs), which are communities with an annual median household income that is less than 80 percent of the statewide annual median household income and located in an unincorporated area. In incorporated jurisdictions, the General Plan must address the needs of DUCs outside of the City limit but within the sphere of influence (SOI). Because they are located outside of the City limit, these areas often lack adequate infrastructure to sustain public health and safety. Therefore, the law requires that cities analyze infrastructure and fire service needs and deficiencies and assess potential funding mechanisms for expansions of services and facilities. In 2021, the City identified and analyzed DUCs in its SOI. The analysis concluded that there is one DUC in Yuba City's SOI with wastewater service deficiencies. The DUC is located east of State Route 99 – bound by properties bordering Kathleen Drive to the north, properties bordering Karen Drive and South Barrett Road to the east, and Lincoln Road to the south.

3.4 NUTRITION AND FOOD DESERTS

Nutrition influences the incidence of obesity, diabetes, and a variety of other diseases, as well as school achievement and quality of life generally. General plans can affect the eating habitats of a community by ensuring that all parts of the city are served by healthy retail food sources and promoting programs that support healthy eating.

ACCESS TO HEALTHY FOOD IN YUBA CITY

Healthy food is one of the best tools to combat obesity and chronic disease. In Yuba City, land west of Highway 99 and land south of Bogue Road is classified by the United States Department of Agriculture (USDA) as a “food desert,” or a place with low access to a supermarket and therefore low access to healthy, fresh food. Barriers to fresh, affordable food choices can cause nutritional inequality and impair individual and overall community health. Food deserts can be hazardous to health, as they lead to serious public health issues such as obesity and diabetes.

The City of Yuba City seeks to ensure that all parts of the City are served by healthy retail food sources to sustain both physical and mental health. Fortunately, Yuba City can build on existing networks to bolster access to fresh, affordable food with farmers markets, community gardens, food banks, nutrition education, and other resources.

3.5 GENERAL PLAN GROWTH PROJECTION

This section describes the implications of General Plan buildout in terms of future new population, housing units, and jobs. More than enough land is provided by this General Plan to accommodate anticipated housing and job needs in Yuba City through 2040.

Table 3-3 shows the buildout acreage of undeveloped lands in the General Plan Diagram. A total of 7,200 gross acres would be developed within the SOI, including infill sites. Most areas that are planned for new development are residential in use, totaling about 4,655 acres.

Table 3-3: Land Use Acreages at Plan Buildout

<i>Land Use</i>	<i>Acres</i>	<i>Percent of Total</i>
Residential Land	4,655	65%
Single Family Low Density	3,801	53%
Single Family Low/Medium Density	619	9%
Medium/High Density Residential	235	3%
Commercial Land	640	9%
Neighborhood Commercial	40	1%
Community Commercial	123	2%
Regional Commercial	241	3%
Office & Office Park	236	3%
Industrial Land	521	7%
Business, Technology, and Light Industry	433	6%
Manufacturing, Processing, and Warehousing	88	1%
Community Land	1,384	19%
Public & Semipublic	248	3%
Parks, Recreation & Open Space	1,136	16%
Total Uses	7,200	100%

* Acreages include vacant and infill lands within the SOI, and exclude developed lands, as of 2023

Population Growth and Housing

The Yuba City SOI, including the City of Yuba City and surrounding unincorporated areas, contained approximately 77,080 people in 2020 according to the California Department of Finance and SACOG. As described in greater detail in Chapter 2, the Growth and Economic Development Element, the total SOI population is projected to grow to 90,000 by 2040 and the number of housing units in the planning area is projected to grow to 28,940 units. This represents an increase of approximately 12,920 people and 2,870 units.

The Land Use plan accommodates a higher population than projections to provide for planning flexibility, as shown in Table 3-3. Based on average buildout densities for new residential land uses, the Plan accommodates 19,220 new housing units after 2002, approximately 9,350 new units from 2020. These additional 9,350 units would house 27,660 new residents at an average household size of 2.96 people (2020 existing persons per household). The resultant population would be 104,740—14,740 more than the projected 90,000 population at the horizon year (2040) of this General Plan.

Table 3-4: Housing Units and Yuba City SOI Population at Plan Buildout Compared to 2020

	<i>2020 Population</i>	<i>Additional Housing Units</i>	<i>Additional Population (2.96 persons per household)</i>	<i>Total Population, Buildout</i>
Land Use Plan	77,080	9,350	27,660	104,740

Employment

To determine the total additional employment after 2002 accommodated in the Plan, a detailed set of assumptions was developed. These assumptions, presented in Table 3-5, include FARs for each of the job producing land uses, the likely mix in percentages of retail and non-retail employees, and the employment density, explained as the amount of space in square feet needed per employee.

Table 3-5: Employment Assumptions

<i>Land Use Category</i>	<i>Developable Land Assumed Ratio of Net to Gross Area</i>	<i>Assumed probable FAR</i>	<i>Percent Retail</i>	<i>Percent Non-Retail</i>	<i>Sq Ft per Retail Employee</i>	<i>Sq Ft per Non-Retail Employee</i>
Neighborhood Commercial	0.85	0.35	70%	30%	500	400
Community Commercial	0.85	0.25	75%	25%	500	400
Regional Commercial	0.75	0.25	80%	20%	600	400
Office & Office Park	0.80	0.30	5%	95%	400	300
Business, Technology and Light Industry	0.75	0.25	0%	100%	0	750
Manufacturing, Processing & Warehousing	0.75	0.25	0%	100%	0	1,000

The resulting estimates of additional employment for each land use category are presented in Table 3-6. Jobs from commercial and retail development compose 35 percent of additional employment for the plan. Office uses account for 40 percent of employment; light industry, processing, and related uses account for the remaining 25 percent.

Table 3-6: Additional Public and Private Sector Employment*

<i>Land Use Category</i>	<i>Additional Employment</i>
Neighborhood Commercial	1,105
Community Commercial	2,415
Regional Commercial	3,609
Office & Office Park	8,120
Business, Technology and Light Industry	4,715
Manufacturing, Processing & Warehousing	720
Public (Government and Education)	1,466
Total Jobs	22,150

*Additional after 2002

Jobs and Housing Balance

As shown in Table 3-7, the jobs/housing ratio expected at plan buildout of areas developed after 2002 will be 1.26 jobs for each housing unit. This ratio does not reflect the fact that many residents commute to the Sacramento area while jobs in Yuba City are often filled by residents of outlying communities.

Table 3-7: Jobs / Housing Ratio at Plan Buildout*

Total Jobs	22,150
Total Housing Units	19,220
Employed Resident Ratio less Vacant Units	0.96 minus .05 = .91
Job Producing Households	17,488
Ratio: Jobs/Households	1.26

*Applies only to new development after 2002.

3.6 PATTERN OF DEVELOPMENT, GROWTH & EXPANSION

One of the key initiatives in this plan is the idea that Yuba City retain a compact form, protecting the surrounding rural areas with a clearly defined SOI. The policies presented in this section are intended to contain development within the SOI and achieve two purposes – maintain Yuba City's small town feel and preserve the surrounding agricultural rural landscape.

The policies in this section focus on how these goals can be achieved through the location and nature of land uses. A discussion of the character of urban edges and other initiatives to achieve these goals through design are discussed in Chapter 4: Community Design.

GOALS, POLICIES, AND IMPLEMENTATION

Goal LU 1-1. Maintain a well-defined compact urban form, with a defined sphere of influence and urban development intensities on land designated for urban uses.

Policy LU 1-1: Establish zone districts, development standards, and performance standards in the Zoning Ordinance consistent with the General Plan and amend the Zoning Map to be consistent with the General Plan Land Use Diagram.

Policy LU 1-2: Establish standards for urban edges and ensure that designated intensities and uses provide an appropriate transition to rural land at these edges.

Policy LU 1-3: Support the County's efforts to maintain viable agricultural uses surrounding the city in areas outside the proposed Sphere of influence.

Goal LU 2-1. Promote a balanced land use program that increases the ability of people to live and work in the city.

Policy LU 2-1: Require preparation of City initiated Specific Plans or developer master plans for strategic new growth areas with complex land use programs.

- Policy LU 2-2: Provide a variety of housing in all neighborhoods and reserve sites, where appropriate, for housing types that ensures that Yuba City remains an inclusive, affordable community.
- Policy LU 2-3: Promote infill development that maintains the scale and character of established neighborhoods.
- Policy LU 2-4: Encourage new neighborhoods to include components such as a mix of housing types, open spaces, and community facilities, oriented to a neighborhood center.
- Goal LU 3-1. Promote development patterns that maximize residents' accessibility to parks, open space, and shopping areas.**
- Policy LU 3-1: Develop downtown Yuba City as a mixed-use activity center with a range of commercial, office, residential, and civic uses.
- Policy LU 3-2: Provide for concentrations of activity and mixed-use and pedestrian-oriented development in selected areas.

3.7 RESIDENTIAL AREAS

The General Plan promotes residential densities that provide for more efficient use of available land resources and maintains a compact form that is less intrusive on the surrounding countryside. Objectives behind residential development and neighborhood organizing principles depicted on the General Plan Diagram include:

- **Mix of Housing Types.** The General Plan promotes a mix of housing types in all neighborhoods and ensures that no one area is unduly burdened by higher-density residences. As discussed in Section 3.2, three types of residential uses are planned: Low Density Residential, Medium Density Residential, and High Density Residential. Some residential development may also occur as part of a larger mixed-use project in office or commercial areas.
- **High Density Residential Development in Strategic Locations.** The Diagram locates High Density residences in transportation corridors, next to parks, community facilities, and schools, and in mixed-use neighborhood centers. Higher density development is also proposed on vacant and underutilized infill sites as well as on suitable sites likely to undergo long-term redevelopment.
- **Promotion of Low-Medium Density Small-lot Single-Family Dwellings.** Medium Density small-lot development is encouraged in neighborhoods, where appropriate. These are likely to provide opportunities for many families to participate in the home-ownership market.

BUILDING BETTER NEIGHBORHOODS

To foster community identity, the General Plan directs residential expansion in the new growth areas into neighborhoods. These neighborhoods are planned to contain a mix of uses and housing types and to provide convenient access to retail and commercial services used on a frequent basis. Policies in the General Plan strive to promote the integration of new

neighborhoods with existing urban development, and to preserve and enhance neighborhood connectivity with a continuous street network.

A neighborhood focal point would be a well-defined mixed-use center with neighborhood commercial uses and publicly-oriented uses and open spaces. Several of these centers are depicted on the Land Use Diagram. Within these neighborhoods, the plan designates sites for a range of housing types near a neighborhood centerpiece, which may be a commercial development, a park, a school, or a mix of uses. The idea is that a larger number of residents can be brought closer to the neighborhood focal point, so they can bike or walk to these areas without having to rely exclusively on automobiles for local trips. Further discussion of these neighborhood centers is contained in Chapter 4: Community Design.

GOALS, POLICIES, AND IMPLEMENTATION

Goal LU 4-1. Encourage new residential and mixed-use development to be in the form of neighborhoods and/or within infill sites.

Policy LU 4-1: The City shall allow for development of mixed-use (residential, retail, and office) neighborhood centers, in both new neighborhoods and in established neighborhoods that lack them.

Policy LU 4-2: The City shall allow low and medium density small-lot single-family housing development in new and existing neighborhoods that enable compact development and efficient infill.

Policy LU 4-3: Improve the “community orientation” of new residential developments.

Policy LU 4-4: Provide for a transition between higher density and lower density residential areas, and require buffers of varying size between residential uses and non-residential uses without restricting foot and bicycle access.

Policy LU 4-5: The City shall provide incentives for infill development, including affordable housing for low and very low-income residents, within existing residential areas at a density not less than surrounding development, subject to appropriate standards to ensure compatibility with adjacent uses.

Policy LU 4-6: Require a mix of uses in neighborhood centers.

Policy LU 4-7: Require residential development consistent with objective design standards that employs creative site design and architectural quality that blends with the characteristics of each location and its surroundings.

3.8 COMMUNITY FACILITIES

Community facilities including residential care, day care, elderly care, and alcoholism or drug abuse recovery or treatment facilities, will be allowed within neighborhoods, consistent with state and federal law, because they are considered "protected" facilities and local zoning cannot exclude them if specified standards and licensing requirements are met.

In contrast, large scale community facilities are appropriate in mixed-use neighborhood cores, on community commercial sites, and in Downtown.

Houses of worship and other places for religious assembly as well as private schools and colleges will be permitted in residential and commercial areas, subject to appropriate location and development standards and use-permit requirements to ensure neighborhood compatibility. Public schools and public colleges are exempt from zoning.

3.9 PARKS AND OPEN SPACE

Parks and open space are a fundamental building block of the Land Use Diagram and the organization of land uses in a growing Yuba City, as most directly evidenced by the two planned large park facilities.

Policies pertaining to parkland, public open space, and the greenway network are in Chapter 6: Parks, Schools, and Community Facilities. Policies pertaining to non-public open space are in Chapter 8: Environmental Conservation.

3.10 RETAIL AND COMMERCIAL AREAS

Shopping and the use of services are activities that provide for social contact as well as business transactions. Since Yuba City attracts shoppers from a large region, and stores in one part of the City are often frequented by residents from other neighborhoods, retail districts are also critical in shaping the identity and image of the City and the neighborhoods.

To ensure that a diverse range of shopping opportunities are available and easily accessible, the plan provides for new neighborhood centers, located closer to where people live and designed with the pedestrian in mind, and for increased convenience-good opportunities in existing neighborhoods where suitable sites are available. The Plan also builds on the regional accessibility of Routes 20 and 99 in order to plan for regional, auto-oriented commercial development and attempts to capture out-of-town retail tax revenue.

Guiding concepts behind retail and commercial development areas depicted on the General Plan diagram include:

- **Provision of more neighborhood-oriented shopping facilities.** The General Plan provides sites for several neighborhood-oriented shopping and commercial uses in both new and existing neighborhoods. Implementation of the plan would bring a substantially increased population within a convenient distance of a neighborhood center.
- **Site for a new regional-retail center.** While land is available in proximity to the existing commercial areas in the Route 20 corridor, there is also an opportunity for another regional-retail center. The General Plan provides a site for this on the west side of Route 99 north of Bogue Road.

- **Land supply in proportion to anticipated needs.** To ensure the viability of the proposed retail and commercial centers, as well as Downtown, land designated for commercial uses corresponds closely to the anticipated need over the planning period.

GOALS, POLICIES, AND IMPLEMENTATION

Goal LU 5-1. Maintain Yuba City's prominence as the center of retail activity in Sutter County.

Policy LU 5-1: Establish use regulations, development standards, and minimum performance requirements in the Zoning Ordinance, consistent with the General Plan, and amend the Zoning Map to be consistent with the Land Use Diagram.

Policy LU 5-2: Evenly distribute neighborhood and community shopping centers in new development areas to offer both choice and convenience for shoppers and residents.

Goal LU 5-1. Promote neighborhood identity and encourage use of alternative modes of transportation by providing neighborhood shopping centers that many residents can reach on foot or bicycle.

Policy LU 5-1: Require pedestrian-oriented design in new shopping areas that are part of neighborhood centers.

Policy LU 5-2: Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and with adjacent travel corridors.

Policy LU 5-3: Establish site development and locational standards for neighborhood corner stores in residential areas.

Policy LU 5-4: Encourage the development of community commercial facilities that are accessible to both vehicles and pedestrians and include amenities for both.

Policy LU 5-5: Establish design standards for mixed use development that will result in a high-quality pedestrian-scaled environment, with one-to-four story buildings, side or rear parking areas, street front windows and entries, and public and private open space.

Policy LU 5-6: As part of larger commercial developments, require amenities for public benefit, such as pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, and public spaces.

Policy LU 5-7: Provide specific sites for regionally oriented commercial centers and community-sized shopping facilities and allow residential and office uses above retail in these areas.

Goal LU 6-1. Promote convenient access to fresh, healthy, and affordable food to eliminate food deserts, prioritizing access in disadvantaged communities.

Policy LU 6-1: Increase access to fresh food, prioritizing access in disadvantaged communities, by allowing and encouraging safe local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, urban farms, farmers' markets, food trucks, and community kitchens on vacant or underutilized lands, including City-owned land, to the extent legally permissible and provided that funding is available.

Policy LU 6-2: Maximize multimodal access to fresh food in disadvantaged communities, prioritizing bicycle and pedestrian access, by encouraging grocery stores, healthy corner stores, community gardens, and outdoor markets at key transit nodes and within transit-oriented developments.

Policy LU 6-3: Provide temporary and/or permanent access to City locations and land in disadvantaged communities for farmers' markets and community gardens.

Policy LU 6-4: Update the Zoning Code to streamline permitting of grocery stores and markets, including co-ops, in disadvantaged communities and food deserts.

Policy LU 6-5: Support efforts to improve food security and eliminate hunger, such as food assistance and nutrition programs.

Policy LU 6-6: Identify funding opportunities to sustain and/or expand free and reduced-price meals programs for low-income youth year-round.

Policy LU 6-7: Encourage the establishment of mobile farmers' markets to serve food deserts, prioritizing disadvantaged communities, through such measures as identifying and eliminating barriers in the permitting process.

3.1.1 EMPLOYMENT CENTERS

Objectives and Policies discussed in this section relate to three land uses depicted on the Land Use Diagram:

- Office & Office Parks;
- Business, Technology, & Light Industry; and
- Manufacturing, Processing, and Warehousing.

OFFICE & OFFICE PARK

The demand for new office development may soften somewhat with the increasing trend of work from home and hybrid work schedules. While new offices may still be built, sites that can accommodate flexible office space facilities will be in demand as the local economy matures and the City implements the Economic Development strategy described in Chapter 2.

The Land Use Diagram provides acreage for both larger site office parks and smaller, integrated office uses. Smaller sites are typically expected to be local-serving professional and administrative office environments, such as medical, real estate, or financial services. Larger sites are envisioned as office parks that draw employees from a wider area and provide more jobs. Offices are also permitted in Regional Community and Neighborhood Commercial areas. This can be a very effective use of land where new office uses are located above the first floor or as a secondary use in multi-tenant buildings in order to promote retail continuity at the street level. The 2021-2029 Housing Element includes Program H-C-5 encourages development of residential units within mixed-use projects on commercial and office sites.

The recommendations put forth as part of the Central City Specific Plan are also depicted on the land use diagram, most specifically with respect to the continued development of office uses in the Town Center area.

INDUSTRY & LIGHT INDUSTRY

Two land uses are depicted on the Land Use Diagram that have been historically described as “Industrial” or “Research and Development” or “Business Park.” The two new categories – “Business, Technology, and Light Industry” and “Manufacturing, Processing, and Warehousing” – attempt to combine uses with similar development characteristics, while at the same time offering flexibility of use and encouraging the creation of jobs in Yuba City.

Because employment intensity (building space per employee) and site configuration, access and other requirements for these uses vary dramatically, the General Plan provides significant acreage for these developments in a variety of settings and locations. Business, Technology, and Light Industry (BT&I) areas are provided along major transportation corridors and adjacent to existing facilities of the same type. The most significant of these areas is located on the large undeveloped areas to the northwest of the intersection of Bogue Road and Route 99 and is envisioned as a master-planned, regionally oriented development also including an office park and a regional shopping area. BT&I uses are also planned adjacent to the Sutter County Airport and Harter property.

Manufacturing, Processing, and Warehousing (MP&W) areas are presumed to be more “industrial” in character and are often presumed to be resource-based processing facilities. These areas are not as landscaped an environment as the BT&I areas.

Plan policies also seek to increase the supply of pre-zoned, “ready-to-go” job producing land. to improve Yuba City’s competitiveness in the regional economy by decreasing start-up time for new development.

GOALS, POLICIES, AND IMPLEMENTATION

Goal LU 7-1. Provide appropriately located areas for a broad range of employment generating uses, including along major transportation facilities, to strengthen the City's economic base and provide employment opportunities for residents.

- Policy LU 7-1: Establish use regulations, development standards, and minimum performance requirements for Office & Office Park development, Business, Technology, and Light Industrial development, and Manufacturing, Processing, and Warehousing development in the Zoning Ordinance consistent with the General Plan and amend the Zoning Map to be consistent with the Land Use Diagram.
- Policy LU 7-2: In new employment center areas, require master plans and infrastructure financing programs as a condition of subdivision approval, so haphazard development, without a coordinated plan for land use, circulation, infrastructure, and public services, does not occur.
- Policy LU 7-3: Seek cooperative agreements with Sutter County towards the development of agricultural- and resource-based employment centers in areas outside the Yuba City Sphere of Influence, adjacent to the urban area, and along key transportation corridors.
- Goal LU 8-1. Encourage local serving professional and administrative offices to locate as part of locally-oriented office uses and in mixed-use community activity centers, including within the Town Center development adjacent to downtown Yuba City.**
- Policy LU 8-1: Allow supporting retail and business services and other complementary uses in Office & Office Park areas.
- Policy LU 8-2: Allow advanced educational uses, such as commuter colleges and technology teaching institutes, in Office & Office Park areas.
- Goal LU 9-1. Provide sites for commercial services that complement employment center development or that require an industrial environment.**
- Policy LU 9-1: Permit offices as a primary use within Business, Technology, and Light Industrial areas and as a secondary use in Manufacturing, Processing, and Warehousing areas, upon finding that such a use is compatible with the primary use and will not adversely affect the traffic-carrying capacity of adjacent streets.
- Policy LU 9-2: Conditionally allow commercial recreation uses within warehouse space, provided these uses do not conflict with adjacent uses.
- Goal LU 10-1. Protect the supply of land suitable for employment center uses by achieving compatibility between employment center development and surrounding neighborhoods through buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.**
- Policy LU 10-1: Allow small office development as a buffering or transitional use between residential areas and industrial areas or major roadway corridors.

Policy LU 10-2: Establish setback, landscaping, and screening requirements for employment center development to provide adequate buffering adjacent to residential neighborhoods.

4

Community Design Element

Although a General Plan typically describes needed services and facilities, and appropriate land uses to accommodate anticipated growth, these components are not sufficient to ensure the quality of life – the livability – that Yuba City residents want. The City’s vision of becoming a premier community in the Sacramento Valley can and will be achieved through the quality of development, with attention to neighborhoods, pedestrian-oriented shopping areas, and linkages between these uses. This Community Design Element establishes policies aimed at ensuring the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come.

Yuba City is committed to high-quality community design – most clearly exemplified by the successful Town Center redevelopment project, by the Harter and Buttes Vista specific plans, Bogue-Stewart Master Plan located on the south side of town and the City’s design guidelines. The Community Design Element builds on the character of Yuba City and design ideas in these plans and provides policies that will promote the maintenance and enhancement of Yuba City’s small town feel and rural heritage.

This chapter presents several overarching objectives for community design in Yuba City. These principles provide the framework for the policies



Wall mural on Church Street near Plumas Street.

that follow. These policies focus on the rural/urban edge, the key vehicular gateways into Yuba City, connections and corridors linking different areas of the City, urban activity centers, commercial and industrial areas, and neighborhoods.

4.1 OBJECTIVES

The following objectives capture the essence of community design, as embodied in this General Plan.

- Maintain the identity of Yuba City as a small-town community, commercial hub, and residential community, surrounded by agricultural land and convey, through land uses and design amenities, Yuba City's character and place in the Sacramento Valley.
- Recognizing the livability and beauty of peer communities with highly designed visual landscapes, commit to a focus on the visual landscape of Yuba City.
- Maintain, develop, and enhance connections between existing and planned neighborhoods.
- Create and build upon a structured open space and parks network, centered on two large urban parks and the Feather River Corridor.
- Strive for lush, landscaped public areas marked by extensive tree plantings.
- Design commercial and industrial centers to be visually appealing, to serve both pedestrians and automobiles, and to integrate into the adjacent urban fabric.
- Create new communities and new neighborhoods that are interesting in design and unique in character.

4.2 URBAN/RURAL EDGE

The roughly rectangular shaped form of the Yuba City Planning Area is surrounded on three sides by the rural landscape of Sutter County. The fourth, eastern border is shared with the City of Marysville, just across the Feather River. Yuba City residents strongly identify with Yuba City's setting in rural agricultural Sutter County. Views and images of orchards and crop rows are important aesthetics. By creating strong city boundaries that emphasize the surrounding natural resources, the City is placed appropriately in the context of rural Sacramento Valley.

Currently, agricultural land only loosely denotes the urban development edge in Yuba City. A sharpening of the urban/rural edge will help redefine Yuba City's physical form and create a better sense of place. The striven-for image is of a cohesive small city set in the context of rural surroundings. Clearly defined edges create this image; loosely defined edges are perceived as uncontrolled sprawl. Furthermore, development outside the urban growth boundaries would adversely affect agricultural land, which is important to both the County and the City.

Three straight roadways roughly define the Planning Area boundary on the north, west, and south of the Planning Area. Bogue Road on the south, Township Road on the west, and Pease Road on the north offer opportunities for defining clear boundaries between urban Yuba City and the rural countryside. These edges, which have been negotiated between the City and County, create a physical separation between Yuba City and the rural County, keeping Yuba City unique and identifiable. This chapter offers policies for utilizing these roadways as physical edges of the community and visually distinguish urban from rural. The fourth edge of the community – the Feather River corridor that defines the City's eastern border, is described in Chapter 6 of this plan.

GOALS, POLICIES, AND IMPLEMENTATION

Urban/Rural Edge

Goal DS 1-1. Establish a clear distinction between the urban growth area and the surrounding rural and agricultural land.

Policy DS 1-1: Create a “soft” transition at the urban/agricultural edge by appropriate landscape, with large canopy trees that are visually compatible with schools.

Policy DS 1-2: Maintain views into the agricultural lands on the rural side of the roadways by:

- Not planting within the right-of-way, trees spaced farther, and
- Designating a minimum of 6 feet of space in the right of way for a curb and gutter on the rural side of the road.

Policy DS 1-3: Differentiate the landscape treatment of urban edges near key intersections.

Goal DS 2-1. Establish a clearly defined, compact form for the urban growth area.

POLICIES

Policy DS 2-1: Establish a distinct design character for new development along Bogue Road, Township Road and Pease Road, as illustrated in **Figure 4-1**, in order to clearly demarcate the urban edge. This will be accomplished by:

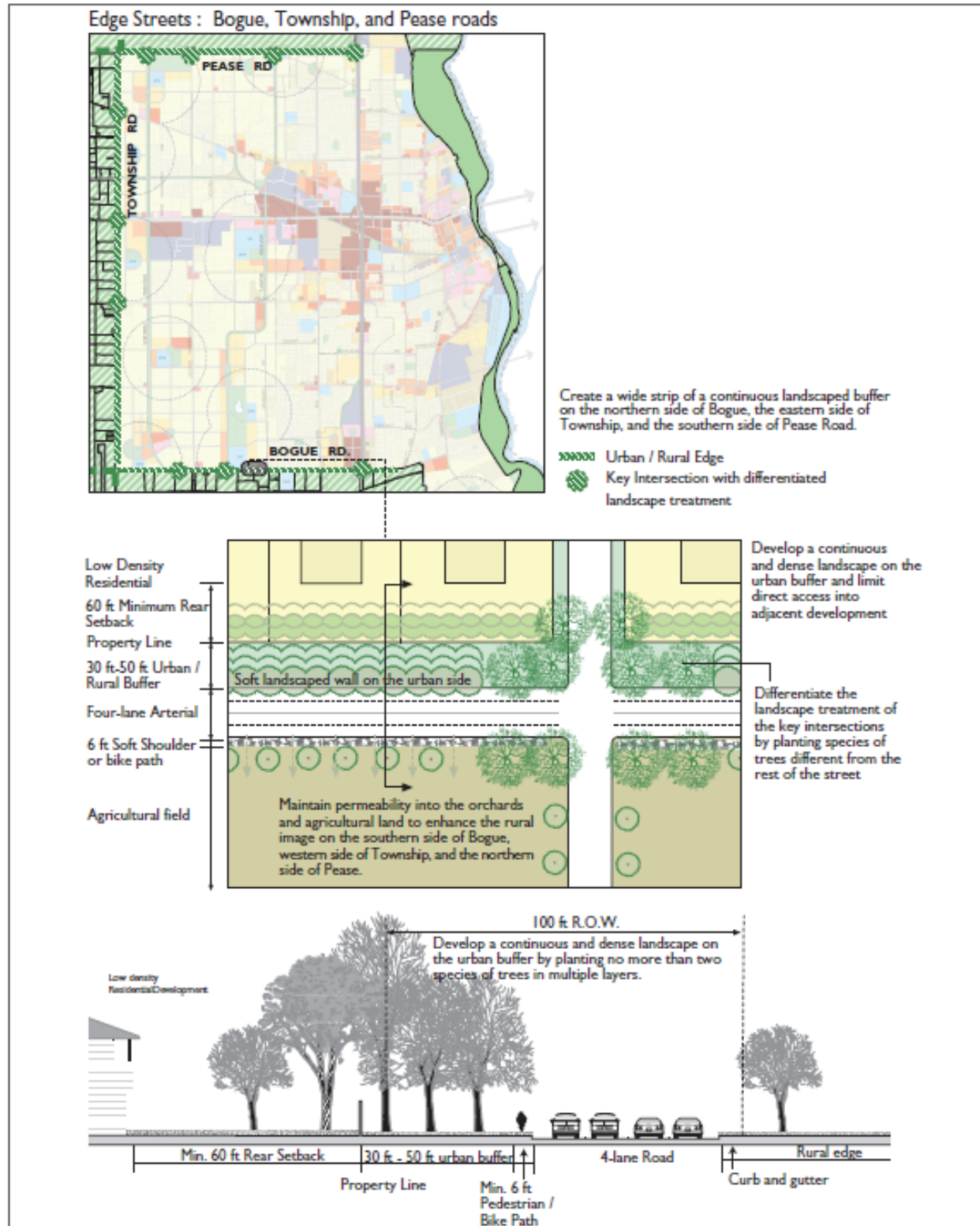
- Enforcing a 60-foot minimum rear setback requirement on new development along these roads;
- Creating a 40- to 50-foot-wide landscaped buffer within the public right of way;
- Planting multiple layers of trees closely for visual impermeability; and
- Limiting local access (but allowing collector and arterial access and only a minimal number of residential streets) from these roads in order to maintain continuous street edges.

4.3 GATEWAYS AND ENTRIES

Strong entries are another important element of community design. This section identifies entry points and assigns unique features to them. These features will help fulfill the goal of enhancing the image of Yuba City as an urban area markedly differentiated from the surrounding rural landscape. Route 99 is the primary entry from the north and south. Route 20, the primary entry from the west and the Feather River bridges are the eastern entries from Marysville. Garden Highway also is an important entry to Downtown.

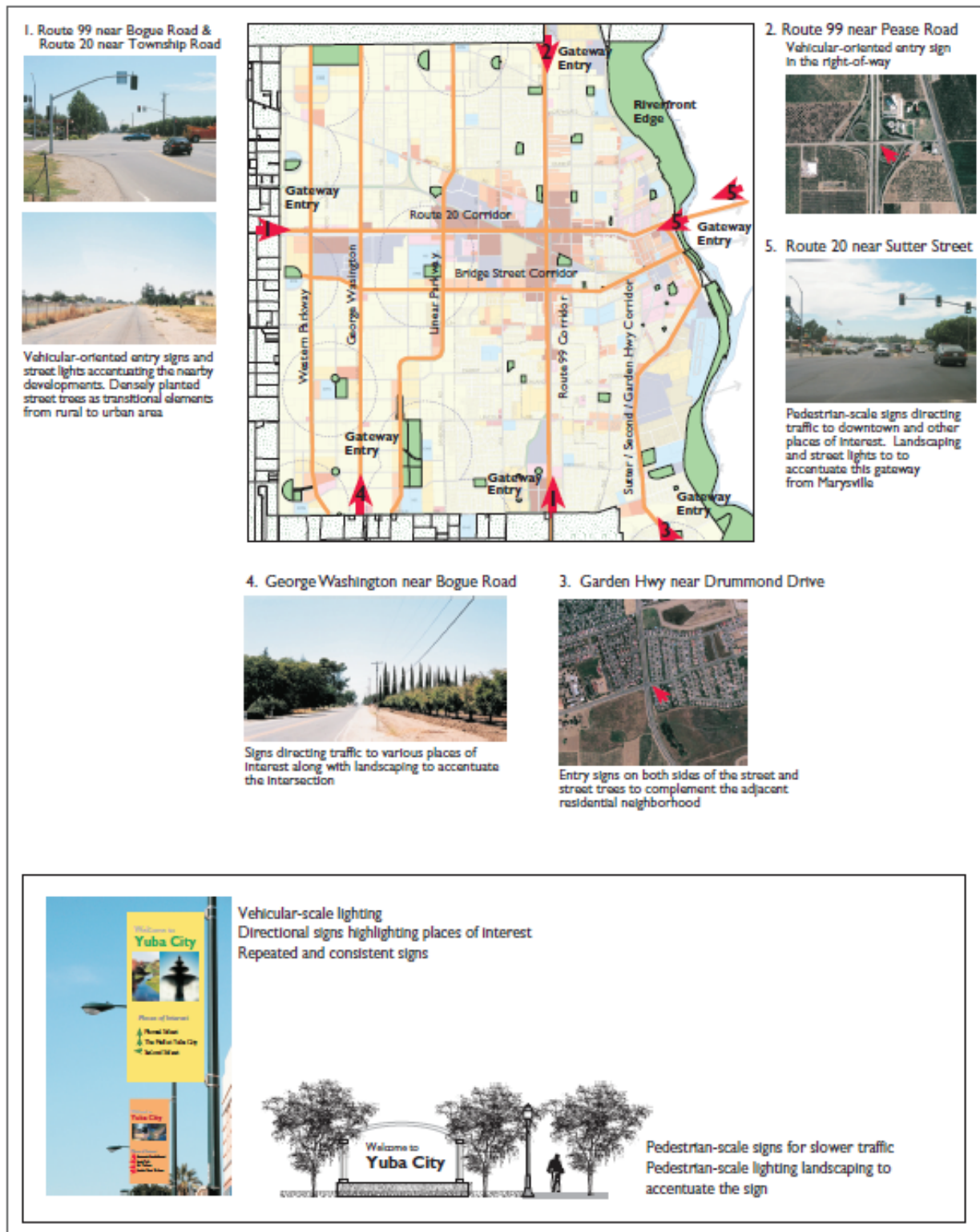
The location and proposed design character of Gateways and Entries are illustrated in **Figure 4-2**.

Figure 4-1: Urban/Rural Edge



Source: Yuba City General Plan, 2004.

Figure 4-2: Gateways and Entries



Source: Yuba City General Plan, 2004.

GOALS, POLICIES, AND IMPLEMENTATION

GATEWAYS AND ENTRIES

Goal DS 3-1. Enhance key City entrances on primary vehicular corridors and demarcate the transition from rural to urban land with distinct entry features.

Policy DS 3-1: Designate Route 99 near Pease Road, Route 99 near Bogue Road, Route 20 near Township Road, Garden Highway near Drummond Drive, George Washington near Bogue Road, and the Feather River bridges as entry gateways into Yuba City, and create distinctive features at these locations, as follows:

- *Route 99 near Bogue Road and Route 20 near Township Road.* These entries are on high speed state highways and where regional-scale commercial and office uses are planned. Continual vehicle-oriented street lights with welcoming signs attached on each side can accentuate both the City gateway and the development nearby. Lush trees planted closely on each side of the street can provide another transitional element as one enters from the rural area where the roads are marked with fewer trees.
- *Route 99 near Pease Road.* Around this planned highway interchange, planned land uses are predominantly residential. South of the planned interchange, this portion of Route 99 is separated from adjacent homes by a frontage road and landscaping, and the environment will remain vehicle-oriented. A welcoming sign, consistent with Caltrans standards, can be placed in the right-of-way or on the Pease Road overpass to mark the entry.
- *Garden Highway near Drummond Drive.* Low density residential development and an elementary school are planned around this intersection. Densely landscaped trees and welcoming signs on both sides of the street can subtly announce the entry into the City.
- *George Washington near Bogue Road.* Along George Washington, signs directing traffic to different neighborhoods and major amenities in western portion of the City such as the two major parks, the panhandle, new neighborhood commercial centers, and the parkways can be introduced, coupled with differentiated landscaping, at the intersection.
- *Feather River Bridges and Route 20 near Sutter Street.* Bridges alone can provide a sense of entry which can be enhanced through signage and landscaping. Welcoming signs on the Feather River Bridge coupled with a well-designed entry intersection near the terminus of the bridge can enhance the processional experience as one enters the City. These signs can direct travelers to Downtown and the planned Feather River park areas. Street trees and pedestrian-scale lighting should be introduced to enhance this entry.

4.4 CONNECTIONS & CORRIDORS

The way streets will connect new neighborhoods to shopping areas, parks, schools, and employment centers is a critical design element. This section focuses on the design of these connections and the character of new streets. More detail on proposed circulation system improvements, particularly dimensions for street cross-sections and on-street parking policies, is presented in Chapter 5 of the General Plan.

The key to enhanced connectivity is to ensure that new neighborhoods are integrated in the City's street grid; that streets connect to other streets, both within neighborhoods and to adjacent neighborhoods and commercial districts. Many existing subdivisions are not connected to one another and have few outlets onto major arterials. Also, some collector and arterial corridors in the city are not well-defined and lack pedestrian amenities and street trees. Improving the streetscape design of these roadways will contribute to the visual and aesthetic perception of the city as a whole.

This section establishes policies and design concepts to strengthen the main corridors by means of streetscape improvements and elements that will define and enhance each of them. New streetscape designs should be tailored to announce and accommodate adjacent amenities such as parks and commercial centers. Well-designed corridors will join different neighborhoods and activity nodes together.

Neighborhood Connectivity

Fluid connections between new proposed neighborhoods and existing neighborhoods will be established by extending existing arterials, creating new streets, and ensuring that new streets connect with existing streets. For example, Bridge Street and Cherry Street are existing east-west streets planned to be extended westward to serve the newly planned neighborhoods. To alleviate north-south traffic from Route 99, two new parkways are planned on the west side of Route 99. Also, new east-west and north-south local streets are planned to connect the new developing areas to the one-mile grid system. The overall street network is designed to connect each neighborhood to one another, to connect neighborhoods to local shopping districts and activity centers, and to provide accessibility to major urban amenities, parks, open space, and downtown, and to the regional highway system. The new street system and hierarchy is discussed further and illustrated in Chapter 5: Transportation.

Routes 20 & 99

Running east-west, Route 20 is a four to six-lane state highway. It extends to the City's river edge and turns into Feather River Bridge. Large scale regional commercial activities are concentrated along Route 20 and around the Route 99/Route 20 intersection. The planned development intensity is lower near the west edge of the city where office and light industrial activities are to be located.

Route 99 will be a four to six lane state highway that is in a below-grade "cut" north of the Queens Avenue intersection. Large-scale commercial development is located at the Route 99/20 intersection; low density residential development exists both north and south of the commercial

areas. Regional-scale office and commercial development are planned along the west side of Route 99 between Lincoln and Bogue roads.

Design concepts for Routes 20 and 99 envision upgrading the appearance of the corridors as circulation system improvements, as illustrated in **Figures 4-3 and 4-4**.

Parkways

Two new parkways are planned to serve new development in the western portion of the Yuba City Planning Area. They are envisioned as roads lined with lush trees on both sides of the road as well as in the median. An “Arc Parkway” is planned near the western edge of the growth area and connects a new park and mixed-use area on the northern edge of the growth area, the regional scale commercial area near Route 20, and two mixed use areas in the southwestern corner of urban area. Another parkway is planned to run north and south from the Harter Specific Plan area south to a new City park at the south and north to the edge of the urban growth area. This parkway offers direct access to the southern City park from the area north of Route 20.

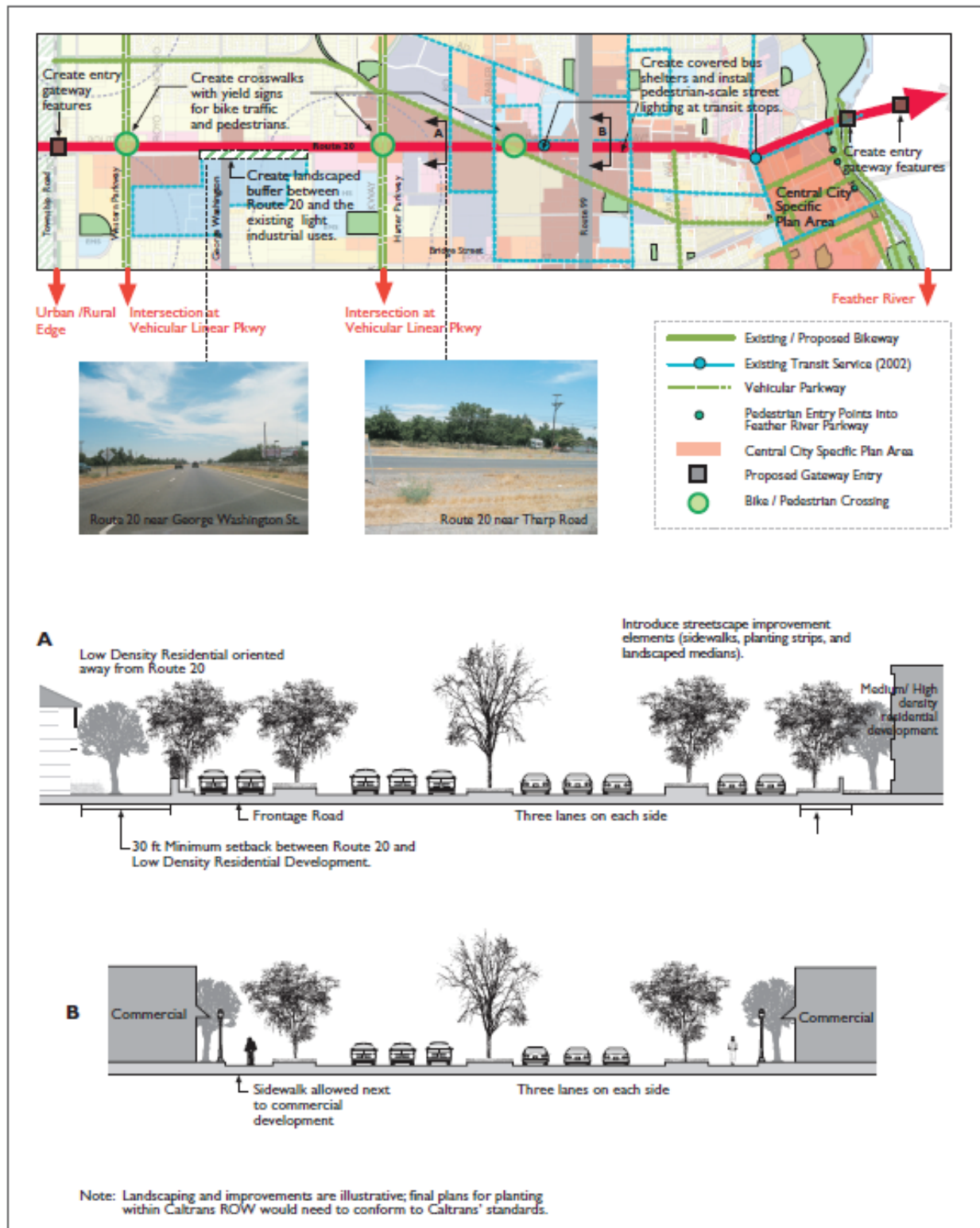
The concept of “parkways” – roadways that function as both a visual corridor and a traffic artery – is intended to bring uniqueness and visual richness to two new important Yuba City roadways.

Local Streets: Sutter Street / Second Street / Garden Highway / Bridge Street

Sutter Street and Second Street are the easternmost streets in downtown Yuba City and parallel the Feather River levee. Second Street serves civic buildings in the downtown area and is lined with luscious trees and on-street parking spaces. As one travels south on Second Street, the roadway splits and directs one either east to a boat dock on the Feather River or west to Garden Highway. Garden Highway is more vehicular-oriented and is lined with automobile-related shops. Although Garden Highway is the closest vehicular road running parallel to the river, it is three-fourths of a mile from the river and no view corridors toward the river exist due to distance and the existing levee.

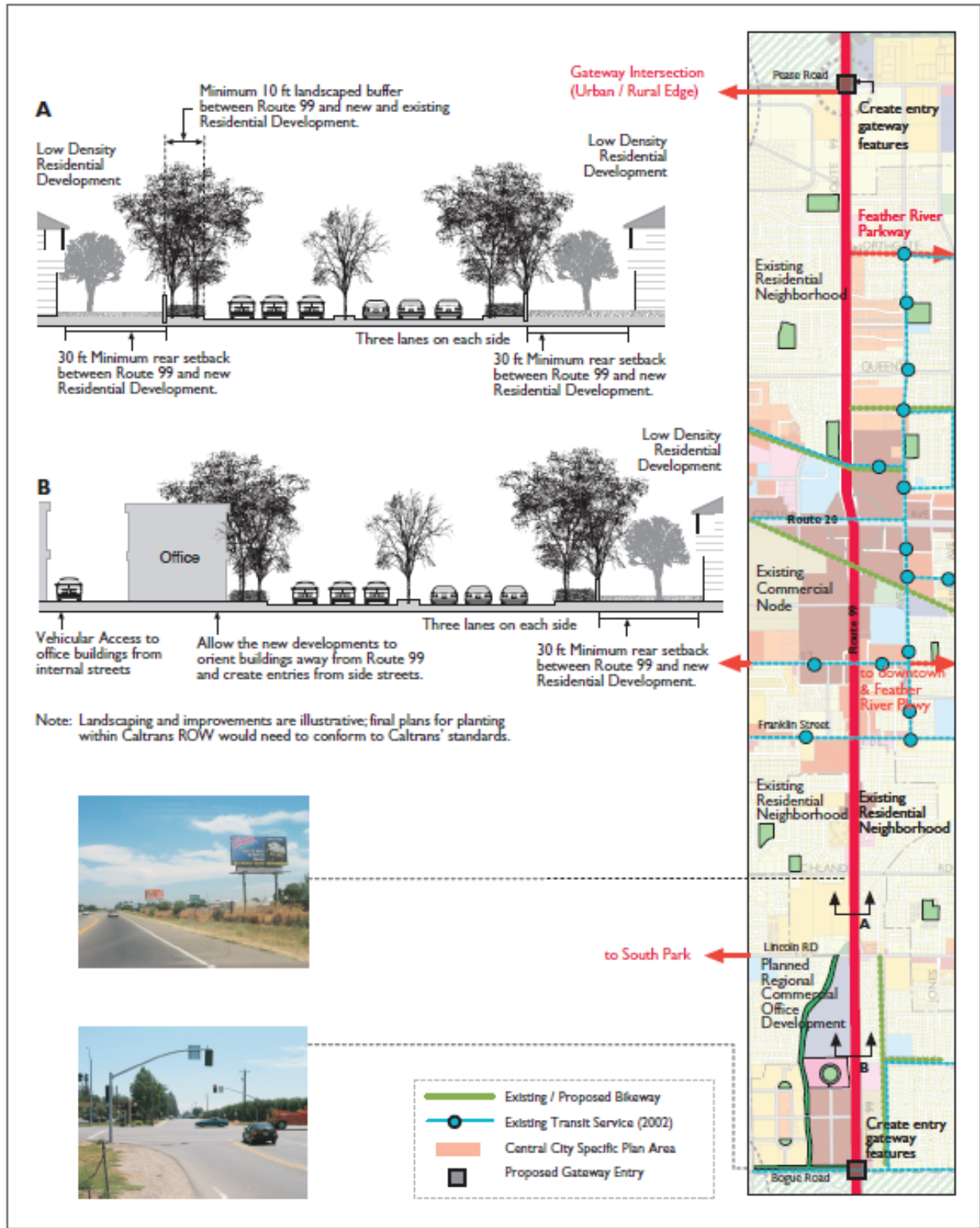
Bridge Street is a major four-lane east-west currently running from the existing western City limit to the riverfront. Bridge Street is a more established east-west corridor than other corridors running through recently constructed low-density developments. The roadway connects the eastern side of Route 99 to downtown Yuba City. The Bridge Street corridor has a cluster of large commercial properties near the Route 99 intersection and smaller retail properties near Plumas Street and 2nd Street. A short east-west transit connection on Bridge Street exists between Stabler Lane and Gray Avenue.

Figure 4-3: Route 20 Corridor



Source: Yuba City General Plan, 2004.

Figure 4-4: Route 99 Corridor



Source: Yuba City General Plan, 2004.

GOALS, POLICIES, AND IMPLEMENTATION

Connections and Corridors

Goal DS 4-1. Create a well-connected hierarchy of streets that serve existing and planned neighborhoods and strengthen the visual and aesthetic character of each major corridor.

Policy DS 4-1: Ensure that new non-residential development along Route 20 is oriented toward the highway as illustrated in **Figure 4-3**.

Policy DS 4-2: Ensure that the planned manufacturing and warehousing activities on Garden Highway do not cause adverse visual impacts to the adjacent residential neighborhoods and Feather River corridor.

Policy DS 4-3: Ensure that the proposed B Street Plaza helps to showcase the steps at the end of B street as a gateway to the river park areas by:

- Prohibiting construction of buildings or tall elements on the eastern edge of the plaza.
- Maintaining a low plaza height.
- Enhancing an open feeling for the plaza as a whole.

Policy DS 4-4: Plant trees as visual buffers along the existing industrial and commercial development.

Policy DS 4-5: Require landscaped setbacks from Route 99 and establish standards for streetscape improvements, including planting strips and landscape medians, where appropriate, as illustrated in **Figure 4-4**. Ensure that fences are combined with trees and landscaping in order to demarcate residential property lines.

Policy DS 4-6: Designate Bridge Street as an important riverfront access corridor.

Policy DS 4-7: Establish a 15-foot wide landscaped buffer in the public right of way between Garden Highway and the industrial uses.

Goal DS 5-1. Create a comfortable street environment for motorized and non-motorized users.

Policy DS 5-1: Install covered bus shelters and pedestrian-scale street lighting near existing and planned bus stops.

Policy DS 5-2: Create a pedestrian-friendly environment on Sutter and Second Streets, linking Downtown and the waterfront within the Feather River corridor, as illustrated in **Figure 4-7**.

- Policy DS 5-3: Provide signage, landscaping, lighting, and other visual features to emphasize the existing and planned pedestrian access to the riverfront.
- Policy DS 5-4: Extend the tree-lined wide sidewalks of the Second Street near the B and C Street intersections north to Sutter Street.
- Policy DS 5-5: Create signage and maps illustrating various park spaces in the Feather River Corridor to direct downtown pedestrians on Second Street to the waterfront.
- Policy DS 5-6: Establish design standards for a new community commercial corridor that accommodates pedestrians and transit uses along Garden Highway between Franklin and Winship roads. (See **Figure 4-7**).
- Policy DS 5-7: Widen the sidewalks and install pedestrian-scale street light fixtures on Bridge Street from Boyd Streets to 2nd Street to accommodate pedestrians.
- Policy DS 5-8: Construct and maintain covered bus shelters at new and existing bus stops along Bridge Street.
- Policy DS 5-9: Place pedestrian amenities such as pedestrian-scale street lighting, benches, and planting strips on the western side of Garden Highway where community commercial core is planned.
- Policy DS 5-10: Design new residential streets with sidewalks, planting strips and traffic-calming elements to create a pedestrian-friendly environment.
- Policy DS 5-11: In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists consistent with the Community Design Chapter, it is essential that:
- New development be more "connected" to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;
 - Blocks be short to allow for more direct connections;
 - Neighborhood streets be designed at a human-scale, without excessive cross-sections; and
 - Traffic controls, including speed limits, signage and truck routes, restrict commercial traffic in neighborhoods.
 - Connections minimize barriers so that people of all physical abilities can enjoy mobility and accessibility in the community.

Goal DS 6-1. Allow for flexibility in streetscapes to accommodate various adjacent land uses.

Policy DS 6-1: Plant trees along with masonry fences to buffer existing residential development from the highway. Require a minimum 10 feet buffer between the front property line and the edge of the road.

Policy DS 6-2: Ensure that non-residential building façades are visually attractive, with windows offering views into buildings and architectural articulation; prohibit large blank walls facing the street unless screened by landscaping.

Policy DS 6-3: Orient commercial buildings on infill sites toward the sidewalk (on Garden Highway between Franklin & Bishop Roads), and place parking on the side or in the rear of the lot.

Policy DS 6-4: Establish a parkway street cross-section as illustrated in **Figure 4-5** and **4-6** characterized by the following:

- A landscaped median with a minimum width of 15 feet and trees that will create a continuous, formal appearance.
- A symmetrical tree layout for sidewalk planting strips abutting residential developments.
- Separate bike paths on at least one side of the parkway buffered from vehicular traffic by planting strips.
- On-street parking only adjacent to the south park and the “panhandle”.
- Sidewalks on both sides of the parkway. Wider sidewalks are allowed when abutting commercial developments.
- A landscaped median is not required for the portions of the parkways adjacent to the south park and the “panhandle”. Instead, devote 7 to 8 feet of space on the side of the parkways away from these areas for on-street parking.

Policy DS 6-5: Design streetscape and landscape elements to create a processional sequence of spaces that will enhance the riverfront theme as illustrated in **Figure 4-8** along Bridge Street by installing continual promotional banners and street lights on both sides of the street.

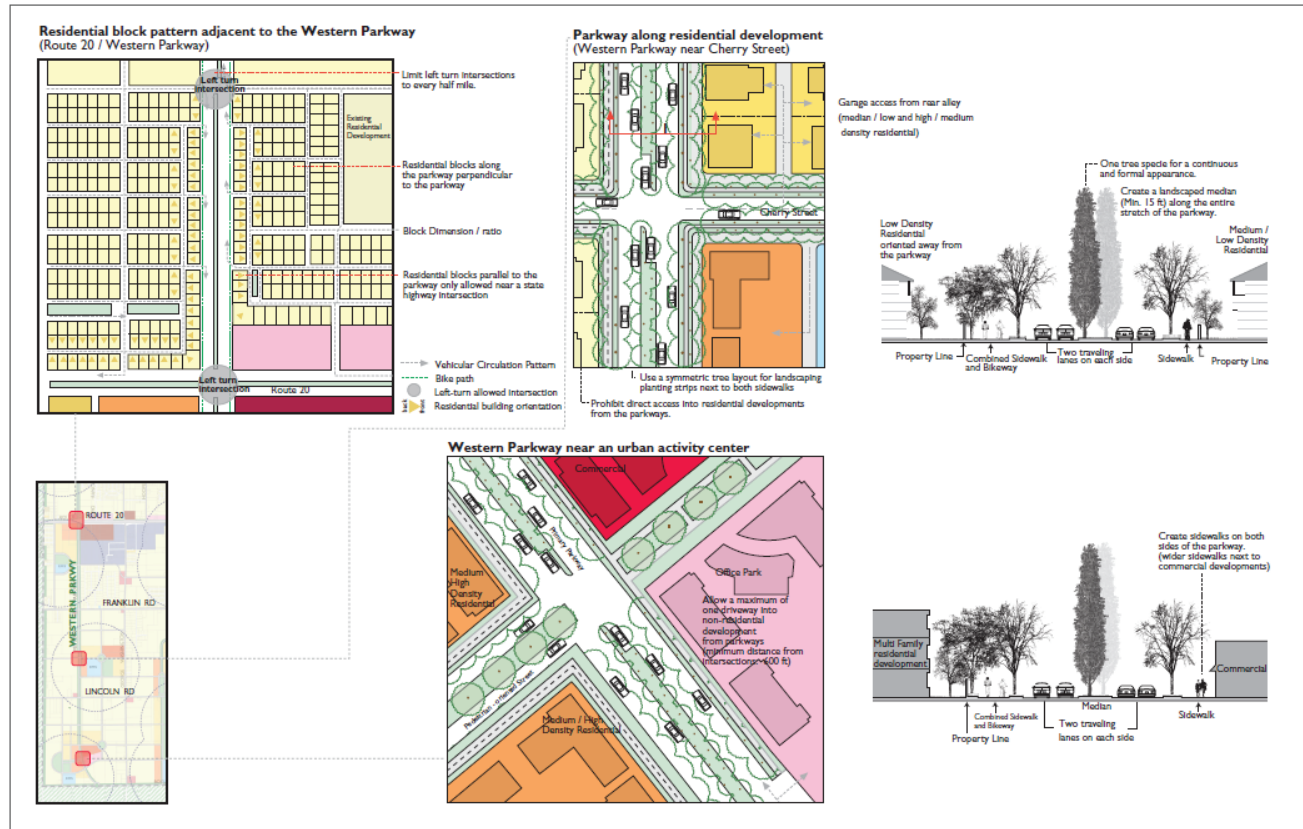
Policy DS 6-6: Provide a landscaped median on Bridge Street between Plumas and Gray Avenue.

Policy DS 6-7: Establish vehicular access controls that limit access to developments from the parkways by:

- Limiting left-turn intersections to every half a mile.
- Limiting driveway access into new development from parkways.

These are consistent with Chapter 5: Traffic and Circulation

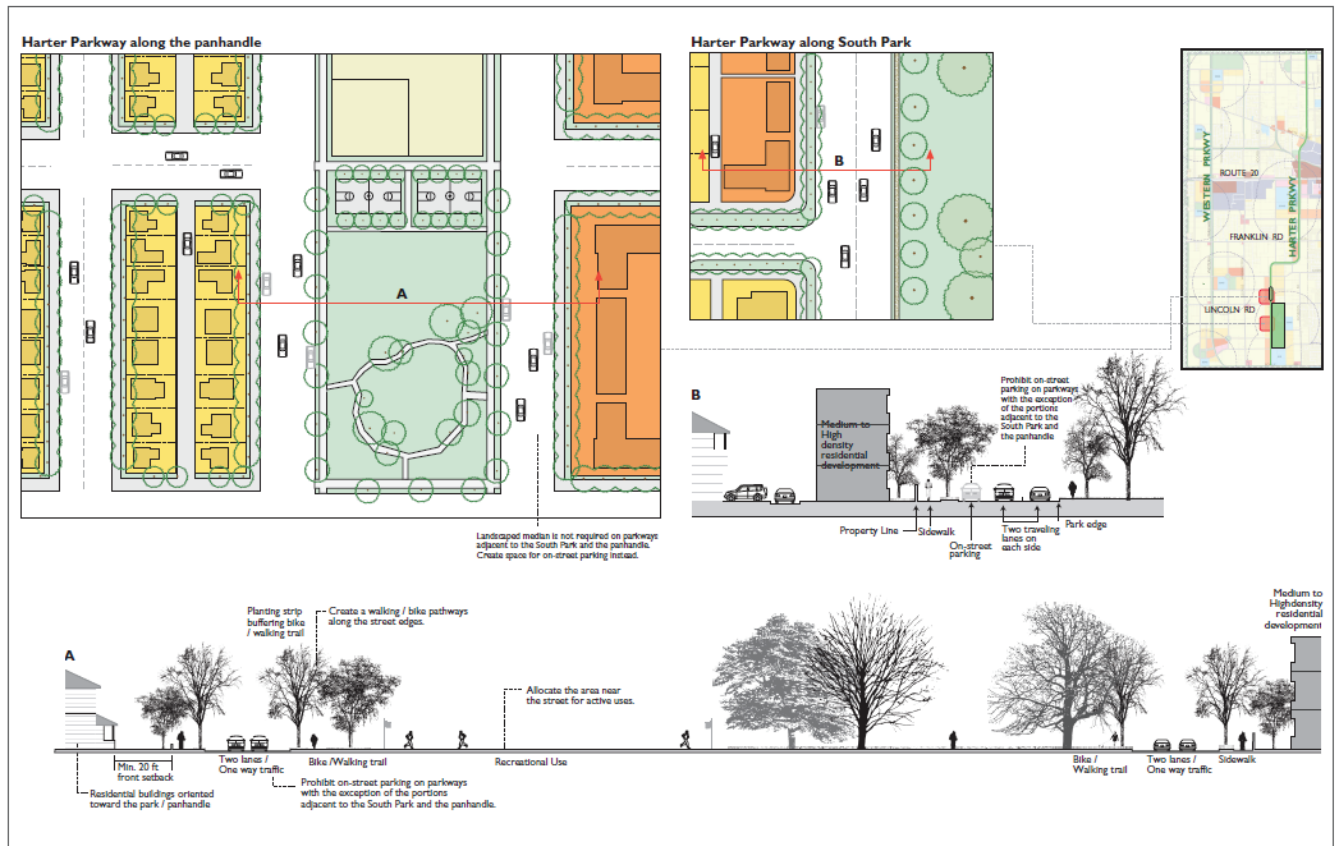
Figure 4-5: Parkway Design Concepts



Source: Yuba City General Plan, 2004.

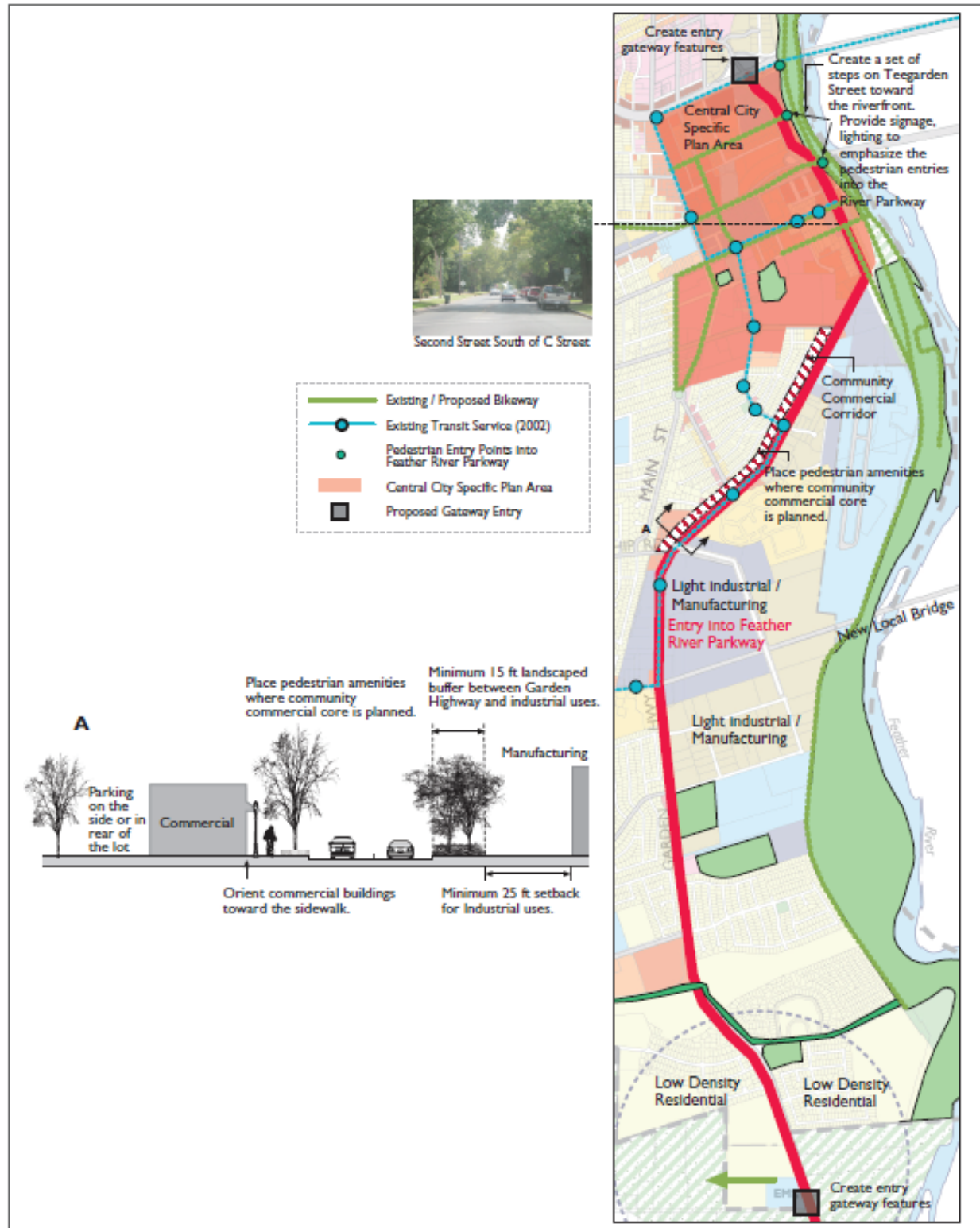
Community Design

Figure 4-6: Parkway Configuration Near a Public Open Space



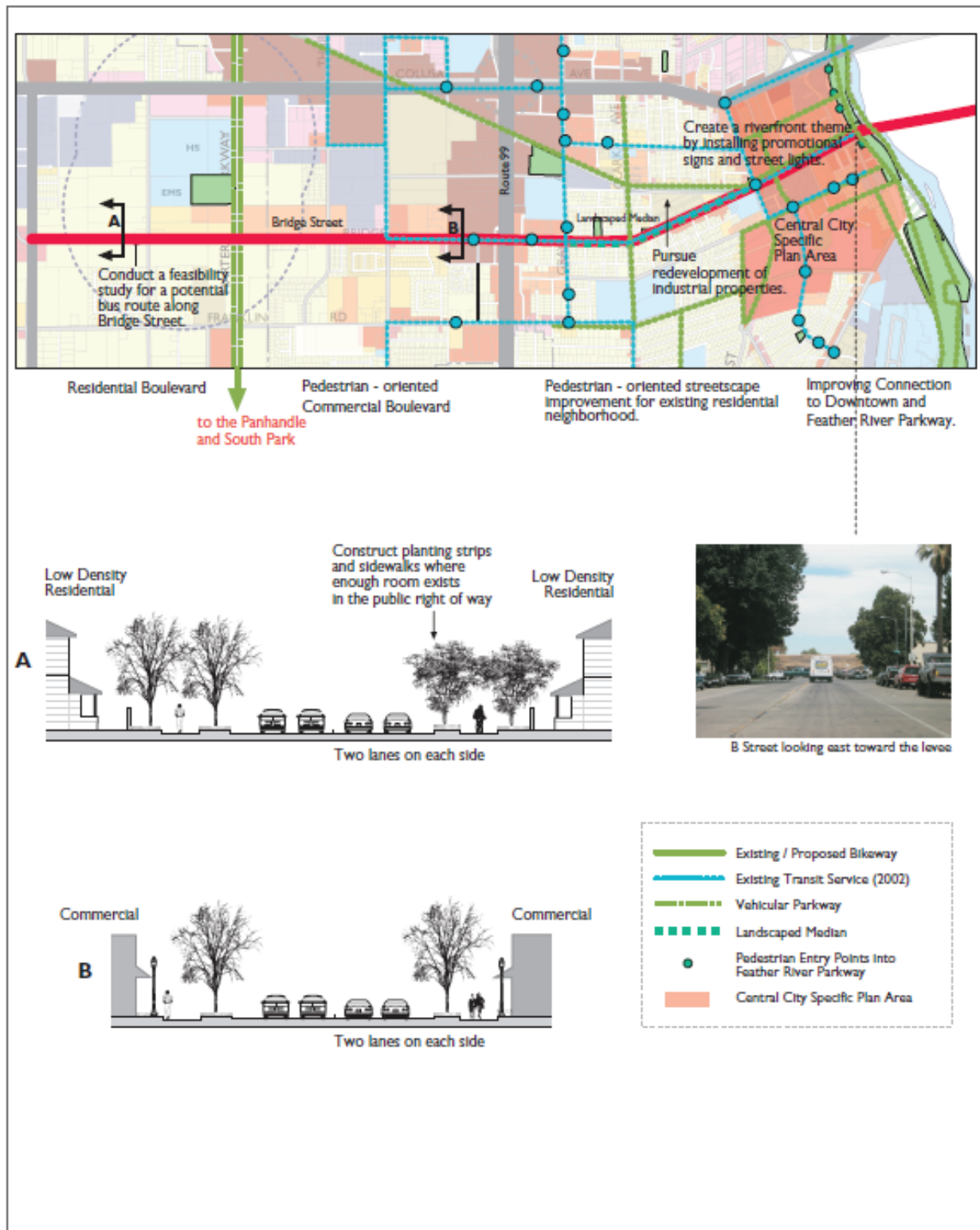
Source: Yuba City General Plan, 2004.

Figure 4-7: Sutter Street/Second Street/Garden Highway



Source: Yuba City General Plan, 2004.

Figure 4-8: Bridge Street Corridor



Source: Yuba City General Plan, 2004.

4.5 URBAN ACTIVITY CENTERS

To make new centers for development (as proposed in the Chapter 3: Land Use) vibrant and livable, this Chapter proposes that they be planned as integrated “Activity Centers” where a mix of urban uses will occur in a pedestrian-oriented, landscaped environment. New residential development will be located with easy access to these centers, as well as to the new large City Parks. **Figure 4-9** illustrates these conceptual relationships. The Activity Centers fall into two categories:

- Larger scale **Regional Activity Centers** are proposed along major roadways and are envisioned to be regionally focused, including a range of employment opportunities and retail establishments serving a regional need. A center at the northwest intersection of Route 99 and Bogue Road and a center on Route 20 between George Washington and Township Roads complement existing plans for the Harter Specific Plan area and downtown Yuba City.
- Three locally-oriented **Community Activity Centers** are planned in the western portion of the urban area, two in the southwest quadrant of the planning area, and one in the northeast quadrant. These activity centers are envisioned as “Village Centers” that attempt to duplicate the small-town character of Yuba City as it develops by providing areas where community residents meet and shop. Through a mix of housing types, a mix of commercial uses, open space, schools, and community facilities, a sense of place can be achieved in newly developing areas.

This section focuses on design concepts for urban activity centers. Additional design guidance on land use and development standards for commercial and residential areas are in Section 4.6, Commercial & Industrial Development, and Section 4.7, Neighborhoods.

Goals, Policies, and Implementation

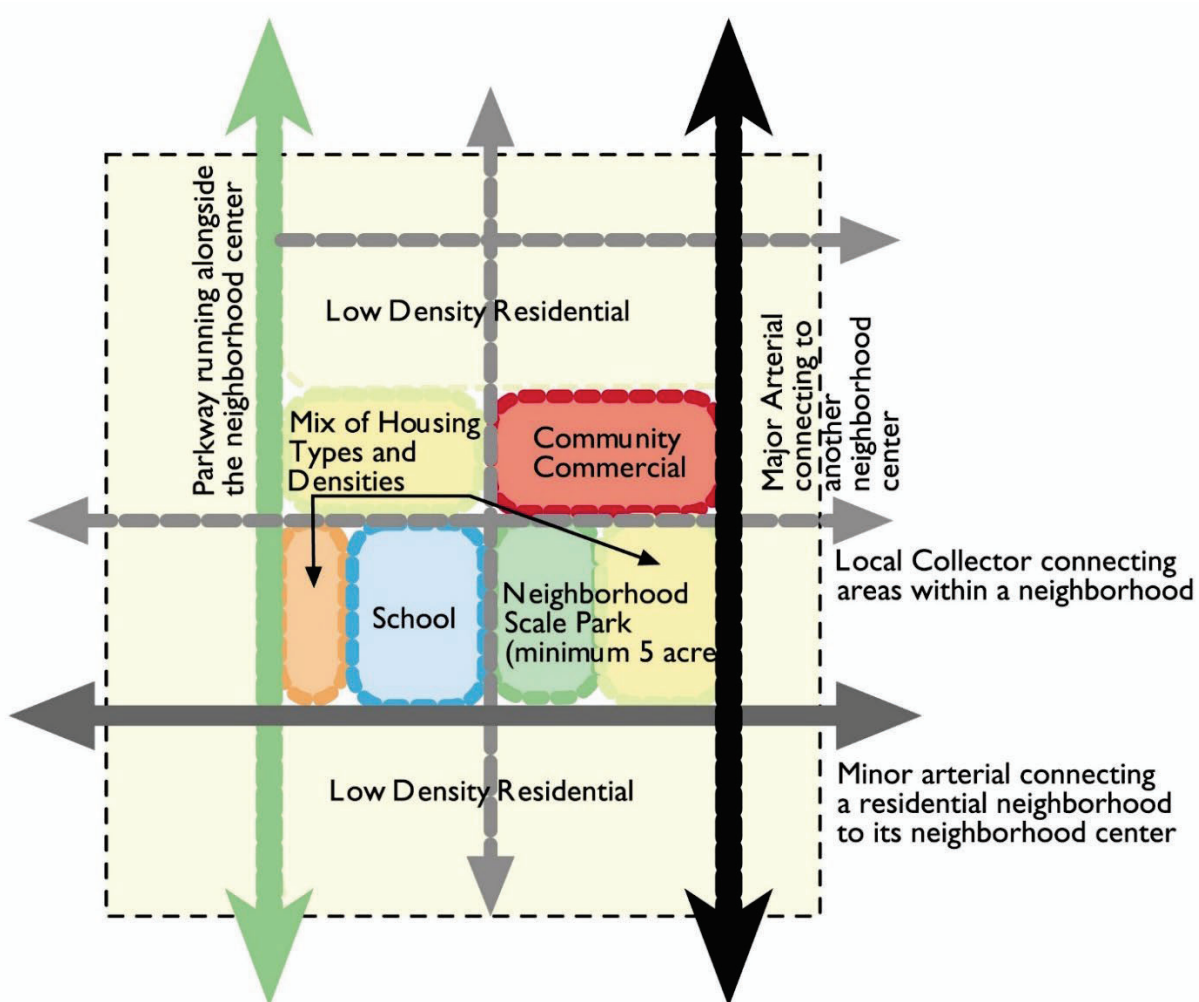
Regional Activity Centers

Goal DS 7-1. Design Regional Activity Centers, to include a mix of uses, including regional retail, office, and service uses offering shopping and employment opportunities for both residents of Yuba City and the regional population.

Policy DS 7-1: Using the Harter Specific Plan as an implementation tool, provide an additional employment and retail center on the former Harter Packing Company property; create a business park and commercial development opportunities; create an efficient circulation pattern; and provide a mix of uses as described in the Specific Plan.

Goal DS 8-1. Promote convenient vehicular and transit access to Regional Activity Centers, with convenient pedestrian access within the centers and to adjacent neighborhoods.

Figure 4-9: Community Activity Centers



Policy DS 8-1: Using a developer's master plan or a City-initiated Specific Plan, create two new Regional Activity Centers; one center northwest of the intersection of Route 99 and Bogue Road and one center on Route 20 between George Washington and Township Roads. These plans are to include provisions for the following:

- An integrated mix of regionally-oriented uses;
- Highly landscaped business parks and office parks;
- A unified design theme throughout the development, marked by consistent signage, plantings, street lighting, street furniture, roadway markings, and building design characteristics;
- Pedestrian- and bicycle-friendly environments;
- Facilities to ensure access by public transit;

- Tree planting programs;
- Appropriate internal circulation and adequate connections to arterials and State highways;
- Landscaped buffers and edges with parkways, marked by berms, trees, and limited curb cuts, where applicable;
- A mix of residential uses, with over 65 percent in the medium to high density category;
- Pathway and local street connections to integrated residential development;
- Public open space, plazas, and green space; and
- Perimeter buffering to protect existing neighborhoods.

Policy DS 8-2: Using the Central City Specific Plan as an implementation tool, continue to advance downtown Yuba City as a focus of civic and cultural activity in the community, retain a strong pedestrian orientation and scale, create new uses in the Town Center development, preserve and enhance buildings of special historic and architectural interest, and seek new development opportunities for available re-use sites.

Community Activity Centers

Goal DS 9-1. Design Community Activity Centers to include a mix of housing types, community scale retail, local offices, services, civic uses, community facilities, parks, and schools.

Policy DS 9-1: Establish minimum standards for public open space and central plazas in at least 5 percent of the gross area in each center. Streets leading to the central plazas should provide a processional experience by incorporating elements such as continuous signage and street lights.

Policy DS 9-2: Cluster nonresidential uses in Community Activity Centers around public open spaces and plazas.

Goal DS 10-1. Create a pedestrian orientation with convenient access both with the centers and between the centers and adjacent neighborhoods.

Policy DS 10-1: Establish minimum standards for pedestrian-oriented circulation:

- Require non-residential buildings to be oriented toward the street. The ground-level façade facing the street should be transparent and be articulated to human scale to create pedestrian-oriented sidewalks.
- Allow credit for on-street parking. All streets in a neighborhood commercial core should provide on-street parking.

- Require parking areas to have centrally located pedestrian access with rows of canopy trees to provide shadow walkways.
- Divide off-street parking into small areas whenever possible and connect them to sidewalks or pedestrian pathways.
- Encourage buildings to be located at the street by establishing maximum setback or “build-to lines”, with appropriate step-backs for upper stories;
- Requiring awnings and canopies for pedestrian comfort, where appropriate.

4.6 COMMERCIAL & INDUSTRIAL DEVELOPMENT

The policies and design concepts in this section are directed toward creating commercial and industrial developments that are attractive and well-integrated into the community. The recently developed large-scale neighborhood and regional commercial centers in Yuba City are vehicle-oriented and the buildings have large setbacks from the street line for provision of parking lots.

Community commercial centers, located adjacent to residential neighborhoods, provide goods and services to local residents and are assumed to serve both vehicular and pedestrian traffic. Commercial uses inevitably need to provide parking spaces; however, careful site planning can provide better connections to neighborhoods and vehicular corridors.

Regional commercial areas will primarily service vehicular traffic. Located along highways, these areas will have less relationship with the street than community or neighborhood commercial areas. However, internal pedestrian pathways should provide a safe and well-connected walking environment. The architecture of regional commercial buildings should be articulated to minimize “boxy” appearance.

GOALS, POLICIES, AND IMPLEMENTATION

Commercial & Industrial Development

Goal DS 11-1. Ensure that the new large-scale commercial and industrial development responds to the surrounding development in its building scale, form, and buffering of adjacent uses.

Policy DS 11-1: Establish the following design standards for new commercial development:

- Orientation requirements so entries face streets. Where development is adjacent to an arterial or parkway, it also needs to be “outward looking” with the perimeter oriented to vehicular traffic.
- Prohibitions of blank walls along streets and other publicly visible building elevations.
- Build-to-lines – maximum setback distances along pedestrian-oriented streets.

- Architectural articulation to modulate the horizontal and vertical scale of large-commercial buildings.
- Awnings and canopies on the street-fronting façade along pedestrian-oriented streets to provide weather protection for pedestrians.
- Pedestrian-scale signs throughout new commercial development.
- Landscaped strips to separate parking lot from street sidewalks.

Goal DS 12-1. Ensure that new large-scale commercial development provides pedestrian access to the surrounding neighborhoods and within the development itself.

Policy DS 12-1: Require community and neighborhood commercial development to provide pedestrian access to the surrounding neighborhoods and within the development complex.

Policy DS 12-2: Require publicly accessible, open space, such as outdoor eating areas, to be integrated into large-scale office and industrial developments.

Goal DS 13-1. Ensure that new large-scale industrial development is buffered from residential neighborhoods but allow design flexibility within these areas to promote economic development.

Policy DS 13-1: Require landscaped compatibility buffers and screening along the edges of industrial areas adjacent to residential areas and parkland.

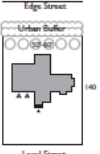
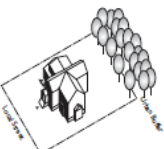
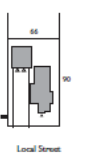
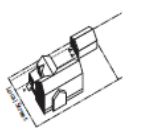
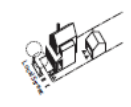
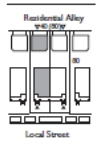
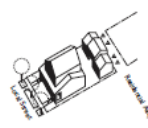
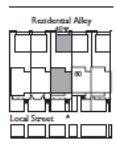
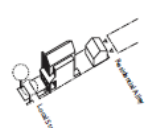
4.7 NEIGHBORHOODS

While the policies presented previously in this chapter relating to edge conditions and roadway corridors have implications that apply to the City as a whole, this section addresses design and character at a more focused scale, within neighborhoods. A neighborhood is defined as an area of at least 160 acres, with an approximate quarter mile radius from its “center” that includes a mix of uses.

Creating and maintaining quality neighborhoods is a key initiative of this General Plan. Existing neighborhoods should be maintained and improved, and new neighborhoods in Yuba City should be developed with a strong sense of identity. Policies and design concepts in this section are intended to create a “sense of place” in new neighborhoods, by recognizing and strengthening the fundamental elements of traditional neighborhoods. These building blocks included a mix of housing types (as illustrated in **Figure 4-10**), parks, and community facilities; organized around a neighborhood focal point.

Community Design

Figure 4-10: Housing Typology

Building Type	Front Loaded Estate Typically at Urban / Rural Edge	Rear Loaded Low Density	Front Loaded Detached Zero-Lot Line	Rear Loaded Detached Zero-Lot Line	Rear loaded Detached	Rear loaded Townhouse	Apartments
	  	  	  	  	  	  	  
Lot Size (sq. ft.)	12,800 sq. ft.	6,000 sq. ft.	4,500 sq. ft.	4,500 sq. ft.	3,200 sq. ft.	3,200 sq. ft.	n/a
Dwelling Size	3,500 sq. ft.	2,800 sq. ft.	1,800 - 2,000 sq. ft.	1,800 - 2,000 sq. ft.	1,400 sq. ft.	1,400 sq. ft.	1,000 sq. ft.
Number of Floors	2 - 2.5	1 - 2	2	2	2	2	1-2
Average Density (units / gross acre)	2	5	8-8.5	8-8.5	10-11	10-11	24
General Plan Density Range	2-8	2 - 8	6 - 14	6-14	6-14	6-14	12-36
General Plan Land Use Classification	Low Density Residential (Urban Edge)	Low Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Low / Medium Density Residential	Medium / High Density Residential

Source: Yuba City General Plan, 2004.

GOALS, POLICIES, AND IMPLEMENTATION

Neighborhood Structure

Goal DS 14-1. Encourage development of diverse and distinctive neighborhoods.

Policy DS 14-1: Continue to use the City's Design Guidelines in development review and prepare a design standards "checklist" for new requirements established by this General Plan.

Policy DS 14-2: Provide a variety of lot sizes within a neighborhood to foster diverse housing types.

Goal DS 15-1. Develop a sense of neighborhood identity through design elements and neighborhood focal points, such as commercial areas, schools, parks, community centers, or a combination of these elements.

Policy DS 15-1: Continue to require on-site common open spaces in multi-family residential development.

Policy DS 15-2: Require new neighborhoods to include components such as a mix of housing types, open spaces, and community facilities, oriented to a neighborhood center.

Policy DS 15-3: Require new housing to provide transitions between the street and building, with variable front setbacks, building articulation and massing.

Policy DS 15-4: Create a sense of a neighborhood identity by gradually decreasing densities away from neighborhood focal points.

Policy DS 15-5: Minimize the visual dominance of garages by establishing specific standards in the zoning ordinance, including:

- Limiting the front width of a house that can be occupied with a garage to be no more than one-half the building width; or
- Requiring garages to be setback from the front façade or located in the rear half of the lot; or
- Requiring additional setback if more than a two-car garage entrance is provided;
- Orienting garage doors 90 degrees from the street; or
- Encouraging use of alleys in new development, with garages accessed from the rear; and
- Incorporating design elements on the second level above the garages such as accessory dwelling units, bay windows or balconies.

Goal DS 16-1. Ensure that new street networks are coherent and provide multimodal access within and between neighborhoods.

Policy DS 16-1: Design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to:

- Street tree planting adjacent to curb and between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate; and
- Sidewalks on both sides of streets, where feasible.

Policy DS 16-2: Ensure that the Subdivision Regulations encourage a fine-grained and integrated pattern of streets that provide continuity between neighborhoods, have a human scale, and enhance the character of neighborhoods.

- Promote closer spacing between intersections of local streets and limit the maximum block length to 660 feet in low density residential areas and 500 feet in medium and high-density residential areas.
- Limit use of cul-de-sacs to no more than ten percent of the length of all streets in a subdivision map.
- Where cul-de-sacs are used, require pedestrian and bicycle connections through the end to adjacent streets, if a connection is needed to a school, park, retail, or connector street.

Goal DS 17-1. Maintain and enhance the character of existing neighborhoods by undertaking streetscape and signage improvements.

Policy DS 17-1: Avoid using walls as a neighborhood boundary. Solid edges prevent fluid access in and out of neighborhoods.

Policy DS 17-2: Work with neighborhood groups on initiative that would improve or enhance:

- Street trees;
- Signage;
- Street and alley improvements;
- Neighborhood parks.

Policy DS 17-3: Require new developments to underground all utilities needed to serve future buildings and their occupants and work with PG&E to establish undergrounding of utilities in existing residential neighborhoods, where financially feasible.

Policy DS 17-4: Place design elements that signify neighborhood identities at the neighborhood entrances and at neighborhood centers or focal points.

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5

Circulation Element

The Circulation Element is intended to provide guidance and specific actions to improve the safety and efficiency of Yuba City's circulation system. The Element is based on the philosophy that transportation in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes provisions for roadway, transit, airport, pedestrian, and bicycle transportation modes, as well as parking.

The Circulation Element responds directly to the Government Code Section 65302(b)(1), which requires "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

Transportation and land use affect each other; therefore, policies in this Element and the Land Use Element are tied

together. Careful integration of the City's traffic and circulation policies with its land use policies will endeavor to ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and protect the environment.

The Land Use Element includes policies related to the physical framework for development that the circulation system is designed to serve and includes policies and objectives for the Airport environs. The Community Design Element addresses landscaping along major streets and planning for new neighborhoods to ensure street connectivity. It also addresses how to create walking, biking, and transit-friendly environments. The Noise Element includes policies to alleviate noise generated by traffic.



A picture of Bridge Street looking toward the intersection with Plumas Avenue.

5.1 GUIDING PRINCIPLES

Yuba City is committed to providing its citizens, businesses, and visitors with a balanced multi-modal transportation network that meets the needs of all users of streets, roads, and highways whether that be in urban, suburban, or rural contexts. A balanced multi-modal transportation system that serves bicyclists and pedestrians as well as drivers is a priority objective of the Element. The original street layout provided street connections linking neighborhoods with workplaces. As the community has grown, connections between neighborhoods, shopping areas, and business locations have not always served residents' transportation needs, so the General Plan provides for new routes in partially developed portions of the Planning Area, and improvement of safety, capacity, and efficiency of the existing system; the Plan also provides ways to reduce auto-dependence through policies that encourage walking, biking, and taking transit.

5.2 ROADWAY SYSTEM

At the core of Yuba City's circulation network is the roadway system. All modes of transportation depend to some degree upon the roadway system. In Yuba City, this system is based on a traditional grid pattern. Although this pattern has been modified in recent years to include some suburban curvilinear streets in the southern and western portions of the City, the predominant pattern is grid-based and defined by major roadways.

STREET SYSTEM

Yuba City's roadway system is set up around a hierarchy of street types, which are commonly referred to as functional classifications. The functional classifications for most major streets are as follows:

- **Freeways.** Freeways serve regional and inter-city travel and should not become the optimum route for intra-city trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free flow speeds exceed 55 miles per hour.
- **Highways.** Highways are designed to carry heavy traffic volumes at speeds of 35-55 miles per hour. Highways should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and medians can be used to separate lanes moving in opposite directions.
- **Arterials.** Arterials are designed to move large volumes of traffic between freeways/highways and other arterials in Yuba City and to adjacent jurisdictions. Major arterials are access controlled roadways emphasizing mobility between major portions of the City and regional freeways and highways. Minor arterials provide mobility through the City and access to major residential, employment, and activity centers. On-street parking should not be provided on major arterials but may be appropriate for minor arterials that emphasize accessibility over mobility. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, landscaped park strips,

sidewalks, transit facilities, and sound walls may also be accommodated within the right-of-way, depending on the right-of-way width.

- **Parkways.** Parkways provide an attractive, limited access link between residential communities and commercial centers. Parkways should be tree-lined, and if possible, include landscaped medians with functional designs similar to major arterials.

Curbs should be provided but curb cuts should be limited. On-street parking should not be provided. Parkways should provide four travel lanes and accommodate higher-speed travel.

- **Collectors.** Collector streets provide a link between neighborhood streets and arterials. Collectors provide travel lanes and bike lanes where right of way widths allow. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Collector streets are shown on the Land Use Diagram. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities may also be accommodated depending on the right-of-way available.
- **Neighborhood Local Streets.** Neighborhood streets provide direct access to adjacent properties. Neighborhood streets should provide two travel lanes, sidewalks, and landscaping with street trees. On-street parking may be restricted. Bike lanes are usually not needed because neighborhood streets carry low traffic volumes at low speeds and all neighborhood streets are considered to be bicycle friendly.

VEHICLE MILES TRAVELED (VMT)

CEQA Section 15064.3 defines VMT as “the amount and distance of automobile travel attributable to a project”. One (1) VMT is defined as one mile driven by a vehicle. VMT is commonly expressed as a daily value for a typical weekday when schools are in session. While VMT is a useful metric for quantifying the efficiency of a given mix of land uses and roadway network enhancements, it is not a direct measure of congestion or delay.

While VMT has long been used as an input into various environmental analyses, it became increasingly important with the passage of Senate Bill (SB) 743 in 2013. That landmark bill added Section 21099 to the California Public Resources Code, which states that “automobile delay, as described by level of service or similar measures of vehicular capacity or traffic congestion, is not considered a significant impact on the environment”. SB 743 directed the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects. In the amended CEQA Guidelines, OPR selected automobile VMT as the preferred transportation impact metric.

The City has prepared for the shift from Level of Service (LOS) to VMT. First, it updated its base year travel demand model to 2020 (pre-COVID) conditions and developed a new cumulative model. Second, it oversaw the preparation of the *Interim SB 743 Implementation Guidelines for City of Yuba City* (Fehr & Peers, 2020). With these guidelines, the City has a documented procedure for how to analyze VMT to determine the significance of a land use or transportation project’s impacts to the roadway network. Upon adoption of this updated Circulation Element by the City Council, the policies and analysis procedures described in the *Interim SB 743*

Implementation Guidelines for City of Yuba City will also be adopted and available for use when analyzing the VMT impacts of proposed land development and transportation projects.

LEVEL OF SERVICE

To determine the operating conditions of a roadway segment or intersection, the concept of LOS is commonly used. LOS is reported on a qualitative scale ranging from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing over-saturated conditions (see Table 5-1). This element establishes LOS policies for weekday AM and PM peak hour intersection operations. Pursuant to SB 743, LOS is no longer utilized in CEQA to evaluate the significance of a proposed land use project on the surrounding roadway system. However, LOS remains relevant because it is an expression of the community's expected level of operation of the City's roadway network. LOS policies presented later in this element pertain only to the City maintained intersections. In some cases, physical impediments to roadway widening such as buildings, trees, railroad, or biological resources will keep the City from reaching the LOS anticipated by the General Plan. The City retains flexibility in determining whether a roadway meets the intent of the General Plan regardless of the existing or future LOS.

Table 5-1: Traffic LOS Definitions.

LOS	Signalized Intersection Average Delay Range	Traffic Flow Conditions
A	≤ 10 sec/veh	Volume-to-capacity ratio is low and either progression is exceptionally favorable, or cycle length is very short. Most vehicles arrive during the green phase and travel through the intersection without stopping.
B	>10 to 20 sec/veh	Volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	>20 to 35 sec/veh	Progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	>35 to 55 sec/veh	Volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	>55 to 80 sec/veh	Volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	>80 sec/veh	Volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Fehr & Peers, 2023

Traffic counts were performed at 25 intersections under the City's jurisdiction while schools were in session. Chosen intersections were situated along numerous arterial streets within the City. Those intersections were analyzed during weekday AM and PM peak hour conditions using *Highway Capacity Manual, 7th Edition* (Transportation Research Board, 2021) techniques. Operations were at LOS C or better at 23 of the 25 study intersections. At the time of the counts, the 5th Street Bridge was under construction and temporary traffic control was in place. The two intersections nearest the bridge (5th Street Bridge EB On-Ramp/Bridge Street and Bridge Street/Second Street) operated at LOS D during both peak hours. Operations have since

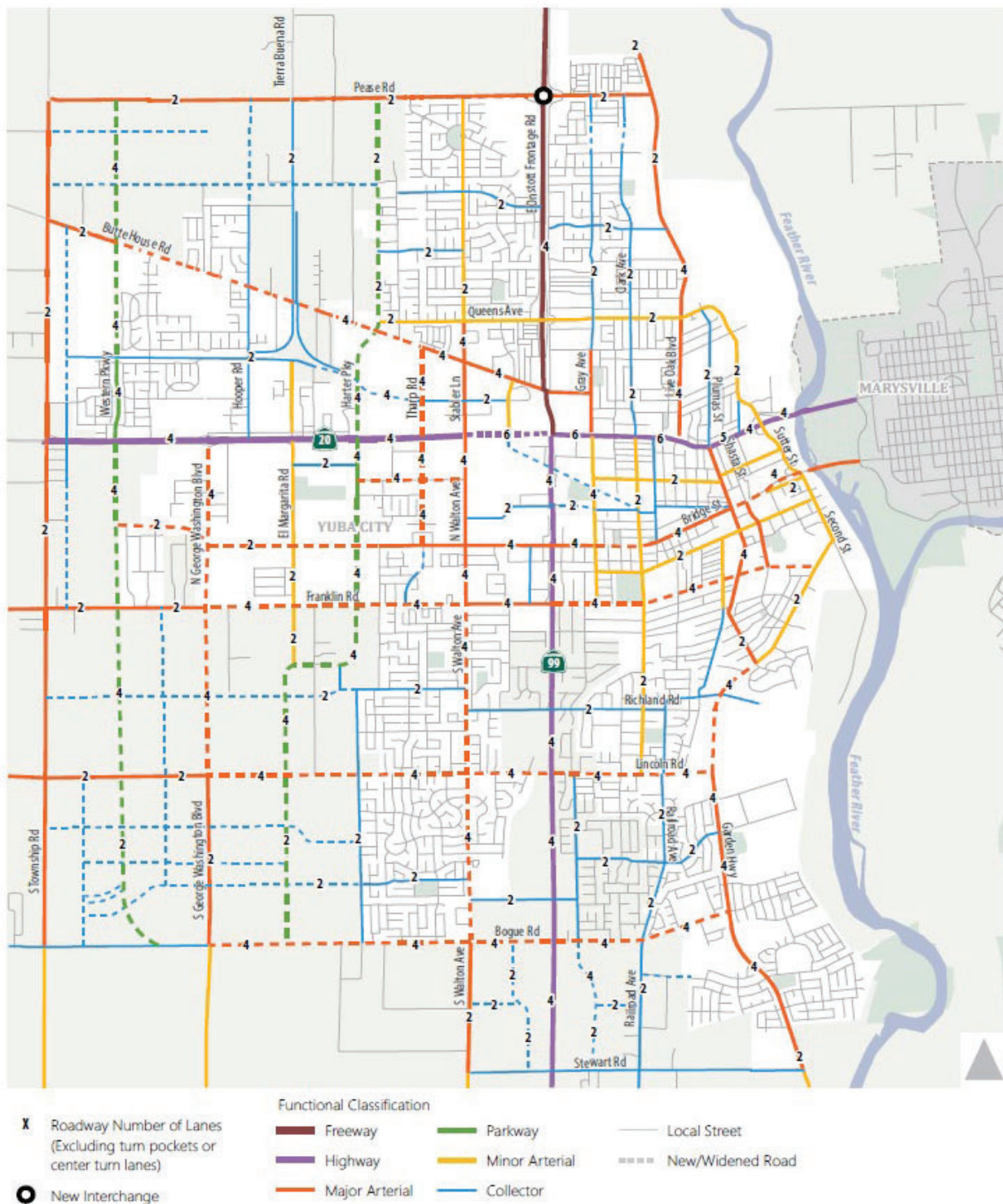
improved at each location with the completion of the new bridge. To support current and future intersections, improvements to the traffic signals, and additional turning lanes are planned. Major intersection improvements are shown in **Figure 5-4** *Existing and Future Signalized Intersections*. The improvements include future signals, viable roundabout locations, and intersection that require future studies, and other intersection improvements. There are 95 locations examined as to what improvements are needed to each respective intersection.

PLANNED IMPROVEMENTS TO ACCOMMODATE BUILDOUT

To support existing and future land use and traffic carrying capacity, improvements to the roadway network are planned. Major street improvements planned for Yuba City are shown in **Figure 5-1**, *Number of Lanes and Functional Classification-Buildout Conditions*. These improvements include a variety of new/widened arterial streets, minor widening on SR 20, a new interchange on SR 99 at Pease Road, and numerous new collector and local streets to provide a well-connected circulation system. The City maintains a capital improvement program (CIP) linked to development impact fees to help offset the cost of new roadways.

In contrast to the above, analysis of SR 99 and SR 20 within the City limits shows poor operations under cumulative market-absorption conditions. This is caused by continued traffic growth, and minimal infrastructure improvements (i.e., only capacity increasing project expected in the timeframe would be a ½-mile widening of SR 20 west of SR 99).

Figure 5-1: Number of Lanes and Functional Classification-Buildout Conditions



CONNECTIVITY

The traditional grid system in Yuba City's older neighborhoods allows for through movement and good connections between and within neighborhoods. Short blocks offer a choice of routes and enable more direct connections. While Yuba City's traditional neighborhoods are based on an orthogonal grid, variations can also allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

In contrast, many of the recently completed neighborhoods are built using many cul-de-sacs. This type of design promotes circuitous travel and results in traffic being distributed along fewer streets where heavy traffic walls-in neighborhoods and requires sound walls. More desirable is a grid-based development that balances sense of proximity and ease of access with the quieter environments of the newer neighborhoods.

GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 1-1. Promote more efficient motor vehicle, bicycle, and pedestrian circulation.

- Policy CI 1-1: Continue to use the Public Works Standard Details in development review.
- Policy CI 1-2: Locate arterials and collectors according to the general alignments shown in **Figure 5-1**. Minor variations from the depicted alignments and standard design elements will not require a General Plan amendment.
- Policy CI 1-3: Develop right-of-way and improvements consistent with street designations on **Figure 5-1** and Public Works Standard Details.
- Policy CI 1-4: Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less.
- Policy CI 1-5: As appropriate, implement traffic calming measures such as minimum road right of ways, roundabouts, traffic circles, and other measures.
- Policy CI 1-6: Prohibit on-street parking along parkways unless there are specific fronting land uses that require parking (e.g., park).
- Policy CI 1-7: Strive to maintain a minimum average distance of one quarter mile between parkway intersections, except in commercial areas or other high-volume traffic areas as determined.
- Policy CI 1-8: Require transportation analysis for new development projects consistent with Public Work's standards. Exceptions may be granted where traffic studies have been completed with relevant analysis for the project.

- Policy CI 1-9: Provide for greater street connectivity by:
- Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g., at least two access points for every 10 acres of development).
 - Encouraging traffic circles and roundabouts over signals.
 - Requiring bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets, when feasible.
 - Requiring new residential communities adjacent to undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.
- Goal CI 2-1. Provide fair and equitable means for paying for future street improvements.**
- Policy CI 2-1: Maintain an Impact Fee Program.
- Policy CI 2-2: Require that new development form, or annex into community facilities districts or other funding mechanisms designed to provide maintenance of infrastructure.
- Goal CI 3-1. Coordinate local actions with State and County agencies to ensure consistency.**
- Policy CI 3-1: Continue to work with Caltrans to achieve timely construction of programmed freeway and interchange improvements and state highway improvements.
- Policy CI 3-2: Work with SACOG to ensure that General Plan amendments are incorporated in the regional traffic model and incorporated into analysis required for Metropolitan Transportation Improvement Plan updates.
- Goal CI 4-1. Strive to maintain acceptable levels of service and plan the future transportation system to support new development.**
- Policy CI 4-1: Prioritize the carrying capacity of arterial roadways (over local access) by controlling the number of intersections and driveways, generally prohibiting direct residential access, and requiring a supply of off-street parking appropriate to the type of project and setting.
- Policy CI 4-2: Strive to maintain a target LOS D or better for collector and/or arterial for city-controlled intersections. The Council may accept different LOS standards for state highways and intersections, and other roadways.

Goal CI 5-1. Make efficient use of existing transportation facilities, and, through the arrangement of land uses, provision of safer and more direct routes for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled per household.

Policy CI 5-1: When feasible, construct complete streets for new and modified roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians (complete streets).

Policy CI 5-2: When analyzing proposed land use and transportation projects follow the requirements of the *Interim SB 743 Implementation Guidelines for City of Yuba City or as amended*.

5.3 TRANSIT

Transit service and facilities in Yuba City are provided by both public and private operators. The following outlines each service and identifies major facilities.

Public Transit

Yuba-Sutter Transit (YST) is the public transit operator for Yuba City, Sutter and Yuba Counties, and provides many transit options for residents and visitors. YST currently operates fixed routes within the City with loops connecting major activity centers, residential neighborhoods, Caltrans Park & Ride facilities, and the City of Marysville. A Dial-A-Ride service is provided for senior citizens, disabled persons, or residents that live beyond one-quarter mile from a fixed-route. The YST fixed-routes can be currently found on their website at <https://www.yubasuttertransit.com/routes>.

Service outside Yuba City includes a weekday commuter express service to and from Sacramento and Lincoln. A weekday regional service is also provided which includes round trips to and from Live Oak, Wheatland, and the foothills.

Private Service

Private transit service in Yuba City is provided by on demand ride hailing services augmented by taxi and limousine services. Yuba City residents and employers coordinate carpooling or vanpooling independently.

GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 6-1. Continue to expand and improve the existing transit and non-motorized network to provide convenient and efficient mobility between residential areas and workplaces, shopping, and other destinations.

Policy CI 6-1: Participate in regional transit planning with other public agencies in the region to enhance regional public transit service in Yuba City.

- Policy CI 6-2: Require new development to provide transit improvements consistent with the Public Works Standard Details and YST standards.
- Policy CI 6-3: Coordinate with Caltrans and YST to expand and improve the network, particularly among disadvantaged communities.
- Policy CI 6-4: Work to establish an Active Transportation Plan (ATP).
- Policy CI 6-5: Support programs offering free and reduced-price transit passes for low-income individuals.

5.4 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling and walking are a key component of the City's multi-modal transportation system and have benefits including that they are inexpensive, energy conserving, non-polluting, and support healthy exercise. Yuba City's flat topography and warm climate make choosing to walk or bicycle an attractive transportation option.

Although bicycle and pedestrian facilities are provided in Yuba City, some gaps still exist in the transportation networks for these modes. Some bicycle paths and bicycle lanes exist, but they are not continuous. Similarly, sidewalks exist on many streets throughout the city, but are not continuous. As pedestrian and bicycle travel is related to perceived safety and convenience, providing a safe and complete network of pedestrian and bicycle facilities should continue to increase the use of these modes of travel, especially when crossing heavily traveled roads such as SR 20 and SR 99.

BIKEWAYS

There are four types of bikeway classifications, as shown in **Figure 5-2, *Bikeway Classifications***. A "Class I" bikeway, also referred to as a bike path, is a right-of-way that is completely separated from any street and is shared with pedestrians. A "Class II" bikeway, or bike lane, is a one-way, striped, and signed lane on a street. A "Class III" bike route shares the road with other vehicle traffic and is marked only by signs. Class IV facilities are separate bikeways, intended for the exclusive use of bicyclists. They include a separation between the bikeway and the through vehicular traffic lane.

In Yuba City, existing and planned bicycle facilities are identified in the *Yuba City Bikeway Master Plan* (2011). This document also contains the goals and policies for providing bicycle facilities in Yuba City. Existing bicycle facilities in Yuba City consist primarily of Class II bike lanes on arterials and collectors. The City has also adopted an Abandoned Railroad Corridor Study analyzing the potential future use of right of way to be utilized as pedestrian and bicycle trails. A conceptual design is shown in **Figure 5-3**.

Figure 5-2 Bikeway Classifications



Class I Bicycle Path

Off-street pathway for pedestrians and bicyclists, no autos.



Class II Bicycle Lane

Dedicated on-street space for bicyclists, delineated by white stripes and signage.



Class III Bicycle Route

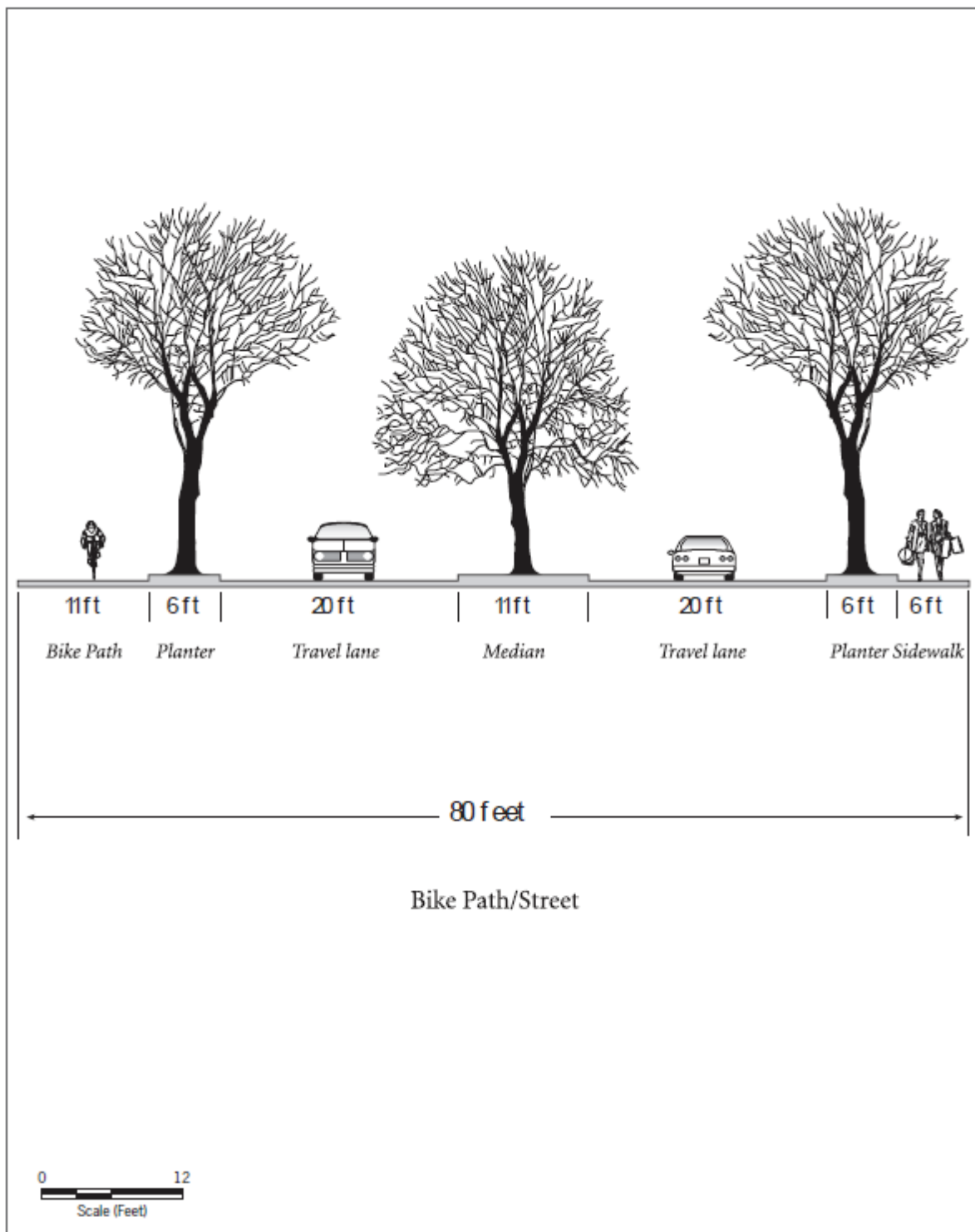
Designated route for bicyclists that share travel lanes with autos



Class IV Separated Bikeways

Fully protected on-street space for bicyclists. Protection provided by planter boxes, parked cars, raised curbs, or flexible posts.

Figure 5-3: Abandoned Railroad Cross Section Showing Road and Bikeway.



Source: Yuba City General Plan, 2004.

PEDESTRIAN CIRCULATION

While sidewalk capacity is not an issue, in general, all areas should be designed to a scale that accommodates pedestrians and bicyclists. Improvements in areas within the City that currently have undersized, or no pedestrian facilities should be made a priority so that the pedestrian system will be better connected. The new neighborhood centers should also be designed to be "pedestrian friendly." In these areas, changes to street design should be considered to accommodate increased flows, improve accessibility, and to give preferential treatment to pedestrians. Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas.

GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 7-1. Develop a system of sidewalks and bikeways that promote multi modal transportation and recreation.

- Policy CI 7-1: Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, schools and other trips. Design bike routes with the safety of cyclists as a priority.
- Policy CI 7-2: Provide bicycle lanes consistent with Public Works Standard Details or separated bikeways on new streets and existing streets whenever roads are improved.
- Policy CI 7-3: Require new development to include a series of walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.
- Policy CI 7-4: Encourage pedestrian infrastructure in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas.
- Policy CI 7-5: Encourage the reuse of abandoned rail rights-of-way, levees, and other easements, and seek to acquire suitable rights-of-way for separate bicycle paths as they become available.
- Policy CI 7-6: In accordance with Public Works Standard Details, design new pedestrian facilities to be accessible to all persons regardless of ability and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.
- Policy CI 7-7: Prioritize improvements to bikeways and sidewalks in disadvantaged communities to make active transportation more accessible and user-friendly.
- Policy CI 7-8: Incorporate multi-modal transportation into the development impact fee program.

PARKING

It is important to balance the need for enough parking to sustain existing activity and attract new development with the need to reserve curb space for bus stops and with the City's financial ability to meet other public needs. Parking decisions affect land use and development patterns, as well as travel behavior. The placement and type of parking must accommodate the needs of businesses (who view parking as a marketing tool), pedestrians (who can view parking as a barrier when parking blocks walking paths), motorists (who want to park as close to their destination as possible), and residents (who desire both on-street and off-street parking).

GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 8-1. Provide attractive and convenient parking facilities.

Policy CI 8-1: Manage public parking for the downtown area to support the needs of local businesses and shoppers.

Policy CI 8-2: Allow shared parking facilities and/or off-site parking facilities, or other options whenever possible, to reduce the number of new parking stalls required.

Policy CI 8-3: Continue to limit parking serving commercial and other employment uses in residential neighborhoods by adopting parking control strategies such as zoning restrictions, signs, or permit systems, where appropriate.

Policy CI 8-4: Use parking standards to support trip reduction goals by:

- Allow parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed-use developments; and
- Provide preferential parking for carpools and vanpools in non-retail projects with more than 100 employees.

5.5 GOODS MOVEMENT

In addition to moving people, the roadway system in Yuba City carries a substantial number of trucks moving goods. These routes are designed to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic.

GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 9-1. Provide adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery.

- Policy CI 9-1: In consultation with Sutter County and Caltrans, designate and provide signed truck routes, ensure that adequate pavement depth, lane widths, bridge capacities, loading areas, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries. Surface Transportation Assistance Act (STAA) trucks shall be directed to approved areas only. STAA truck parking areas shall be encouraged to develop outside the City limit boundaries unless measures are established to mitigate impacts of proposed STAA trucking operations on city streets.
- Policy CI 9-2: Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements.
- Policy CI 9-3: Continue to ensure adequate truck access to off-street loading areas in commercial areas.

5.6 AVIATION

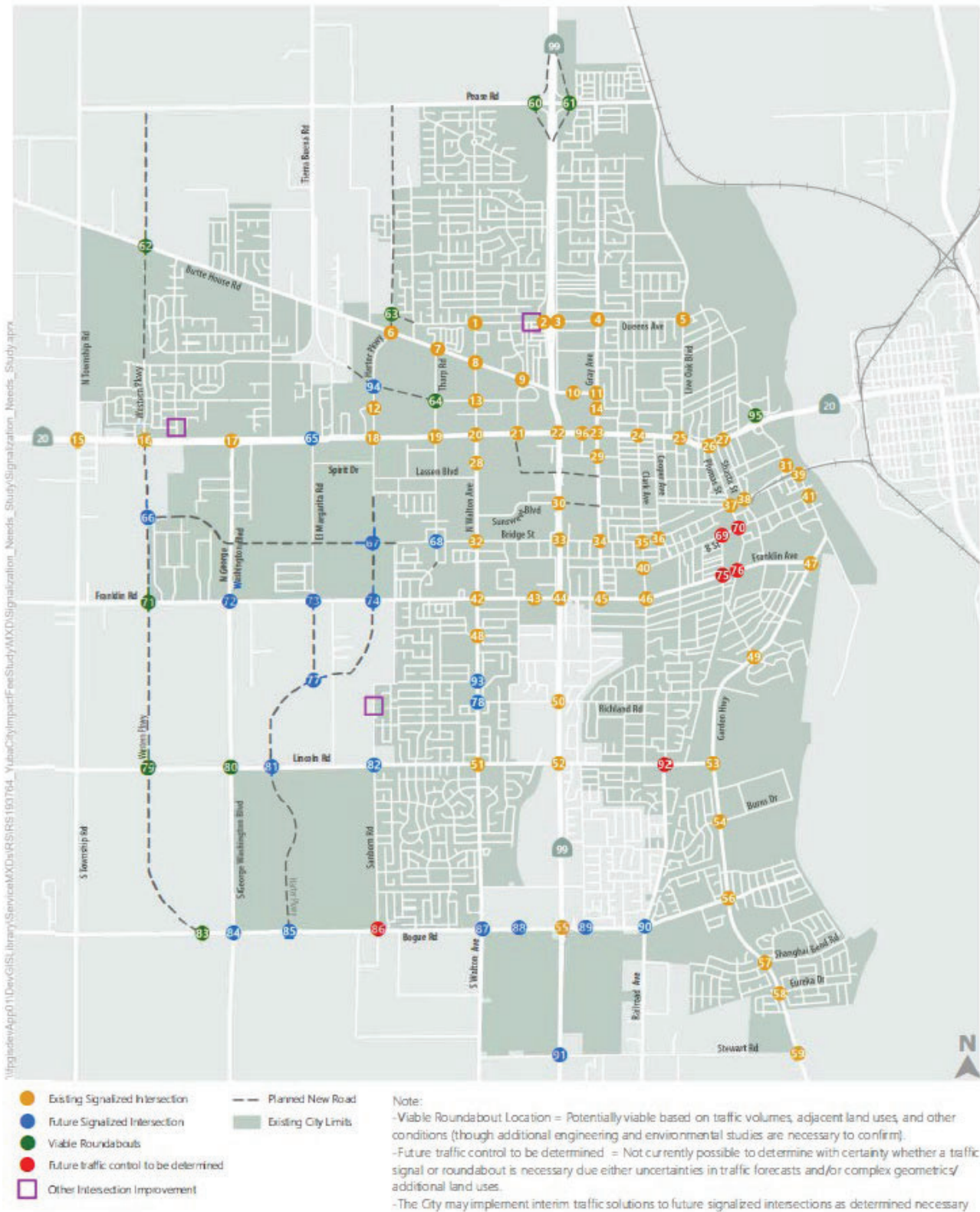
Aviation facilities are provided by the Sutter County Airport, which is located between Garden Highway and the Feather River. The airport is owned and operated by Sutter County and currently includes one runway, Runway 17/35, which is 3,040 feet long and 75 feet wide.

The airport is currently used primarily for agricultural aerial-spraying purposes and private use. Other uses include Flight Instruction, Aircraft Rentals, And Aircraft Sales.

5.7 REGIONAL COORDINATION

The Transportation Element identifies future circulation needs for a long-range planning horizon. Near-term projects are supported by the City's adopted Capital Improvement Budget, which calls for the use of City General Funds, Development Impact Fees, the City's Streets and Roads Fund, State and Federal Grants. Longer-term projects will be studied later in greater detail, and funding and implementation sources will be identified. Many of the projects, in order to be funded, must be part of local and regional programs, including the City's Capital Improvement Program, and the Regional Transportation Improvement Program (RTIP). Once a project is in the RTIP, it is available for consideration in the State Transportation Improvement Program (STIP). Other City plans, such as an Active Transportation Plan and Local Road Safety Plan, Safe Routes to School Plan, Highway Safety Improvement Plan, ADA Transition Plan, Local Road Safety Plan, Systemic Safety Analysis Report, are also required to support successful funding applications.

Figure 5-4: Existing and Future Signalized Intersections



GOALS, POLICIES, AND IMPLEMENTATION

Goal CI 10-1. Actively participate in local and regional transportation planning.

Policy CI 10-1: Develop and implement action plans for routes of regional significance, in cooperation with regional partners, SACOG, and the State of California.

Policy CI 10-2: Explore alternative circulation network improvements to accommodate regional through-traffic, focusing on regional/arterial street circulation and regional transportation routes.

Policy CI 10-3: Identify the impacts of land use decisions on regional as well as local transportation facilities.

Policy CI 10-4: Support regional air quality objectives through effective management of the City's transportation system.

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6

Parks Element

This chapter presents Yuba City's long-term program for the development and maintenance of parks, schools, and community facilities. As described in the goals presented in Chapter 1, Introduction & Overview, these facilities are viewed as fundamental building blocks of neighborhoods and communities and comprise the backbone of the General Plan.

6.1 PARKS

This General Plan chapter will serve as a guiding document for the planning and development of parks in Yuba City. Under this plan, Yuba City will be committed to creating parkland in Yuba City and maintaining a park system that meets citizens' recreational needs and contributes to the City's positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of the City.

The City's target for a functional standard for public parkland is 5 acres per 1,000 residents, comprised of 1.5 acres each of community parks (those serving residents within a half-mile radius), and neighborhood parks, and two acres of special use or regional parkland and passive open space. The



Sign at entrance to Gauche Aquatic Park.

The revised standard was adjusted downward from 10 acres per 1,000 residents as a result of the development impact fee rate study during 2007 that will be updated following adoption of this General Plan. The new standard is more achievable under this General Plan if the City is successful in securing the proposed public parkland.

2022 FACILITIES

As of 2022, the Yuba City park and recreation system comprises 27 City-owned parks and recreational grounds, including a Senior Center, Feather River biking and hiking trail, and an aquatic park. Also in the Planning Area are two County parks and two parks owned by Yuba City Unified School District that have an open play area and sports fields, including a soccer field, running track, and two baseball fields. Private and/or nonprofit organizations manage two Little League fields and other recreational facilities.

Table 6-1: Yuba City Parks

1.	Sam Brannan Park	14.	Moore Park
2.	Blackburn-Talley Sports Complex	15.	Northridge Park
3.	Feather River Levee Bike Trail	16.	Patriot Park
4.	Gauche Aquatics Park	17.	Regency Park
5.	Bogue Park	18.	Shanghai Garden Park
6.	Civic Center Field	19.	Southside Park
7.	Greenwood Park	20.	Clark-Ainsley Mini Park
8.	Happy Park	21.	Plumas Tower Plaza Mini Park
9.	Hillcrest Park	22.	Veterans Memorial Park
10.	Holly Tree Park	23.	April Lane School/Park
11.	Kingwood Park	24.	Geweke Field
12.	Lloyd Park	25.	Didar S. Bains Park
13.	Maple Park	26.	Senior Center

Source: Yuba City Department of Parks and Recreation 2023

Yuba City's parks range in size from the 0.1-acre Clark-Ainsley Mini Park to the 13-acre Blackburn-Talley Park. The City has an aquatic center with a 25-foot water slide, competition and a leisure pool, multipurpose room, picnic facilities, and a three-field softball complex. Yuba City offers a variety of recreation programs for youth and adults, including golf lessons, flag football, softball, and spring camp. The Senior Center provides recreational and volunteer opportunities for the elderly community in Yuba City and many of the schools have multi-purpose rooms for community use.

CLASSIFICATION AND STANDARDS

The City provides its residents with several types of parks and facilities. Parks below are defined as land owned or leased by the City and used for public recreational purposes. Park types are classified as follows:

- *Neighborhood Park:* A park or playground is typically two to five acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. These facilities include pocket parks, and neighborhood playgrounds. Neighborhood parks within the Specific Plan Area are typically two to five acres in size. A neighborhood park may increase in size to accommodate a dual use detention basin. These parks are designed to serve the needs of residents living within a ½ mile radius of proposed park sites and serve as focal points of the community.
- *City Park:* A park having a wide range of improvements not usually found in community parks and designed to meet the recreational needs of the entire City population. A city park must be over 20 acres in size. Recreational facilities might include a nature area, golf course, zoo, or lawn and play areas. Structures, such as gymnasiums, community centers, and public or private educational institutions may also be permitted. Parks may also be themed, such as a park dedicated to the agricultural heritage of the area. The standard for this type of park is 1.5 acres per 1,000 residents of the City.
- *Specialized Recreation Area:* A recreation area or facility devoted to a very specific activity or use. A linear park, open space, neighborhood park, pocket park or trail is one example. Other parks with a mix of public and private passive and active space, such as parts of the Feather River Park, are also examples. Plazas and green space within commercial developments, such

as in the Harter Specific Plan, also fall into this category. The standard for this type of park is 2.0 acres per 1,000 residents of the City.

- *Community Park*: A larger park or facility developed to meet the park and recreational needs of those living or working within a half-mile radius. Community parks vary from 5 to 20 acres and having playing fields and community recreation facilities. The standard for this type of park is 1.5 acres per 1,000 residents of the City.

The above-listed parks generally require primarily flat land (functional acreage) that can be developed into sports fields, tennis courts, basketball courts, picnic areas and children's play areas, as well as grass areas for informal play. The 2020 existing park land based on field inventory applying the plan standards is shown and mapped on Table 6-2.

Table 6-2: 2020 Parkland

<i>Parkland Type</i>	<i>Acres</i>	<i>Percent of</i>
Community Parks	88.8	41%
City Parks	0	0%
Specialized Recreation Area	98	45%
Neighborhood / Mini Parks	30.4	14%
Total	217.2	100%

Source: Yuba City GIS Data, 2020

PARK DEMAND

The process for determining demand of parkland in Yuba City is based on the following components:

- Implementing the parkland standards for community parks, city parks, and specialized recreation areas; and
- Providing parkland to meet new demand by new residents in Yuba City.

In 2020, the City had a need for an additional 199 acres of parkland to meet the specific standards for each recreation type to serve the existing population of 77,080. As discussed in Chapter 2, the City's population is anticipated to grow to reach approximately 90,000 at the horizon year of the General Plan, 2040—an increase of 12,920 over the 2020 population, which would require an additional 65 acres of parkland, or a total of 264 additional acres of parkland. Table 6-3 shows the new parkland required to meet City standards to serve the existing and projected population.

As discussed in Chapter 2, the City's population is anticipated to grow to reach approximately 90,000 at the horizon year of the General Plan, 2040—an increase of 12,920 over the 2020 population, which would require an additional 65 acres of parkland, or a total of 264 additional acres of parkland. Table 6-2 shows the new parkland required to meet City standards to serve the existing and projected population.

Table 6-3: Parkland Demand Summary 2020, 2040

Parkland Type	2020 Parkland Acreage	Target Acres per 1,000 residents	Additional Parkland Needed to Serve Existing Population (77,080)	Additional Parkland Needed to Serve 2040 Population (90,000) Above 2020 Deficit	Total Additional Parkland Needed to Serve 2040 Population (90,000)
Specialized Recreation Area	98	2.0	56.2	25.2	81.4
City Parks	0	1.5	115.6	19.4	135.0
Community Parks	88.8	1.5	26.8	19.4	46.2
Neighborhood / Mini Parks	30.4	-	-	-	-
Total	217.2	5.0	198.6	64.0	262.6

EXISTING AND PLANNED PARK SYSTEM & RECREATIONAL OPPORTUNITIES

The Existing and Planned Park System and Recreational Opportunities in the City include the following components:

- *Existing Parkland.* Existing park facilities are depicted on Figure 6-2, including Specialized Recreation Areas and Existing Parks. Existing parks include community, neighborhood, and mini parks. Total acreages for the existing parkland area in the City are presented in Table 6-2.
- *New Parkland.* Future park facilities are depicted on Figure 6-3, including Specialized Recreation Areas, City Parks, and Community Parks. Total acreages for newly planned parkland are presented in Table 6-4 and planned sites are mapped on Figure 6-3. The future planned sites include a city park and new community parks.
- *Recreational Opportunities at Schools.* The location of public-school facilities are shown in Figure 6-1. The Yuba City School District serves most of the area within the City. The school district provides the community access to four schools during the weekends and in the evenings for youth and adult sports leagues, fundraising events, and other recreational activities. As shown by Figure 6-1, there are ten future schools planned in the western part of the City. When built, the schools may offer additional recreational opportunities for the community.
- *Open Space / Trail Network.* A proposed network of linear open space, including trails, bikeways, and pathways intended to link all parks and recreation facilities in a comprehensive network. The network is mapped on Figure 6-4.

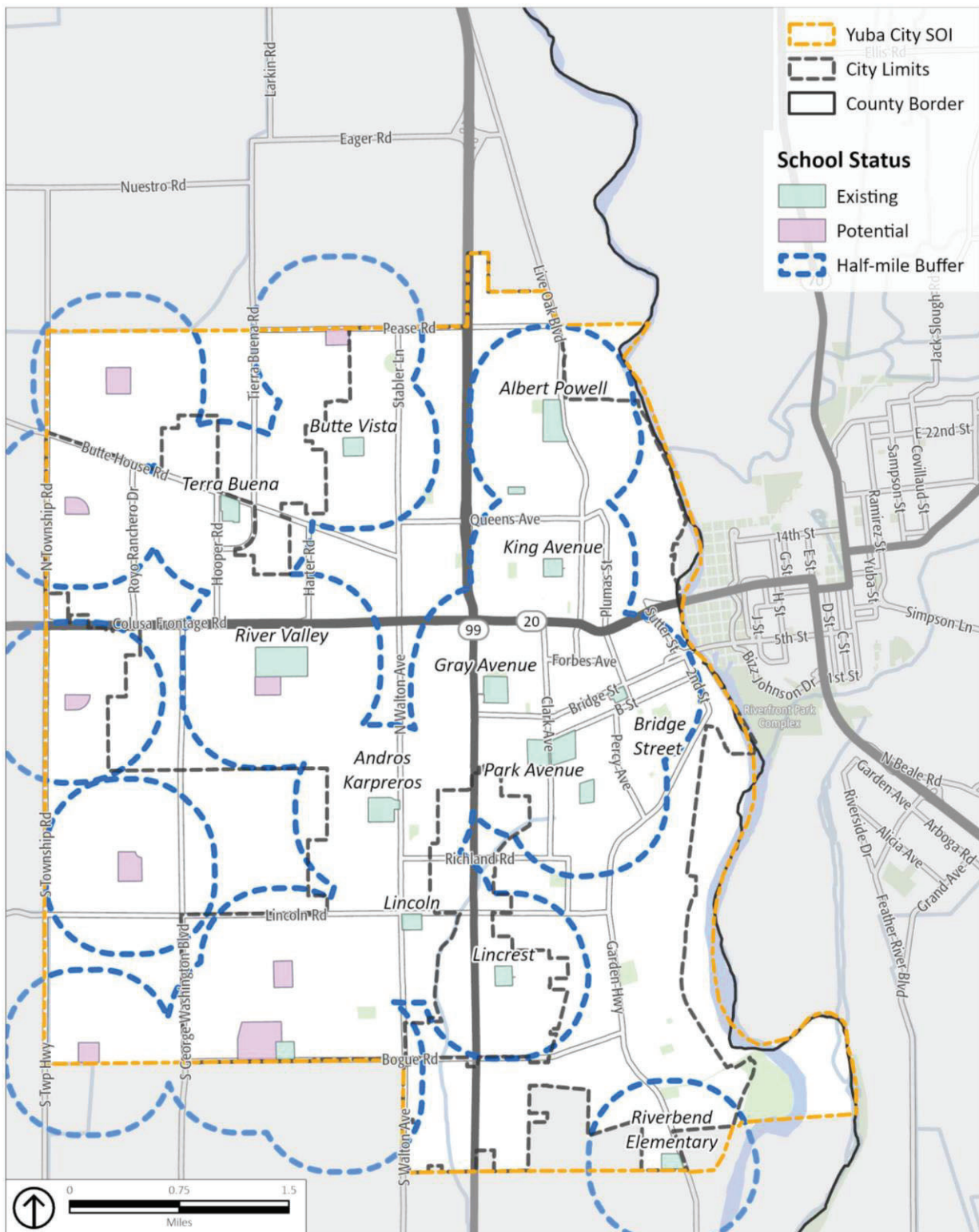
Table 6-4: 2020 Existing and Planned Parkland

	2020 Acres	Planned Acres	Total	Percent of Total System	Acres per 1,000 Residents (2040)
Parkland Type					
Specialized Recreation Areas	98	738.8	836.8	70%	9.3
City Parks	0	75.05	75.05	6%	0.8
Community Parks	88.8	161.4	250.2	21%	2.8
Neighborhood / Mini Parks	30.4	0	30.4	3%	0.4
Total	217.2	975.3	1,192.5	100%	13.3

CITY PARKS / COMMUNITY PARKS

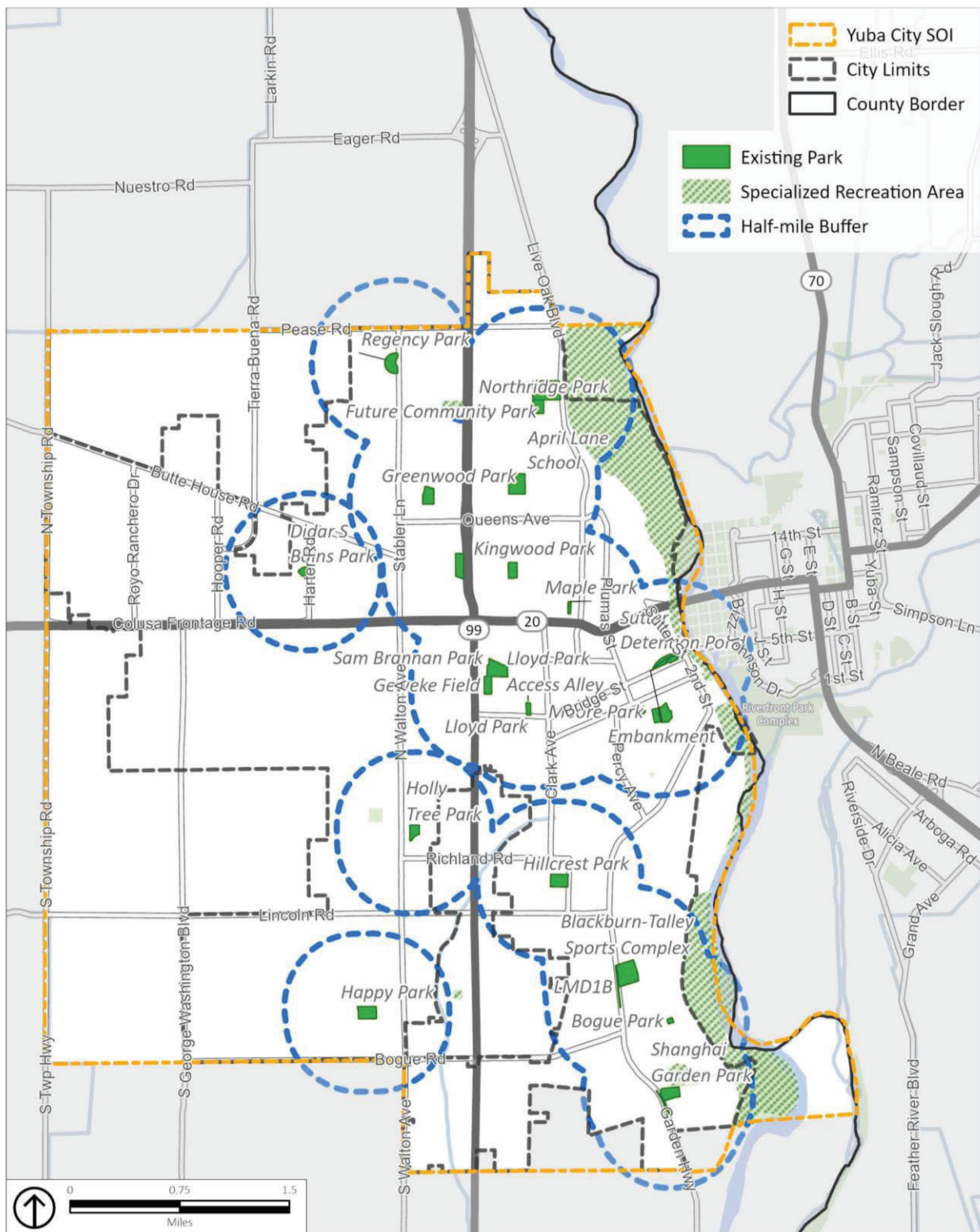
The Bogue-Stewart Master Plan (BSMP) is a 746-acre mixed-use community located along the southern edge of the City that includes residential, commercial, office, park, and public uses. The BSMP is within Yuba City's sphere of influence. One large community park, six neighborhood parks, and a variety of pocket parks are anticipated as part of the BSMP. The community park would be located east of Highway 99 and would include passive recreation features in the southern area. There will also be several pedestrian connections from the park to the surrounding neighborhood. The six neighborhood parks would be located close to the high-density residential areas and the pocket area parks would be placed within residential neighborhoods throughout the development. The parks within the BSMP will be owned by the City and operated by the Parks and Recreation Department.

Figure 6-1: Recreation Opportunity at School Site



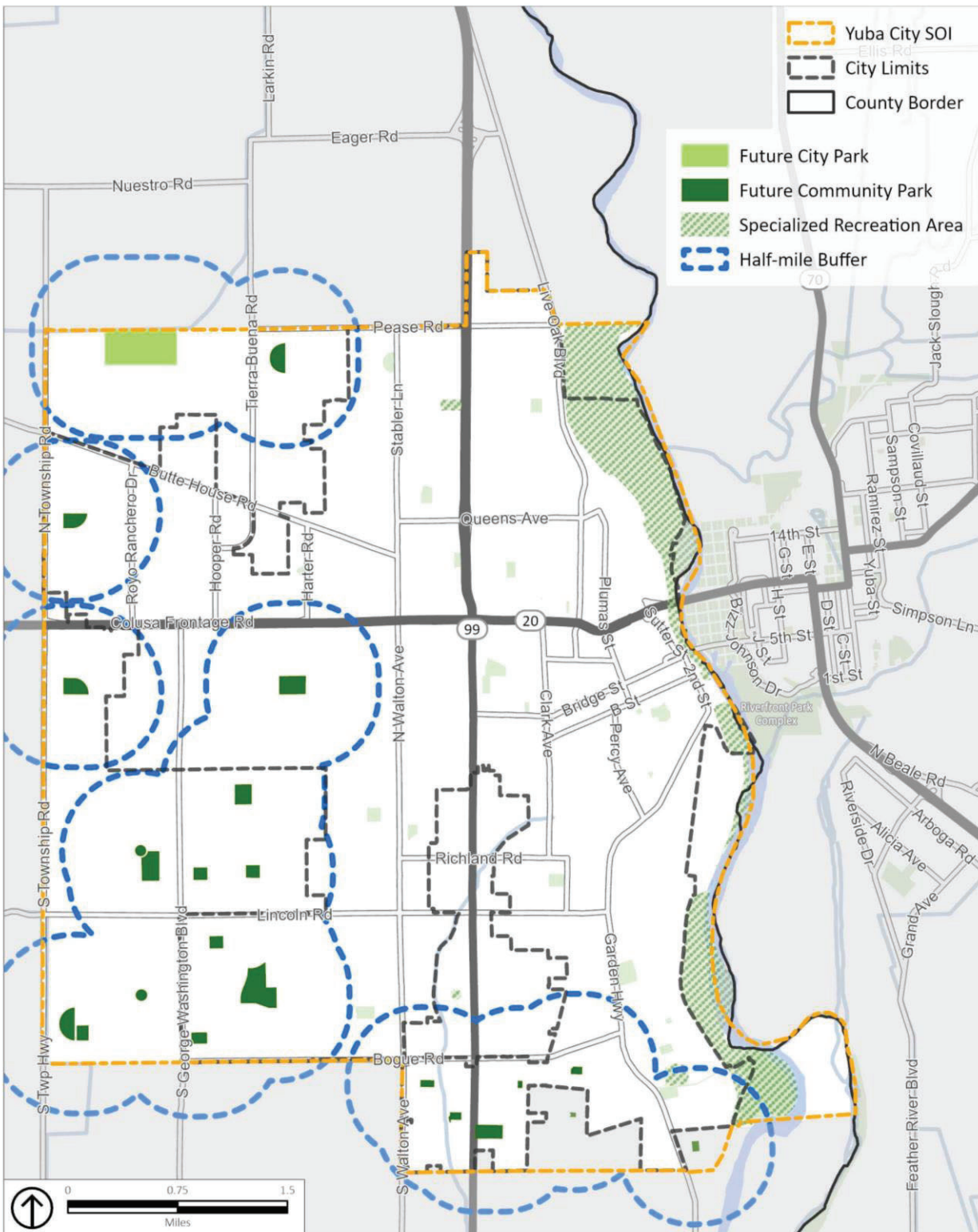
Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024

Figure 6-2: Existing Park Plan



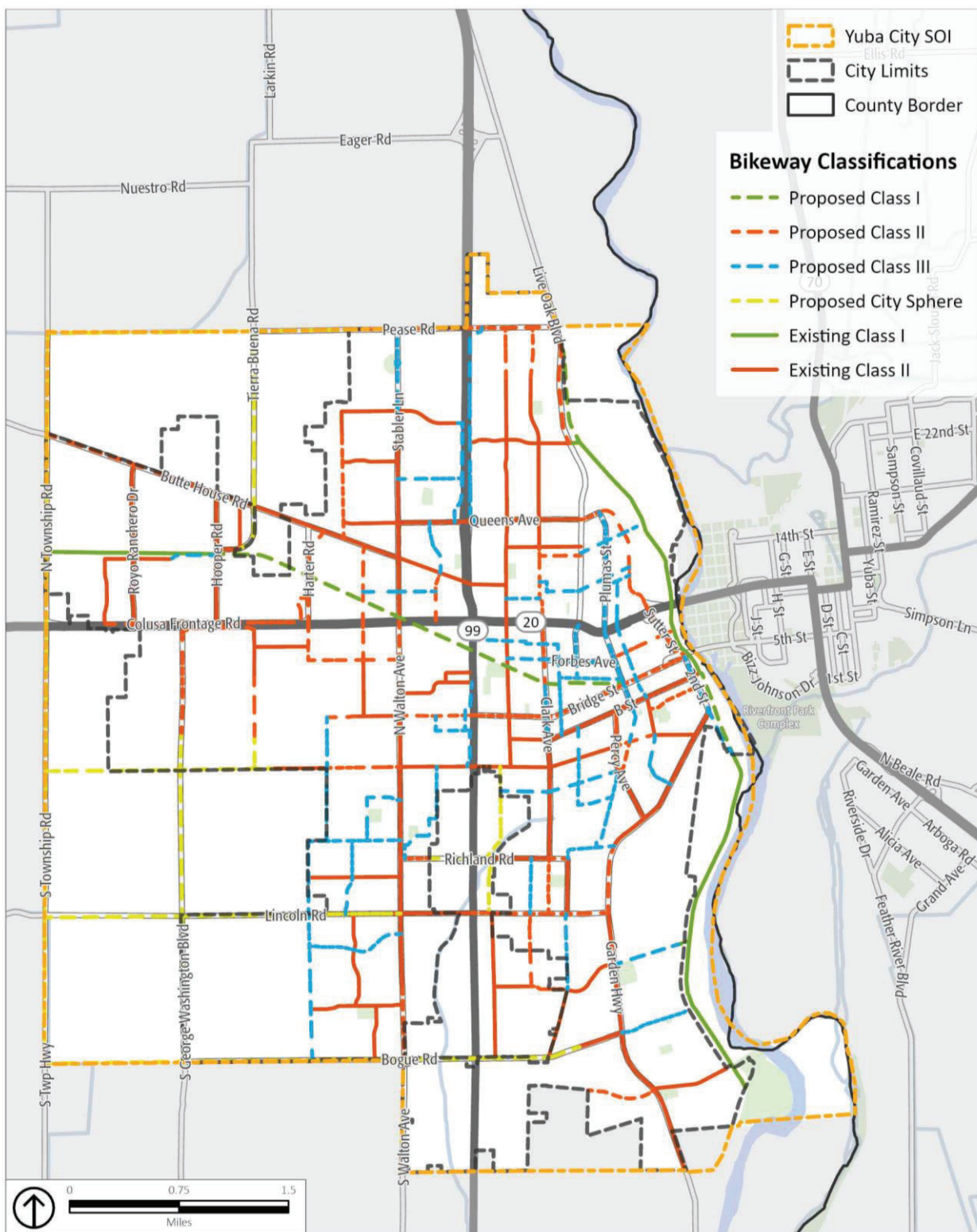
Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024

Figure 6-3: Future Parks



Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024

Figure 6-4: Proposed City Trail Map



Source: PlaceWorks, 2024; Sutter County, 2024; City of Yuba City, 2024

FEATHER RIVER PARK PROJECT

The Feather River marks the eastern edge of Yuba City. The Feather River Parkway Strategic Plan (2002) is a comprehensive strategic plan that was developed to establish a framework for improvements for lands on the western bank of the Feather River. The waterfront area of the Feather River has a large amount of undeveloped open space that is part of the flood plain and is visually inaccessible due to the existing levee; the plan presents a framework of uses for these areas. Proposed uses include a trail system, beaches, river viewing pavilions, boating facilities, and active recreational facilities, such as a golf course. The plan also addresses issues of waterfront accessibility, park space creation, and connections between the waterfront and Yuba City. The City recently completed the Feather River Parkway project which is part of the City's 2002 Feather River Parkway Strategic Plan. The park is approximately 70 acres in size and includes several miles of walking and bicycling trails, picnic areas, the restoration of 2 acres of riparian area, and preservation of 10 acres of riparian woodlands. The policies presented in this General Plan have been developed to ensure that the Feather River Parkway Strategic Plan continue to be implemented.

GOALS, POLICIES, AND IMPLEMENTATION

Goal PK 1-1. Create a hierarchy of new open spaces that accommodates a diverse range of recreational needs.

Policy PK 1-1: Establish minimum new site sizes of 5 to 20 acres for Community Parks and 20 acres for City Parks in Yuba City.

Policy PK 1-2: As illustrated in Figure 6-3, locate and develop two large City parks in the western portion of the planning area to accommodate a variety of activities.

Policy PK 1-3: Allocate portion of new parks, adjacent to the proposed high school, for active recreational uses, such as sports fields.

Policy PK 1-4: As depicted in Figure 6-1 and 6-3, co-locate future community parks and school sites where possible.

Policy PK 1-5: Allocate portions of new parks for passive uses, including walking, strolling, picnicking, and unorganized field games.

Goal PK 2-1. Develop new parkland to meet the park acreage standards for new residents.

Policy PK 2-1: Establish and maintain a standard of 5 acres of public parks and open space per 1,000 residents.

Specific standards are as follows: Maintain the existing standard of 0.375 acres of Neighborhood / Mini Parks resulting from prior plan standards, together with the forward requirement upon adoption for:

- 1.5 acres of City Neighborhood Park
- 2.0 acres of Specialized Recreation Area / Open Space / Trails
- 1.5 acres of Community Parks,

- Policy PK 2-2: Co-locate new park land with other public facilities such as storm drainage basin(s), setbacks, etc. as practical.
- Goal PK 3-1. Ensure adequate funding for parks and recreation facilities acquisition, development, and maintenance.**
- Policy PK 3-1: Require residential developers to either build required parks and open space to meet Quimby Act ratio of 5.0 acres / 1000 or pay in-lieu fees in order to contribute to the City's park and open space system.
- Policy PK 3-2: Revise the municipal code to reflect the parkland dedication and in-lieu fee requirements to be consistent with Policy PK 2-1 ensuring that the revised requirements allow for fees, dedication, and reimbursement agreements as appropriate for parkland dedication and improvement.
- Policy PK 3-3: Establish a program for tracking in-lieu fee contributions to the City's park system from developers.
- Policy PK 3-4: Prioritize funding for development or improvement of parks and recreational facilities serving disadvantaged communities.
- Policy PK 3-5: Establish dedication and reservation requirements for the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new residential developments.
- Policy PK 3-6: Require an appropriate level of maintenance service with respect to all parks, trails, open space and recreational facilities.
- Policy PK 3-7: Plan and design major improvements to existing parks, all new parks sites and all new recreation facilities as well as open space sites and trails consistent with state and regional mandates to reduce water consumption. The water conservation efforts include, but are not limited to the following measures and best practices: drought tolerant plants, native plants that do not require supplemental water, xeriscape design approach for sites, water use demonstration gardens, rain gardens, bioswales, subsurface low-volume / low-pressure irrigation systems that reduce water use where appropriate, soil amendments to reduce irrigation need, limited sizes of irrigated turf areas in parks except for active recreation play surface areas, low flow fixtures and equipment, flow sensing systems to detect water leaks and stop water losses, safe play surfaces that do not require water to maintain, etc.
- Goal PK 4-1. Ensure that parks in Yuba City are easily accessible to its citizens, including those with physical limitations, and to provide recreational equipment that people of all ages and abilities can use.**
- Policy PK 4-1: Work with disadvantaged communities to understand and address barriers to accessing and utilizing existing recreation opportunities-I-11
- Policy PK 4-2: Support programs for youth physical activity and senior mobility.

- Policy PK 4-3: Implement elements of the Feather River Parkway Strategic Plan in a manner consistent with the plans and programs put forth in that document and consistent with policies in the Open Space and Conservation Chapter (Chapter 8). Proposed actions include:
- Environmental Education as a top priority;
 - Improved pedestrian access to the riverfront;
 - Provide a mix of active- and non-active recreational and open space in those areas delineated in the Feather River Parkway Strategic Plan; and
 - Ensure that the open spaces proposed in the Feather River Parkway Strategic Plan be designed in a manner flexible enough to accommodate a variety of activities.
- Policy PK 4-4: Incorporate the following design characteristics into the creation of the new City parks:
- Park edges that provide subtle transitions from residential developments.
 - Visual permeability, created by leaving space between trees at park edges in order to create an open, landscaped, accessible environment.
 - Multi-purpose bike / pedestrian pathways along the edges and through the parks.
- Policy PK 4-5: Place community parks at the core of new neighborhoods.
- Policy PK 4-6: Provide pedestrian and bicycle connections to parks, green space, recreational facilities, trails, and natural environments for residents of disadvantaged communities.
- Policy PK 4-7: Incorporate the following design characteristics into the creation of community parks:
- Permeability; so interior portions of the park can be easily viewed from the street;
 - Lighting, in order to maintain safety;
 - Pedestrian access, and adequate parking;
 - Pathways leading from parks to local neighborhoods; and
 - Appropriate landscaping for site context following water conservation principles.
- Policy PK 4-8: Develop a unified and consistently signed and marked trail system throughout the City as a “Loop Trail” concept for a citywide trail network, including “rails-to-trails” programs, bikeways, pathways, sidewalks, and other trails.

The non-motorized transportation network will connect new neighborhoods, existing neighborhoods, parks, community activity centers, and community facilities.

Policy PK 4-9: On non-motorized portions of roadways, create a landscaped, signed environment and safe connections to destination points, using crosswalks, planting buffers, and pedestrian crossing signals as necessary.

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7

Public Utilities Element

This chapter of the General Plan establishes policies and provisions for public utilities, including water supply, wastewater treatment, and solid waste handling. The provision of adequate public facilities is a critical component to successful implementation of the General Plan.

7.1 WATER SUPPLY AND CONSERVATION

WATER PROVIDERS

The City of Yuba City Public Works Department provides water within the City limits. In 2020, Yuba City had over 19,000 municipal water connections; the City obtains its surface water supply from the Feather River, pursuant to four water supply contracts:

- State Water Resource Control Board (SWRCB) License 13855;
- State Water Resource Control Board Permit 18558;
- North Yuba Water District (NYWD) Agreement; and
- Department of Water Resources, State Water Project.

The City also has access to a limited water supply from a groundwater well. A second groundwater well is scheduled to be completed in 2024.



Old water tower now used as a visual monument for the downtown.

Most residents in the Sphere of Influence outside the City limits obtained their water from private wells or the Hillcrest Water Company (HWC), which had approximately 4,600 water service connections in 2001. Yuba City purchased HWC in May 2001 and assumed responsibility for water service to several areas within the Sphere of Influence.

The water service system in the City provides an average of 20 million gallons a day of drinking water through approximately 280 miles of distribution lines.

The City plans for growth in water service through the Water Treatment Plant and Distribution System Master Plan (Master Plan), which is updated regularly to reflect changes in conditions, state law, and demand. The Master Plan, is also used in developing impact fees. Table 7-1 shows the projected water demand for the City.

Table 7-1: Water Supply Projections¹ (Acre Feet Per Year)

<i>Water Supply Sources</i>	<i>2025</i>	<i>2030</i>	<i>2035</i>	<i>2040</i>	<i>2045</i>
Groundwater	2,400	2,400	2,400	2,400	2,400
Surface Water ²	23,264	23,264	23,264	23,264	23,264
Total	25,664	25,664	25,664	25,664	25,664

¹ Projected supplies are based normal year reasonably available volumes

² Surface water includes SWRCB License 13855 and Permit 18558, NYWD Agreement, and Department of Water Resources State Water Project

Source: Yuba City Urban Water Management Plan, 2020.

Table 7-1 shows water supply projections per the City's Urban Water Management Plan for the years 2025 to 2045. The City estimates a total of 25,664 acre-feet of water supply per year.

CONSERVATION

The City's Municipal Code allows the City Council to declare an emergency condition and institute emergency water restrictions per the Water Shortage Contingency Plan within the adopted Urban Water Management Plan. The plan includes water rationing stages based on water supply contracts and expected annual growth. The City's Code allows the City to charge penalties for violations of any emergency water restrictions in place at the time.

GOALS, POLICIES, AND IMPLEMENTATION

Goal UT 1-1. Ensure that an adequate supply of water is available to serve existing and future needs of the City and maintain existing levels of water service by preserving and improving infrastructure, replacing water mains as necessary, and improving water transmission facilities.

Policy UT 1-1: Decline requests for extension of water beyond the SOI, except in cases of existing documented health hazards or areas where the City has agreements to provide services.

Policy UT 1-2: Coordinate capital improvements planning for all municipal water service infrastructure with the direction, extent, and timing of growth.

Policy UT 1-3: Establish equitable methods for distributing costs associated with providing water service to development, including impact mitigation fees where warranted.

Goal UT 2-1. Ensure that necessary water supply infrastructure and storage facilities are in place prior to or concurrent with construction of new development.

- Policy UT 2-1: Evaluate the adequacy of water infrastructure in areas where intensification of land use is anticipated to occur and develop a strategy to implement projects in the Water Supply Master Plan to offset deficiencies in capacity.
- Goal UT 3-1. Encourage water conservation with incentives for decreased water use and active public education programs.**
- Policy UT 3-1: Explore ways to encourage the use of reclaimed water for irrigation and landscaping purposes.
- Policy UT 3-2: Utilizing reclaimed water is currently not cost-effective. Should the costs of reclaimed water become more attractive, the City should define a program for encouraging reclaimed water use.
- Policy UT 3-3: Continue to implement the City's guidelines and standards for water conservation, implement State Water Efficiency standards and actively promote use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings.

7.2 WASTEWATER COLLECTION AND TREATMENT

SEWER SERVICE, 2020

Sanitary sewer service is provided by the City Public Works Department. City residents living in the Tierra Buena district and several other areas rely on septic systems for the treatment of wastewater. According to the City's 2020 Wastewater Treatment Facility and Collection System Master Plan (WMP), the unincorporated areas of the SOI are expected to be served by the City's wastewater collection and treatment system. The WMP describes the City's existing sewage collection system and addresses sewage collection system capacity and operational needs. It also recommends a long-term capital improvement program to provide the facilities necessary to accommodate General Plan buildout.

WASTEWATER DISPOSAL SYSTEM, 2020

The wastewater treatment facility (WTF) has a current average daily flow of approximately 6.5 mgd through a collection system of approximately 173 miles of main pipelines. The wastewater is sent through grit removal, primary sedimentation, clarification, chlorine disinfection, and dichlorination process at the plant. Treated wastewater is discharged to the Feather River through an outfall diffuser. The discharge from the WTF is permitted under NPDES discharge permit (Order No. R5-2019-0017-01) adopted by the Central Valley Regional Water Quality Control Board on February 8, 2019.

PROJECTED NEEDS

Based on the current wastewater system, the City expects to accommodate future growth through 2040 when considering existing and planned infrastructure. The City anticipates expansions to the wastewater system infrastructure will occur as growth occurs, with funding provided through development impact fees. According to the WMP, an estimated average daily water demand of 29.4 mgd is expected in the buildout service area. The buildout area includes

the SOI area outside of City limits and the Bogue-Stewart Master Plan area. The WTF has a current average daily flow of approximately 6.5 mgd. The WMP identifies potential capacity projects that could be developed if the need arises for increased treatment capacity.

WASTEWATER RECLAMATION

According to the 2020 Urban Water Management Plan, no infrastructure or system currently exists to support recycled water within the City. The City uses only a limited amount of recycled water for processes and irrigation at the WTF. Costs to produce reclaimed water are greater than the cost of freshwater supplies for both agriculture and urban uses. Until these costs are somehow offset or reduced, there is no incentive for potential customers to use reclaimed water. If the WTF is upgraded to provide disinfected recycled water, the City could identify future uses and develop methods for encouraging recycled water use.

GOALS, POLICIES, AND IMPLEMENTATION

Goal UT 4-1. Ensure that adequate wastewater treatment capacity is available to serve existing and future needs of the City.

Policy UT 4-1: Maintain existing levels of wastewater service by preserving and improving infrastructure, including replacing sewer mains as necessary.

Policy UT 4-2: Evaluate the adequacy of sewer infrastructure in areas where land use intensification is anticipated to occur and develop a strategy to address potential deficiencies in capacity.

Policy UT 4-3: Coordinate capital improvements planning for all sewer service infrastructure with the direction, extent, and timing of growth.

Policy UT 4-4: Decline requests for sewer extensions beyond the SOI, except in cases of existing documented health hazards and in areas where the City has prior agreements to provide services.

Policy UT 4-5: Establish equitable methods for distributing costs associated with providing wastewater services to development, including impact mitigation fees where warranted.

7.3 SOLID WASTE MANAGEMENT AND RECYCLING

SOLID WASTE DISPOSAL VOLUMES AND TRENDS

Franchised solid waste collection and disposal for Yuba City is provided by Recology Yuba-Sutter. Yuba City has an exclusive franchise agreement with Recology to provide refuse collection services to businesses and residences in the City. Recology Ostrom Road provides solid waste disposal services to the City. City residences also have access to transfer stations in Marysville and Brownsville.

REUSE AND RECYCLING

To guide the waste diversion process, the California Integrated Waste Management Act of 1989 promotes an integrated solid waste management approach which establishes the following hierarchy of goals: (1) source reduction; (2) recycling and composting; (3) environmentally safe transformation and disposal of wastes. The statewide mandated goal for waste diversion is 50 percent. Recology Yuba-Sutter currently offers hazardous waste collection, electronic disposal, curbside recycling, and used oil recycling.

On October 1, 2001, Regional Waste Management Authority (RWMA) implemented one of the most liberal curbside recycling programs in the state, to help reach the 50 percent goal by the end of 2003. Separate bins for organic, greenwaste, recyclable materials, and nonrecyclable waste were distributed to households throughout the region. All paper (including magazines and cereal boxes), glass, plastic (#1 through #7), and aluminum products and tin cans were accepted by the recycling system in a single stream (combined bin). Several redemption recycling centers were distributed within the City.

In October 2014, California passed Assembly Bill 1826 ([AB 1826](#)), mandates all businesses and commercial establishments, including multi-family units, to arrange for organics recycling and hauling. Organic waste is defined as food waste, green waste, landscaping and pruning waste, non-hazardous wood waste, and food soiled paper waste that is mixed with food waste. In addition, SB 1383 aims for a 75% reduction in organic wastes by 2025 aimed to tackle climate change.

FUTURE DEMAND

According to California Department of Resources Recycling and Recovery (Cal Recycle) solid waste information system (SWIS), the Ostrom Road Landfill has a remaining capacity of 39,223,000 cubic yards as reported in 2023. The Ostrom Road Landfill has an expected life span to the year 2066.

GOALS, POLICIES, AND IMPLEMENTATION

Goal UT 5-1. Meet the City's solid waste disposal needs, while maximizing opportunities for waste reduction and recycling.

Policy UT 5-1: Continue contracting for garbage and recycling collection services.

Policy UT 5-2: Encourage existing commercial businesses and residential development to install recycling receptacles on their premises.

Policy UT 5-3: Require builders to incorporate interior and exterior storage areas for recyclables and convenient access to recycle areas into new commercial and residential remodeled buildings and encourage remodeled buildings (both residential and commercial) to make recycling activities more convenient for those who use the buildings.

Policy UT 5-4: Expand recycling efforts in multi-family residential and commercial projects, and continue to encourage recycling by all residents.

Goal UT 6-1. Manage solid waste so that State diversion goals are exceeded and the best possible service is provided to the citizens and businesses of Yuba City.

Policy UT 6-1: Comply with State requirements for proper handling and storage of solid waste and recyclables and diversion of solid waste from landfills.

Goal UT 7-1. Continue public education programs about waste reduction, including recycling, yard waste, wood waste, and household hazardous waste.

Policy UT 7-1: Provide and promote opportunities to reduce waste at home and in businesses, through public education information.

Policy UT 7-2: Obtain input from the public to ensure that solid waste programs effectively address community needs and issues.

8

Safety

This chapter of the General Plan conveys the City's goals, policies, and implementation measures to minimize the hazards to safety in and around Yuba City. It identifies the natural and human-caused hazards that affect existing and future development, describes present and expected future conditions, and sets policies and standards for improved public safety.

8.1 PURPOSE AND CONTENT

The Safety Element is a State-mandated General Plan element that must identify potential natural and human-caused hazards that could affect the City's residents, businesses, and services. The purpose of the Safety Element is to establish a framework that anticipates these hazards and prepares the community to minimize exposure to these risks.

The Safety Element serves the following functions:

- Develops a framework by which safety considerations are introduced into the land use planning process.
- Facilitates the identification and mitigation of hazards for new development, and thus strengthens existing codes, project review, and permitting processes.
- Presents policies directed at identifying and reducing hazards in existing development.
- Strengthens earthquake, flood, dam inundation, and wildfire preparedness planning and post-disaster reconstruction policies.
- Identifies how natural and climate-related hazards are likely to increase in frequency and intensity in the future and provides policies to increase community resilience through preparedness and adaptation.



Picture of Yuba City Fire station at 824 Clark Avenue.

Section 65302(g) of the California Government Code requires that the Safety Element contains background information and policies to address multiple natural hazards, analyzes the vulnerabilities from climate change, contains policies to improve climate change resilience, and assesses residential areas with evacuation constraints. The public safety issues in Yuba City include seismic and geologic hazards, flood and inundation hazards, fire hazards, agriculture and

ecosystem hazards, emergency preparedness and response, hazardous waste and materials, and other climate-related hazards, such as drought, extreme heat, and severe weather. The Safety Element identifies goals and policies for each of these hazards. The policies in the Safety Element are intended to be high-level policies that provide a framework for safety efforts and guide decision making. These policies are carried out by corresponding implementation measures, which are actions, procedures, programs, or techniques.

8.2 RELATIONSHIP TO OTHER DOCUMENTS

The Yuba City Safety Element does not exist in a vacuum, but is instead one of several plans that address community safety and related topics. These other plans include other General Plan elements, the Sutter County Local Hazard Mitigation Plan (Sutter County LHMP), Emergency Operations Plan, Hazard Appendices, and Continuity of Operations Plans and various local regulations. The Safety Element should be consistent with these other plans to minimize conflicts between documents and ensure that the City has a unified strategy to address public safety issues. The Safety Element incorporates information, technical analyses, and policies from these other documents where appropriate to help support this consistency.

GENERAL PLAN ELEMENTS

The Safety Element is one of several elements of the Yuba City General Plan. Other social, economic, political, and aesthetic factors must be considered and balanced with safety needs. Rather than compete with the policies of related elements, the Safety Element provides policy direction and designs safety improvements that complement the intent and policies of other General Plan elements. Crucial relationships exist between the Safety Element and the other General Plan elements. How land uses are determined in areas prone to natural hazards, what regulations limit development in these areas, and how hazards are mitigated for existing development, are all among issues that tie the elements together. For instance, Land Use Element diagrams and policies must consider the potential for various hazards identified in the Safety Element and must be consistent with the policies to address those hazards. The Environmental Conservation Element is also closely tied to the Safety Element. Floodplains, for example, are not only hazard areas, but often serve as sensitive habitat for threatened or endangered species or provide recreation or passive open space opportunities for residents and visitors. As such, flood and inundation policies balance the need to protect public health and safety with the need to protect habitat and open space. Safety Element policies, especially those concerning evacuation routes and critical facilities, must also be consistent with those of the Transportation Element. State Route (SR-) 20 serves as Yuba City's primary evacuation route, supported by routes designated as major or primary arterials in the City's Transportation Plan. This Safety Element is consistent with the other elements of the Yuba City General Plan.

SUTTER COUNTY LOCAL HAZARD MITIGATION PLAN

In collaboration with the City and other jurisdictions, Sutter County prepared the May 2021 Sutter County LHMP in accordance with the Disaster Mitigation Act of 2000 the Federal Emergency Management Agency's (FEMA's) LHMP guidance. FEMA approved the five-year plan effective January 13, 2022.

The Sutter County LHMP assesses hazard vulnerabilities from natural and human-caused hazards, including risk to people and facilities, and identifies mitigation actions to reduce or eliminate hazard risks in Sutter County, including in incorporated communities. The mitigation actions in the Sutter County LHMP include both short-term and long-term strategies, and involve planning, policy changes, programs, projects, and other activities. These mitigation actions are identified based on assessments of hazards, vulnerabilities, and risks and the participation of a wide range of stakeholders and the public in the planning process. Local governments are required to develop a hazard mitigation plan as a condition for receiving certain types of non-emergency disaster assistance.

The Sutter County LHMP and Safety Element address similar issues, but the Safety Element provides a higher-level, long-term framework and set of policies that pertain to the safety of the city, while the Sutter County LHMP focuses on more specific mitigation, often short-term actions, to enable jurisdictions to better protect lives, property, and natural systems. The Sutter County LHMP, as its name implies, focuses on mitigation-related actions; the Safety Element also includes policies related to emergency response, recovery, and preparation activities. LHMPs form the foundation for a community's long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage. The 2021 Sutter County LHMP is incorporated into this Safety Element by reference, as permitted by California Government Code Section 65302.6. The most recent version of Sutter County's LHMP can be found online at: <https://www.suttercounty.org/government/county-departments/office-of-emergency-services/emergency-management/oem-emergency-plans>Community Profile

8.3 CLIMATE CHANGE VULNERABILITY

Changes to the global climate system are expected to affect future occurrences of natural hazards in and around Yuba City. Many hazards are projected to become more frequent and intense in coming years and decades, and in some cases, these trends have already begun. Key climate change considerations that affect Yuba City include increasing temperatures and changes in precipitation. Overall, precipitation levels are expected to decrease slightly, with more years of extreme precipitation events and droughts that last longer and are more intense. According to California's Fourth Climate Change Assessment,¹ Yuba City can expect to experience various changes to climate-related hazard events.

- Both droughts and floods are expected to become more frequent as precipitation is expected to occur in fewer, more intense storms due to climate change. Although Yuba City is likely to experience little change in overall precipitation levels from climate change, the region is also expected to see an increase in the number of extreme precipitation events. As a result, floods are expected to occur more often in Yuba City and climate change may expand the parts of the city that are considered prone to flood. Climate change is expected to increase the frequency and severity of droughts that cause soil to dry out and condense. When precipitation does return, more water runs off the surface rather than being absorbed into the ground, which can lead to floods. Warmer temperatures are expected to increase the rate of snowmelt in the Sierra during spring, which may also contribute to greater flooding at that time of year. This shift in snowmelt timing, coupled with the fact that precipitation will become more likely to fall as rain instead of snow, may reduce water availability later in the year, increasing the risk of drought in the late summer and autumn.

- Warmer temperatures are projected to cause an increase in extreme heat events, which in Yuba City is a day with a high temperature of at least 104.9 degrees Fahrenheit (°F). Depending on future greenhouse gas (GHG) emission levels, the countywide number of extreme heat days is expected to rise from a historical average of 3 to an average of 30 days by the middle of the century (2035 to 2064), and an average of 56 days by the end of the century (2070 to 2099). In addition to increases in extreme heat events, Yuba City is expected to see an increase in the average daily high temperatures. The number of warm nights, defined in Yuba City as a day in April through October when the minimum temperature is above 70°F, is expected to rise from a historical annual average of 4 to 28 by the middle of the century (2035 to 2064), and to an average of 66 by the end of the century (2070 to 2099). Extreme heat and warm nights pose a significant human health risk, especially to senior citizens, outdoor workers, and persons who do not have access to adequate cooling, including people experiencing homelessness. Some buildings and infrastructure systems may be damaged by very high temperatures, constraining their ability to meet community needs.
- Climate change can increase the rates of infection for various diseases because many of the animals that carry diseases are more active during warmer weather. There are several diseases that are linked to climate change and can be harmful to the health of Yuba City community members, such as hantavirus pulmonary syndrome, Lyme disease, West Nile fever, and influenza. Many of these diseases are carried by animals, such as mice and rats, ticks, and mosquitos, which are usually seen as pests even if they do not cause infections. Warmer temperatures earlier in the spring and later in the winter can cause these animals to be active for longer periods, increasing the time that these diseases can be transmitted.
- Although wildfire risk in Yuba City is low, hotter, drier weather is expected to lead to an increase in wildfires in the surrounding area and across Sutter County. Climate change is expected to cause an extended wildfire season. Dry conditions are anticipated earlier in the year, leaving most of the region in moderate to extreme drought conditions prior to summer. These continued dry conditions with above-normal temperatures through spring will leave fuel moisture levels lower than normal increasing the potential for wildfire activity. Increased winds may result in more erratic fire behavior, making fires harder to control. Across the region, more frequent and intense wildfires may also create poor air quality for Yuba City. Significant regional wildfires may also displace residents in surrounding communities, which could result in those residents seeking temporary refuge in the city.
- Increasing local and regional fire frequency can create recurring air quality degradation events leading to respiratory health impacts. Increased air emissions from urban growth and development may also add to these air quality problems. Health impacts associated with air pollution are typically most severe for young children, senior citizens, and those already suffering from respiratory or cardiovascular disease. Outdoor workers, individuals experiencing homelessness, and others who may experience particularly high levels of air pollution exposure are also vulnerable.
- Severe weather events, such as strong storms and high winds, may become more frequent and intense due to climate change. Climate change is expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. Heavy rainfall may also contribute to an increased risk of landslides along the riverbanks of the Feather River. In Sutter County, most severe weather is linked to high winds. The types of dangers posed by severe weather vary widely and include injuries or deaths, damage to buildings and structures, fallen trees, roads blocked by debris, and fires sparked by lightning.

VULNERABILITY ASSESSMENT RESULTS

Under California law, the Safety Element is required to include a vulnerability assessment that looks at how people, buildings, infrastructure, and other key community assets may be affected by climate change. The City conducted a Climate Change Vulnerability Assessment in winter of 2022, to analyze Yuba City's susceptibility to climate-related hazards. Yuba City's Vulnerability Assessment, prepared in accordance with the most recent available guidance in the California Adaptation Planning Guide, assesses how nine different climate-related hazards (agricultural and ecosystem pests, air quality, drought, extreme heat, flooding, human health hazards, landslides, severe weather, and wildfire and smoke) may affect 49 different population groups and community assets. Each population or asset received a score of V1 (minimal vulnerability) to V5 (severe vulnerability) for each climate-related hazard. The Climate Change Vulnerability Assessment indicates that Yuba City's populations and assets are most vulnerable to flooding, extreme heat, severe storms, and wildfire and smoke. Overall, populations in Yuba City tend to be most vulnerable to extreme heat, air quality, flooding, and human health hazards, which directly affect health outcomes. The most vulnerable communities include households in poverty, seniors living alone, persons experiencing homelessness, and outdoor workers.

Citywide, energy delivery is vulnerable to multiple hazards, including severe weather, such as high winds that can trigger public safety power shutoff (PSPS) events, extreme heat that reduces the capacity and strains the system, and wildfires that damage the system, ultimately disrupting energy service. These conditions can damage communication infrastructure, decreasing network capacity. There may be a higher demand for communication services during severe weather, potentially putting stress on the network and increasing the risk of service interruptions. Furthermore, energy delivery services, specifically electricity delivery, is subject to harm during extreme heat events. Extreme heat can lead to power outages by causing mechanical failure of grid equipment, heat damage to power lines, and by creating a high demand for electricity to power air conditioners, all of which place stress on the network. These conditions can damage communication infrastructure, decreasing network capacity. There may be a higher demand for communication services during severe weather, potentially putting stress on the network and increasing the risk of service interruptions.

PSPS events or interruptions in energy service can also create vulnerabilities for Yuba City community members. Many businesses are forced to close during a PSPS event, causing economic hardships and depriving community members of important services, such as grocery stores, gas stations, and banks/ATMs. PSPS events may also be harmful to people who depend on electrically powered medical devices.

The City's water and wastewater treatment services may be impacted by flood events, which may damage water infrastructure and interrupt service. Increased flooding in the city may also impact the operation of roads and bridges, as well as electrical substations and transmission lines. Although the city is protected by a levee, evacuation routes would be greatly impacted from a significant flood event.

Although the scale of agriculture in Yuba City is limited and small relative to other communities in the county, Yuba City's agricultural industry is vulnerable to drought, flooding, extreme heat, and severe weather. Floods and severe weather can heavily harm or kill crops or livestock and damage infrastructure, reducing agricultural yields and necessitating costly repairs. Drought can reduce the amount of water available and raise water prices, reducing agricultural profits and/or

requiring that farmers change their irrigation methods. Extreme heat can damage several different crops and can result in widespread animal illnesses or even death of livestock. As a result, agricultural yields and the cost of operations will likely be affected and impact local economies.

An increase in ecosystem pests and diseases, droughts, extreme heat, and wildfire create higher vulnerability for the Yuba City's natural environments, including grassland, forest, woodland, and aquatic ecosystems. Drought and extreme heat can stress trees, weakening or killing a variety of native species and habitats. Droughts may imperil aquatic ecosystems. Although woodland and grassland in the region are adapted to infrequent, low-intensity wildfire, many native species are still vulnerable to large and intense wildfire events. Moreover, grasslands pose an extreme risk due to their high, easily ignitable fuel loads and the invasion of non-native species has greatly increased the risk of severe wildfire events. Ecosystem pests, such as bark beetles, have increased due to drought and higher temperatures that impact tree health and make them more vulnerable to pests and diseases. Such pests can decimate woodland habitats and these species may not be able to recover.

The Safety Element includes goals, policies, and implementation measures to increase community resilience and help lower vulnerability scores, particularly for the populations and assets that received a score of V4 or V5 in the Vulnerability Assessment. A full list of the Vulnerability Assessment results can be found in **Appendix 8-1**.

8.4 PUBLIC SAFETY ISSUES

This section outlines the existing and likely future hazardous conditions and other public safety issues in Yuba City, and policy responses to these issues. The public safety issues in Yuba City include:

- Seismic and geologic hazards
- Flood and inundation hazards
- Fire hazards (urban and wildland)
- Agriculture and ecosystem hazards
- Emergency preparation and response
- Hazardous waste and materials
- Climate-Related Hazards (drought, extreme heat, and severe weather)

This section provides details pertaining to probable locations each hazard or issue is likely to occur (per availability of data), past notable events in and around Yuba City, agencies responsible for providing protection from these public safety issues, and other background information required by the State of California Government Code Section 65302(g)(4). Goals and policies are identified following the discussion of each hazard identified, and implementation measures that support one or more of the Safety Element policies are provided in Table 9-1 at the end of this Safety Element.

The results of the Vulnerability Assessment are integrated into the hazards and other public safety issues previously mentioned.

8.5 SEISMIC AND GEOLOGIC HAZARDS

Seismic and geologic hazards are risks caused by the movement of different parts of the Earth's crust or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property.

SEISMIC HAZARDS

Seismic activity causes pressure to build up along a fault, and the release of pressure results in ground shaking. This shaking itself is known as an earthquake. Earthquakes can also trigger other hazards, including surface rupture (cracks in ground surface), liquefaction (causing loose soil to lose its strength), landslides (damage to levees), and subsidence (sinking of the ground surface). Factors that affect the severity of damage and injury from an earthquake include the location of the earthquake epicenter, its magnitude, the time of day, and local construction materials and practices.

Yuba City is in an area of relatively low seismic activity and is not in a highly active fault zone. Nearby faults are primarily inactive and include Quaternary faults (unnamed faults), located in the northern section of Sutter County within the area of the Sutter Buttes, and a Pre-Quaternary fault (unnamed fault), located to the east where SR-70 enters the county. A larger system of faults known as the Foothills Fault System are located east of the city running south-southeastward near Loma Rica, Browns Valley, and Smartville. The Foothills Fault System includes the Prairie Creek Fault Zone, the Spenceville Fault, and the Swain Ravine Fault. These faults would have the greatest potential for damaging buildings in Yuba City, especially the unreinforced masonry structures and structures built before 1960 without adequate anchorage of framing and foundations. No Alquist-Priolo Earthquake Fault Zones² are in the city. **Figure 8-1** shows the location of regional faults.

No active earthquake faults are known to exist in Sutter County, although active faults in the region could produce ground motion in Yuba City. Earthquakes of a magnitude 5.0 or greater have occurred on fault systems in the region, including the San Andreas. Approximately 15 miles west of Sutter County, the Central Valley Blind-Thrust Fault is known to have caused an estimated magnitude 6.5 earthquake in 1892.³ In addition, two earthquakes of magnitude 4.0 and magnitude 4.9 occurred between 1900 and 1974 with epicenters near Williams. The Foothills Suture Zone along the western slope of the Sierra Nevada is also considered active, with a magnitude 5.7 earthquake occurring in 1975 in the northern portion of the Zone in Butte County.⁴

Potentially active faults exist in the area of the Sutter Buttes. These faults are small and have exhibited activity in the last 1.6 million years, but not in recent history (200 years).⁵

In the event of a major earthquake in the region, critical damage may occur to public and private buildings, homes, and structures, including those that provide emergency services (hospitals, fire stations, schools, emergency shelters) and essential services and infrastructure, such as roads and utility lines for water, gas, telephone, sewer, and storm drainage. Earthquakes could also damage the levees that provide critical flood protection to the city, which would require emergency repairs. Access and continuity of services may be interrupted, and services could be offline for extended periods. Damage to essential and critical structures require special attention in the public safety programs of the city.

GEOLOGIC HAZARDS

Geology and Soils

Sutter County is part of the Great Valley geomorphic province, otherwise known as the Central Valley of California.⁶ The Central Valley stretches 500 miles in a generally northwest to southeast direction and averages about 40 miles in width between the Coast Ranges in the west and the Sierra Nevada in the east. This area is characterized by flat-lying sedimentary rocks overlain by alluvial soils, which can be up to 200 feet deep near the Sacramento River.⁷

Geologic hazards, such as landslides and erosion, depend on the geologic composition of the area. Landslides and rock falls may occur in sloped areas, especially areas with steep slopes, and usually in areas of loose and fragmented soil. Landslides, rockfalls, and debris flows occur continuously on all slopes; some processes act very slowly, while others occur very suddenly, often with disastrous results. They often occur as a consequence of seismic activity or heavy rainfall, either of which may cause slopes to lose structural integrity and slide. There are predictable relationships between local geology and landslides, rockfalls, and debris flows. Slope stability is dependent on many factors and interrelationships, including rock type, pore water pressure, slope steepness, and natural or human-made undercutting. Due to the level or nearly level terrain of the city, landslides are not a hazard of significant concern in Yuba City.

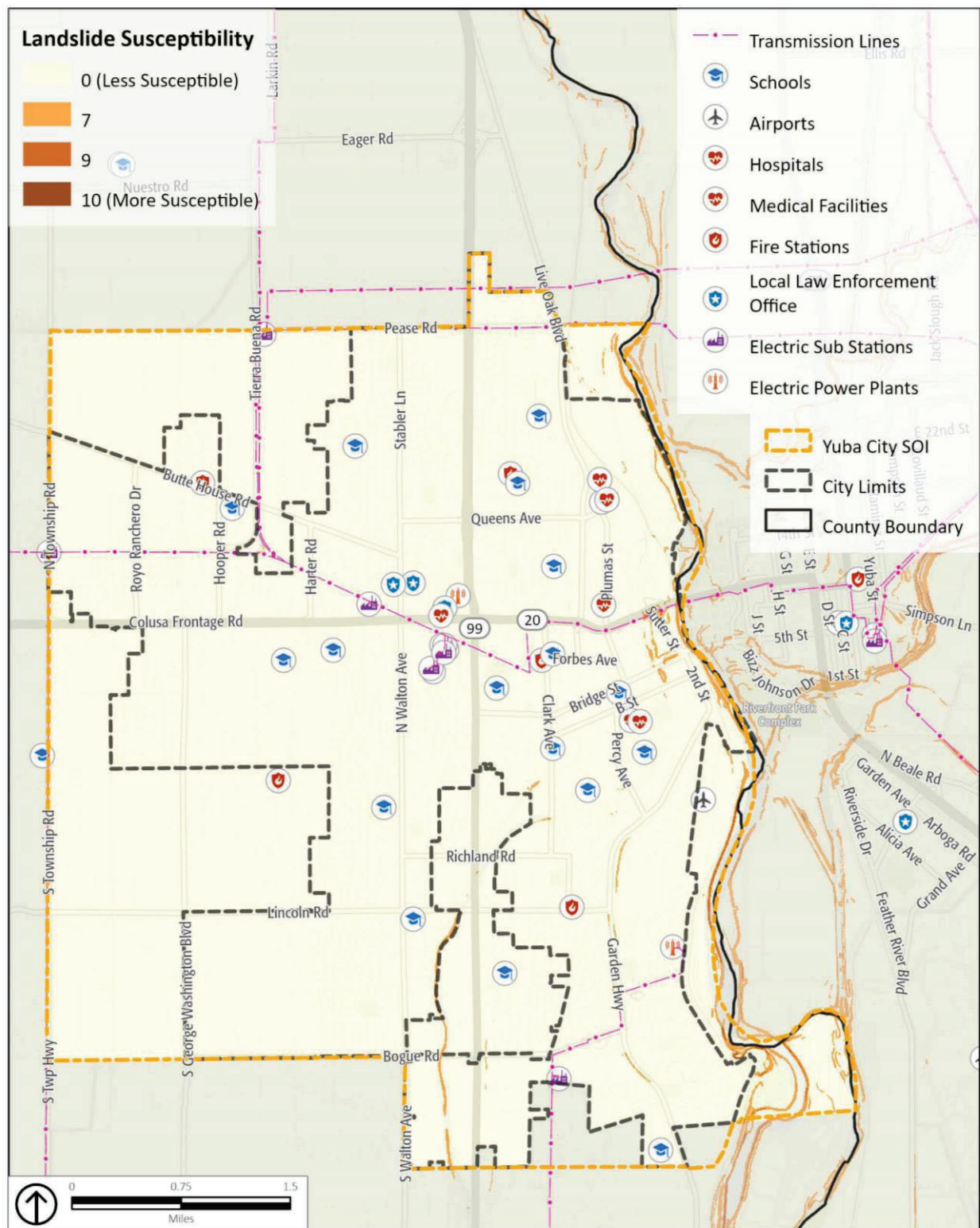
In Yuba City, landslides would be minor and likely be limited to banks along the Feather River where slopes are greater. However, landslides could also occur on the levees that provide critical flood protection to the city. Levees would need to be monitored and quickly repaired if damaged. **Figure 8-1** illustrates areas in Yuba City that are most susceptible to landslides. These areas are concentrated primarily along the riverbanks and would avoid city infrastructure and buildings.

Geologic and soils hazards discussed here include erosion, subsidence, and expansive soils.

Erosion

Yuba City is susceptible to hazards related to erosion, or the geological process in which earthen materials are worn away and transported by natural forces such as water or wind, causing the soil to deteriorate. Eroded topsoil can be transported into streams and other waterways. Water erosion is the removal of soil by water and transportation of the eroded materials away from the point of removal. The severity of water erosion is influenced by slope, soil type, soil water storage capacity, nature of the underlying rock, vegetation cover, and rainfall intensity and period. The impact of soil erosion on water quality becomes significant, particularly as soil surface runoff.

Figure 8-1: Landslide Susceptibility



Source: USGS, 2020; Sutter County, 2022; PlaceWorks, 2024; California Geological Survey, 2018.

Highly erosive soils can damage roads, bridges, buildings, and other structures. The rate of erosion depends upon the texture of rock or soil, the composition, soil permeability, slope, vegetative cover, and precipitation amounts.⁸ The potential erodibility of soil in Yuba City is considered slight, since land within the Planning Area is generally flat (slopes are less than 9 percent), annual precipitation levels are low (between 15 and 21 inches), and wind velocities are low.⁹ Therefore, erosion is not considered a critical issue in Yuba City.

Subsidence

Subsidence is the vertical displacement downward of the ground surface, the direct result of groundwater and oil and gas withdrawal.¹⁰ Subsidence is common in California, although mostly in areas where the subsurface consists of compressible silt and clay, and mostly due to the withdrawal of groundwater. Although to date subsidence caused by groundwater withdrawal in Sutter County is very small, groundwater pumping in the Sacramento Valley has increased in recent years.¹¹ The damaging effects of subsidence can include gradient changes in transportation, utility, and flood control facilities. Subsidence hazard overall is low in Yuba City since the Sacramento and Feather Rivers provide significant groundwater recharge and since most residents do not rely on groundwater for drinking water supply.

Expansive Soils

Expansive soils have a significant amount of clay particles that can give up water (shrink) or take on water (swell). Type and amount of the silt and clay content in the soil will determine the amount of shrink or swell associated with the various levels of water content.¹² Soils comprised of sand and gravel are not expansive soils. Expansive soils are most likely to be found in basins and basin rims, and any structure located on expansive soils can be significantly damaged should the soil suddenly shrink or swell. The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. In Yuba City, the southwestern corner of the city is the only area with expansive soils.

Soil Liquefaction

In addition to the direct physical damage that can result from the motion of the earthquake, damage can result from liquefaction and earthquake-induced fire. Soil liquefaction occurs when loosely spaced, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. This can cause building foundations to shift and can result in significant structural damage. The soils most susceptible to liquefaction are clean, uniformly graded, loose, saturated, fine-grained soils. Earthquake can transform this granular soil material into a fluidlike substance similar to quicksand. Soils susceptible to liquefaction are typically found in areas of low-lying, current, or former floodplains. Areas paralleling the Feather River, which contain clean sand layers with low relative densities and a relatively high water table, are estimated to have generally high liquefaction potential.

Volcanic Activity

The California State Hazard Mitigation Plan identifies volcanoes as one of the hazards that can adversely impact the state. However, there have been few losses in California from volcanic eruptions. Of the approximately 20 volcanoes in the state, only a few are active and pose a threat.

Of these, Lassen Peak is the closest to the city, approximately 90 miles north of Yuba City. While the city could be affected by a volcanic eruption, the damage resulting from a volcanic event would likely not be severe.

The Sutter Buttes are the closest inactive volcanic features in the vicinity. According to the U.S. Geological Survey, the volcanic spires of the Sutter Buttes tower 2,000 feet above the farms and fields of the Central Valley, approximately 11 miles northwest of Yuba City. The only volcano within the Central Valley is the Sutter Buttes and consists of a central core of volcanic domes surrounded by a large apron of fragmental volcanic debris. The Sutter Buttes are not part of the Cascade Range of volcanoes to the north, but instead are related to the volcanoes in the Coast Ranges to the west in the vicinity of Clear Lake, Napa Valley, and Sonoma Valley. Eruptions at the Sutter Buttes occurred in early Pleistocene time, 1.6 to 1.4 million years ago. Therefore, the Sutter Buttes are considered inactive and not likely to erupt.

Volcanic eruptions are usually preceded by weeks to months of precursory unrest, which manifests as ground deformation, earthquake swarms, and gas emissions. By monitoring the signals of unrest, scientists can make accurate eruption forecasts. Steam blasts commonly produce pits or craters. Explosive eruptions, which may create fiery flows of hot ash, are usually followed by the pushing up of a lava dome. Some less violent eruptions only produce lava flows. Volcanic eruptions typically last longer than other types of natural hazard events; the long duration of these events can tax emergency response and recovery efforts. Populations living near volcanoes are most vulnerable to volcanic eruptions and lava flows, although volcanic ash can travel and affect populations many miles away.

Past Occurrences

Major earthquakes are rare in Yuba City, but minor earthquakes do occur. Landslides are also rare in Yuba City because of the city's flat terrain. The Lassen region, the volcanic region closest to Yuba City, has been volcanically active for more than three million years. Its most recent eruptive activity occurred at Lassen Peak between 1914 and 1917. The Cascade Range volcanic chain has a long history of geologic activity that includes both earthquakes and volcanic eruptions. Volcanoes in the Cascade Range volcanic chain have erupted often over the past 40,000 years. Over the past 4,000 years, several eruptions have occurred at various sites along the Cascade Range volcanic chain at intervals ranging from 20 to 1,000 years, including the 1980 eruption of Mount St. Helens and the 1915 eruption of Lassen Peak.

POTENTIAL CHANGES TO GEOLOGIC AND SEISMIC RISK IN FUTURE YEARS

Likelihood of Future Occurrence

1. Geologic Risk

Geologic risks, such as landslides, are rare occurrences in Yuba City. With significant rainfall, additional failures are likely in landslide hazard areas and minor landslides along riverbanks will likely occur when heavy precipitation occurs.

2. Seismic Risk

Earthquakes are likely to continue to occur on an occasional basis and are likely to be small. They may cause no substantive damage and may not even be felt by most people. Major earthquakes are rare, but a possibility in the region. No major earthquakes have been recorded within the city, although the city has felt ground shaking from earthquakes with epicenters located elsewhere. The probability that a strong earthquake will occur within the city is lower than in areas near the San Andreas Fault and the eastern Sierra Nevada. If serious shaking does occur, newer construction is in general more resistant to earthquakes than older construction because of improvements in building codes. Manufactured housing is very susceptible to damage because their foundation systems are rarely braced for earthquake motion.

3. Volcanic Activity Risk

Volcanoes in the Lassen area tend to erupt infrequently and may be inactive for periods lasting centuries or even millennia. The most recent eruptions in the Lassen area were the relatively small events that occurred at Lassen Peak between 1914 and 1917. However, the geologic history of the Lassen area indicates that volcanism there is episodic, having periods of relatively frequent eruptions separated by long, quiet intervals.

Climate Change and Geologic and Seismic Hazards

While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue. Climate change may result in precipitation extremes (i.e., wetter rainfall periods and drier dry periods). While total average annual rainfall may not change significantly, rainfall may be concentrated in more intense precipitation events. Heavy rainfall could cause an increase in the number of landslides or make landslides larger than normal. Increased wildfire frequency can destabilize hillsides due to loss of vegetation and change in soil composition, which can contribute to greater runoff and erosion. The combination of a generally drier climate in the future, which will increase the chance of drought and wildfires, and the occasional extreme downpour, is likely to cause more mudslides and landslides. Climate change is not anticipated to have a significant effect on the frequency or intensity of volcanic events.

POLICIES

Goal SF 1-1. Minimize risks of property damage, personal injury, and loss of life posed by geologic and seismic hazards.

Policy SF 1-1: Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazards.

Following receipt of a development proposal, engineering staff shall review the plans to determine whether a geotechnical review is required. If the review is required, then the applicant shall be referred to geotechnical experts for further evaluation.

- Policy SF 1-2: Prohibit structures intended for human occupancy within 50 feet of an active fault trace.
- Although no active faults are located within the Planning Area, this policy would apply if a new fault was discovered. It is also the City's intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault and to allow uses within setback areas that could experience displacement without undue risk to people and property.
- Policy SF 1-3: Require comprehensive geological and geotechnical investigations of critical structures regardless of location.
- Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.
- Policy SF 1-4: Require preparation of a soils report as part of the development review and/or building permit process for development proposed in the area depicted with expansive soils.
- The southwest corner of the City is underlain by expansive soils that must be taken into account during building design if cracking and settling of structures are to be minimized. The report would not be necessary when soil characteristics are known, and the City's Building Official or Public Works Director determines it is not needed.*
- Policy SF 1-5: Require projects to incorporate recommended features and mitigation measures to avoid or minimize seismic and geologic hazards in areas where such hazards have been identified.
- Policy SF 1-6: Develop program that provides information to property owners to encourage building retrofits that improve resiliency to seismic hazards.
- The California Building Standard Code specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards.
- Policy SF 1-7: Promote the upgrade, retrofitting, and/or relocation of existing essential facilities that are located in areas susceptible to seismic and geologic hazard and do not meet current building code standards.

- Policy SF 1-8: Control erosion of graded areas with revegetation or other acceptable methods.
- Plant materials for revegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.
- Policy SF 1-9: Require that grading activities be designed, per City standards, to avoid obstructing or impeding the natural flow of stormwaters, causing accelerated erosion or aggravating any existing flooding condition.
- Policy SF 1-10: Restrict intensive developments and land uses along rivers and waterways where it is likely that erosion could cause property damage or threaten life during high-precipitation events.
- The City shall make sure that these areas are inventoried and zoned appropriately.
- Policy SF 1-11: Maintain and update, as appropriate, the City's emergency preparedness programs, plans, and procedures to ensure the health and safety of the community in the event of an earthquake or other disaster.
- The City shall inform community and business leaders and residents regarding all aspects of disaster preparedness, including plans for evacuation and alternative access routes and provisions. The City shall also provide a coordinated emergency response in the event of any local or regional, natural, or man-made disaster. This shall be supported by ongoing awareness and training programs in disaster planning and response.

FLOOD AND INUNDATION HAZARDS

Flooding is the rising and overflowing of a body of water onto normally dry land. Floods are among the costliest natural disasters in terms of human hardship and economic loss nationwide and can cause substantial damage to structures, landscapes, and utilities as well as life-safety issues. Floodwaters can transport large objects downstream, which can damage or remove stationary structures, such as dam spillways. Ground saturation from flooding can result in instability, collapse, or other damage to buildings and other structures. Floodwaters can also break utility lines and interrupt services. Standing water from floods can damage crops, roads, foundations, and electrical circuits.

In Yuba City, flood risks relate primarily to urban and flash flooding. Although the Feather and Yuba Rivers border the city, an existing levee system protects the city from riverine flooding during high flows; this levee system is being proactively reinforced, as described below. Excess rainfall is a well-known cause of flooding, particularly flash flooding. Other causes of flooding include dam or levee failure, or in the case of urban flooding, storm drainage system overload.

Flooding can be caused by the accumulation of stormwater in low-lying areas with poor drainage, due to either the lack of infiltration or an insufficient overland drainage network.

Flooding that occurs under these conditions is often called urban flooding. Urban flooding from storm drain overload can make roads impassable until the water recedes.

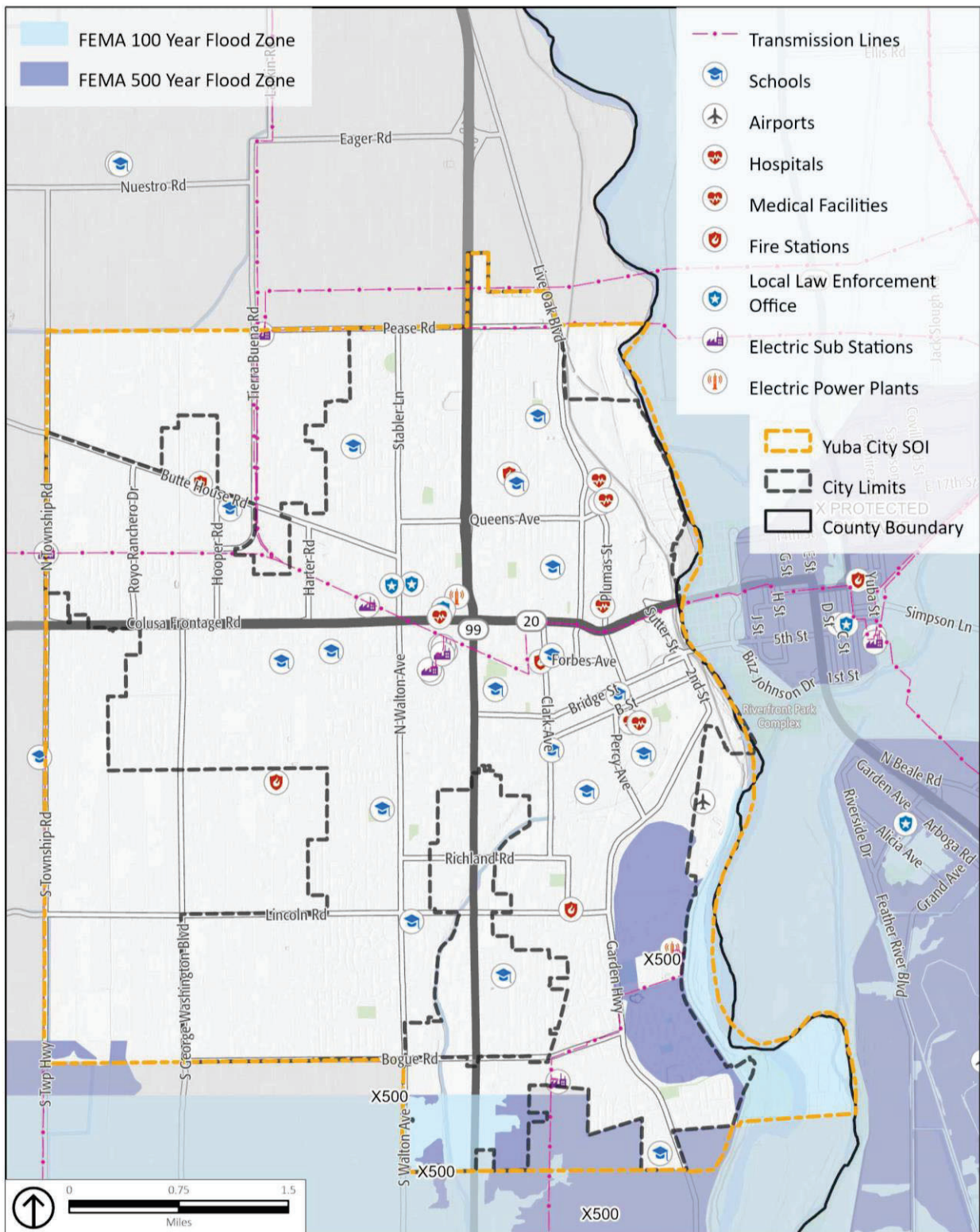
Areas at an elevated risk of flooding are generally divided into 100-, 200-, and 500-year flood zones. A 100-year flood zone has a 1-percent chance of experiencing a major flood in any given year; a 200-year flood zone has a 0.5-percent chance of flooding in any given year; and a 500-year flood zone has a 0.2-percent chance of flooding in any given year. **Figure 8-2** shows the 100- and 500-year flood zones in and around Yuba City.

Agencies responsible for flood control in Yuba City include the Sutter Butte Flood Control Agency (SBFCA), the United States Army Corps of Engineers (USACE), FEMA, the Federal Insurance Administration (FIA), and the Department of Water Resources (DWR).

- The SBFCA is a joint powers agency that serves the Counties of Butte and Sutter, the Cities of Biggs, Gridley, Live Oak and Yuba City, and Levee Districts 1 and 9. The agency is involved with a variety of projects and planning efforts that aim to reduce flood risk in the Butte and Sutter areas.
- The USACE identifies the need for and constructs major flood-control facilities. It also develops flood and dam inundation maps and reports. The USACE is currently in the process of constructing improvements along the Feather River west levee from Star Bend to Laurel Avenue to bring that reach of levee up to 100-year standards.
- FEMA manages the National Flood Insurance Program (NFIP), providing insurance to the public in communities that participate in the program. FEMA is the main federal government agency contact during natural disasters and publishes the Flood Insurance Rate Maps (FIRM), which identify the extent of flood potential in flood-prone communities based on a 100-year flood (or base flood) event.
- The FIA is the primary agency that delineates potential flood hazard areas and floodways through the FIRMs and the Flood Boundary and Floodway Map. Flood insurance is required of all homeowners who have federally subsidized loans.
- DWR is responsible for managing and protecting California's water. DWR works with other agencies to benefit the state's people, and to protect, restore, and enhance the natural and human environments. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property.

Floodplains can change over time; the floodplain and watercourse of a stream can also be affected by anthropogenic (or human) influences, such as the development of land into residential or commercial structures and the resulting reduction of pervious land, resulting in increased stream flow, the construction of bridges or culverts, or the creation of levees or other impoundment structures that control the flow in the watercourse.

Figure 8-2: Flood Zones



Source: USGS, 2020; Sutter County, 2022; PlaceWorks, 2024; FEMA, 2021.

DAM FAILURE AND SAFETY

Dam failure also poses a risk to Yuba City. The following dams present a downstream hazard to Yuba City: New Bullards Bar Dam, Lake Almanor, Virginia Ranch Dam (Merle Collins Lake), Oroville Dam, Thermalito Diversion, Scott's Flat Dam and Englebright Dam. Failure of these dams is generally considered a very unlikely event, although such events are not unprecedented. In 2017, Oroville Dam's spillways were damaged by heavy rains, prompting widespread evacuations due to fear of dam failure. Areas in the city that would be affected by inundation of these dams are illustrated in **Figure 8-3**.

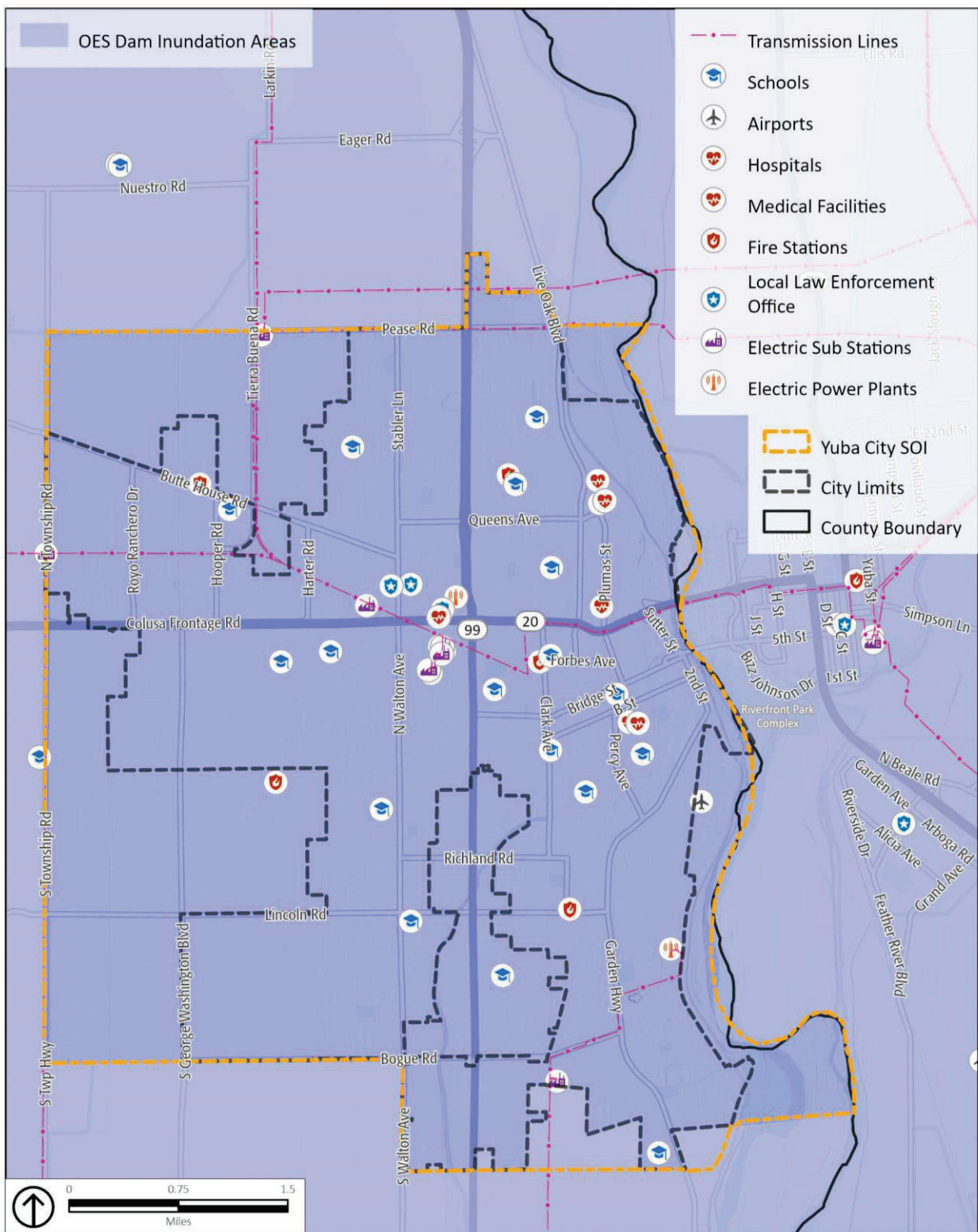
Dam break floods are usually associated with intense rainfall or prolonged flood conditions. A dam failure is an uncontrolled release of water from a reservoir through a dam as a result of structural failures or deficiencies in the dam. Dam failures can range from minor to catastrophic and can potentially harm human life and property downstream from the failure. In addition, ecosystems and habitats are destroyed as a result of waters flooding them. Although dam failures are very rare, these events are not unprecedented. Additionally, the older that dams get, the more potential exists for catastrophic dam failures. There are four major causes of dam failures, which include the following:

- **Overtopping:** These failures occur as a result of poor spillway design, leading to a reservoir filling too high with water, especially in times of heavy rainfall. Other causes of this type of failure include settling of the crest of the dam or spillway blockage.
- **Foundation defects:** These failures occur as a result of settling in the foundation of the dam, instability of slopes surrounding the dam, uplift pressures, and seepage around the foundation. All of these failures result in structural instability and potential dam failure.
- **Piping and seepage failures:** These failures occur as a result of internal erosion caused by seepage and erosion along hydraulic structures such as the spillways. Erosion as a result of animal burrows and cracks in the dam structure contribute to these failures as well.
- **Conduit and valve failure:** These failures occur as a result of problems with valves and conduits.

In Yuba City, a major earthquake could cause a dam failure. Dams are constructed with safety features known as "spillways" that allow water to overtop the dam if the reservoir fills too quickly. Spillway overflow events, often referred to as "design failures," result in increased discharges downstream and increased flooding potential. In a dam failure scenario, the greatest threat to life and property typically occurs in those areas immediately below the dam since flood depths and discharges generally decrease as the flood wave moves downstream. The primary danger associated with dam failure is the high-velocity flooding downstream of the dam and limited warning times for evacuation.

The Federal Energy Regulatory Commission, as required by federal law, has reviewed and approved comprehensive emergency action plans (EAPs) for each of these dams. The EAP minimizes the threat to public safety and the response time to an impending or actual sudden release of water from project dams. The EAP is also designed to provide emergency notification when flood water releases may present the potential for major flooding.

Figure 8-3: Dam Inundation Zones



As mandated by the National Dam Inspection Act, the USACE has the authority and responsibility for conducting inspections of all dams. The purpose of these inspections is to check the structural integrity of the dam and associated appurtenant structures, ensuring protection of human life and property. Periodic inspections disclose conditions that might disrupt operation or dam safety. The National Dam Inspection Act requires all states to establish dam safety programs and sets minimum standards for dam design, construction, maintenance, and inspection. In response to this federal mandate, the California Dam Safety Program was established to oversee the inspection, operation, and maintenance of all dams within the state. The California Dam Safety Program is responsible for implementing the National Dam Inspection Act in California and ensuring that all non-federal dams in the state comply with the federal safety standards set forth by the National Dam Inspection Act. The program also works to promote dam safety awareness, provides technical assistance to dam owners and operators, and conducts regular inspections and evaluations of California's dams.

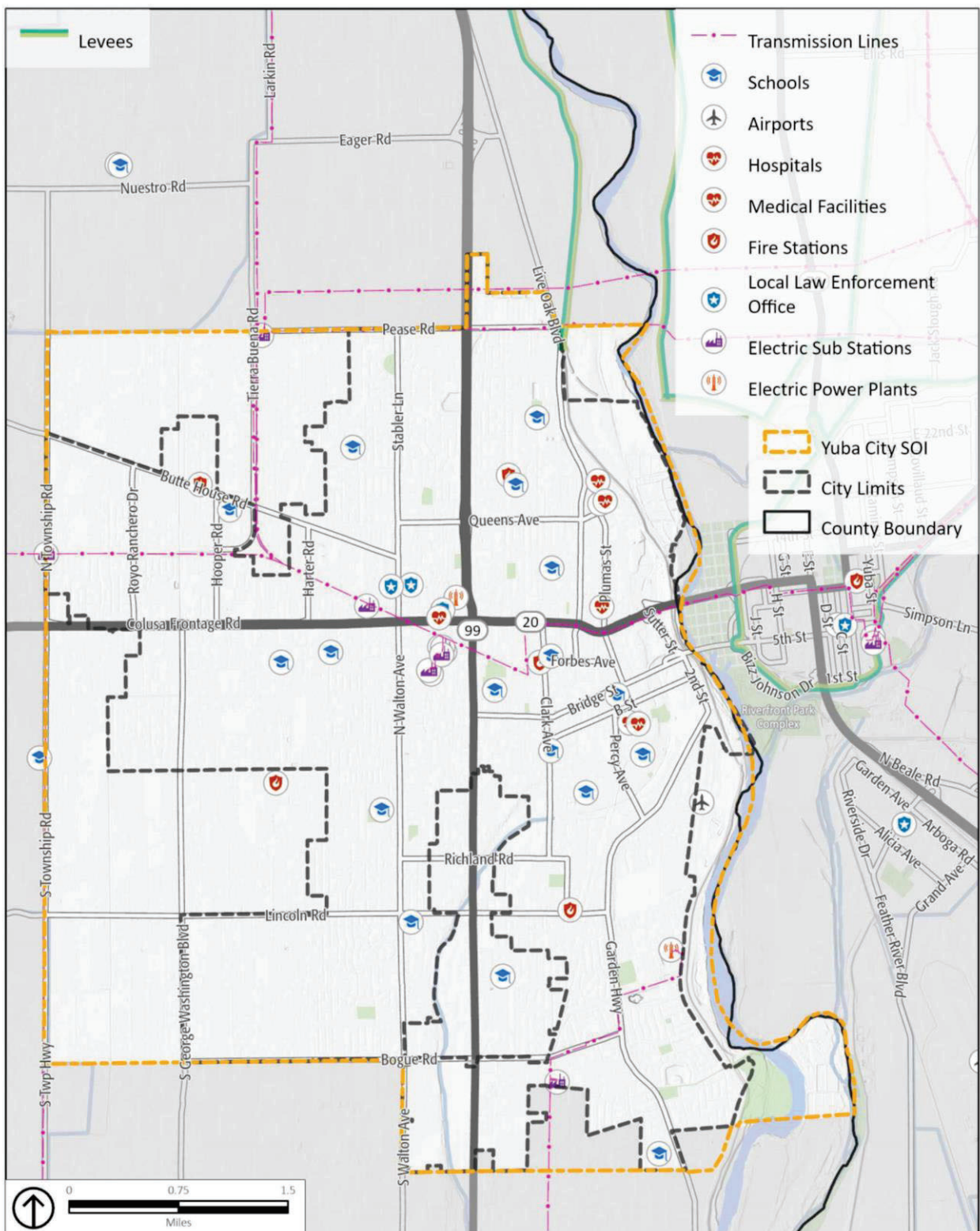
The Yuba Water Authority, which owns and operates New Bullards Bar Dam, conducted a detailed review of potential seismic sources in relation to New Bullards Bar Dam in 2004. Of the identified or interfered lineaments or faults in the region identified by the California DWR, Division of Safety of Dams, most are believed to be inactive. The New Bullards Bar Dam is inspected visually three times per week for any changed conditions, such as increased leakage, cracking, or settlement. Downstream flows are continuously monitored by the Colgate Power Plant and the Pacific Gas and Electric Company (PG&E) Wise Power Plant. In addition, two seismic sensors are located at each end of the New Bullards Bar Dam. An earthquake of at least magnitude 5.5 within 50 miles of the dam triggers the YWA to inspect the dam.

LEVEE FAILURE

Most of the populated areas of the Sacramento Valley are protected by an extensive levee system, maintained by independent local levee districts and reclamation districts and overseen by the USACE, DWR, and the Bureau of Reclamation. Within Sutter County, these districts are Reclamation District 70, Reclamation District 1001, Reclamation District 1500, and Reclamation District 1600, as well as Levee District 1 and Levee District 9. Levee failure occurs when the structural integrity of the levee is compromised in some way. The City of Yuba City is largely encompassed by the Feather River Right Bank - Sutter Bypass East Bank system, a 67.5-mile-long levee system that protects Yuba City, Live Oak, Gridley, Briggs, and surrounding agricultural areas from flood waters in the Feather River, Sutter Bypass, and Wadsworth Canal. **Figure 8-4** shows the levee protection zone for Yuba City.

As part of a two-phase levee repair project known as the Feather River West Levee Project, the SBFCA partnered with the State of California and USACE to address levee deficiencies across 44 miles from the Thermalito Afterbay south to the Sutter Bypass. The first phase of repairs consisting of 36 miles of Feather River west levee from Thermalito Afterbay south to Star Bend was completed in 2017. The USACE began work on the second phase of the project in 2019 and completed their work in 2022. SBFCA is on schedule to repair the last 1.6 miles of levee between the Highway 99 Bridge and the Sutter Bypass in 2025. The primary method of the repairs on the levees involved the construction of slurry walls and seepage berms designed to block or slow the flow of water through and underneath the levees. The goal of the project is to achieve a minimum of 200-year flood protection for Yuba City and other urbanized population centers and eventually remove more than 34,000 properties from FEMA Special Flood Hazard Areas.

Figure 8-4: Levee Protection Zone



Source: USGS, 2020; Sutter County, 2022; PlaceWorks, 2024; .

PAST OCCURRENCES

The history of flooding in Yuba City has been closely associated with its position west of the Feather River and east of the Sutter Bypass. The Feather River is a principal tributary to the Sacramento River, draining a watershed of 3,222 square miles in the Sierra Nevada and Sacramento Valley. The Sutter Bypass is an artificial flood corridor that collects flood overflow water from the Sacramento River after passing through Butte Slough and the Butte Sink, and eventually converging with the Feather River. As a result, Sutter County and the communities surrounding Yuba City have a long history of disastrous flooding. There have been 20 federal and 15 state declarations of disaster due to heavy rains and storms from the years of 1950 and 2017. The floods of 1955, 1986, and 1997 caused significant property damage throughout the region. Thousands were forced to evacuate, people lost their lives, and communities suffered extensive property damage.

As previously discussed, in February 2017, Oroville Dam's main and emergency spillways were damaged, prompting the evacuation of more than 180,000 people living downstream along the Feather River. This event was initially triggered by heavy rainfall during the 2017 California floods.

POTENTIAL CHANGES TO FLOOD RISK IN FUTURE YEARS

Likelihood of Future Occurrence

Due to the City's proximity to a variety of waterways, Yuba City is primarily at risk to flooding due to the overtopping of rivers and creeks, levee failures, and the failure of urban drainage systems that cannot accommodate large volumes of water during severe rainstorms. Historically, Sutter County and Yuba City have been subject to previous flooding events primarily during the winter and spring months when river systems swell with heavy rainfall runoff. Normally, stormwater is kept within defined limits by a variety of storm drainage and flood-control measures. Occasionally, extended heavy rains result in floodwaters that exceed normal high-water boundaries and cause damage. Flooding has occurred both within the 100- and 500-year floodplains and in other localized areas. As land uses and climate conditions shift and as improvements are made to flood-control channels, the size of these flood zones is likely to change.

The potential for levee failure in Yuba City has decreased over the last several years. Currently only a small portion of Yuba City is in a 1 percent annual chance flood zone as defined by FEMA. According to analysis performed by the Sutter County LHMP, there is a 1 percent chance in any given year of a flood event causing \$10,998 in damage and a 0.2 percent chance in any given year of a flood event causing \$98.7 million in damage in the city. However, all areas of the city are now protected from 200-year flood events due to improvements to the main system of levees along the Feather River, discussed earlier as the Feather River West Levee Project. A dam failure event is also likely to remain a risk to Yuba City in future years, although the odds of such an event are expected to remain low.

Climate Change and Flooding

Floods are among the most damaging natural hazards in Yuba City, and climate change is expected to make flood events more severe. Although climate change may not change average precipitation levels significantly, scientists expect that it will cause more years with extreme precipitation events. This means that more years are likely to see particularly intense storm systems that drop enough precipitation over a short enough period to cause flooding. Consequently, floods are expected to occur more often in and around Yuba City, and climate change may expand the parts of the city that are considered flood-prone. Furthermore, earlier or more rapid winter snowmelt in the high elevation areas in and around Sutter County, as well as precipitation events that would have fallen as snow in a cooler climate, are expected to contribute to an increased flooding risk.

Some indirect effects of climate change may also increase flooding in Yuba City. Climate change is expected to increase the frequency and severity of droughts that cause soil to dry out and become hard. Therefore, when precipitation does occur, more water runs off the ground's surface rather than being absorbed into the ground, which can lead to floods. Wildfires, which are expected to become more frequent due to climate change, cause a similar effect by baking the surface of the ground into a harder and more impenetrable layer adding to the already large expanse of impermeable surfaces throughout the city (e.g., roads, driveways, parking lots). Trees and other vegetation help slow water down, which allows the water to be absorbed into the soil and prevents it from becoming runoff. Therefore, changes to soil properties resulting from climate change may also increase flood risk.

While the risk and associated short- and long-term impacts of climate change are uncertain, experts in this field tend to agree that among the most significant impacts include those resulting from increased heat and precipitation events that cause increased frequency and magnitude of flooding. Increases in damaging flood events will cause greater property damage, public health and safety concerns, displacement, and loss of life. Displacement of residents can include both temporary and long-term displacement, increase in insurance rates, or restriction of insurance coverage in vulnerable areas.

POLICIES

Goal SF 2-1. Minimize the potential for loss of life, personal injury, and damage to property and public facilities resulting from flood and inundation risk.

Policy SF 2-1: Prioritize the implementation of public drainage improvements identified in the City's Capital Improvement Program.

Policy SF 2-2: Use the best available flood hazard information from local, regional, state and federal agencies when updating floodplain mapping, land use plans, and emergency response plans to inform land use and public facility investment decisions.

Policy SF 2-3: Require a minimum of 100-year flood protection for all areas of the city, in accordance with local, state, and federal requirements.

- Policy SF 2-4: Coordinate with the Sutter Butte Flood Control Agency, U.S. Army Corps of Engineers and other appropriate entities to maintain locally and regionally effective strategies for the planning, construction, operation, and maintenance of drainage and flood-control facilities.
- Policy SF 2-5: Require new development in urban and urbanizing areas of the City to provide 200-year flood protection in accordance with State requirements.
- Policy SF 2-6: Identify contacts and coordinate with operators of nearby dams, including Oroville Dam, and develop a communications protocol in the event of an emergency.
- Policy SF 2-7: Require new developments to assess potential flood hazards and demonstrate compliance with state and federal flood standards prior to approval.
- All develop within the floodplain is required to seek a floodplain development permit.*
- Policy SF 2-8: Require new projects to evaluate storm runoff impacts on the local and subregional storm drainage systems. Require the new development to provide adequate drainage facilities and to mitigate increases in storm water flows and/or volume to avoid cumulative increases in downstream flows in accordance with City standards.
- Policy SF 2-9: Restrict development along waterways that would reduce stream capacity, increase erosion, or cause deterioration of channels.
- Policy SF 2-10: Limit construction activity near the Feather River levee that would adversely affect the integrity of the levee or would impede maintenance, inspection or planned levee expansion.
- Policy SF 2-11: Encourage new development projects incorporate design strategies and features to reduce the area of impervious surfaces.
- Policy SF 2-12: Maintain the highest feasible rating under the Community Rating System of the National Flood Insurance Program to reduce flood risks and the cost of private property insurance.
- Policy SF 2-13: Ensure that treated wastewater effluent is not stored in discharge ponds within the floodplain at risk of flood. Establish and maintain adaptive methods for disposal of treated wastewater following recommendations in the City's Wastewater Treatment Facility and Collection System Master Plan.
- Policy SF 2-14: Support the longevity of maintenance activities and flood resilience in the Feather River Parkway area.

Policy SF 2-15: Protect and maintain all critical pipelines that cross through the Feather River Levee system.

Policy SF 2-16: Utilize parks for the secondary purpose of storm water storage.

8.6 FIRE HAZARDS

Fire hazards include both wildfires and urban fires. The combination of complex terrain, Mediterranean climate, and productive natural plant communities, along with ample natural ignition sources, has created conditions for extensive wildfires in and around Yuba City, making wildfire a hazard of high concern. Historically, the fire season extended from early summer through late fall of each year during the hotter, dryer months, although it is increasingly a hazard that can occur year-round. Fire conditions arise from a combination of high temperatures, low-moisture content in the air and plant matter, an accumulation of vegetation, and high winds.

Three types of fires are of concern to Yuba City: (1) wildfires, (2) wildland-urban interface fires, and (3) structural fires.

WILDFIRES

Wildfires occur on mountains, hillsides, and grasslands. Vegetation, wind, temperature, humidity, and slope are all factors that affect how these fires spread. In Yuba City, native vegetation, such as oak woodland and grassland provide fuel that allows fire to spread easily across large tracts of land. These plant species are capable of regeneration after a fire, making periodic wildfires a natural part of the ecology of these areas. The climate of the Yuba City region keeps the grass dry and more readily combustible during fire season. Seasonal drought conditions exacerbate fire hazards. Portions of the city are undeveloped and consist of highly flammable vegetation. In particular, the “river bottoms” areas, along the Feather River within the levee system, and open space in the northeastern portion (i.e., Feather River Parkway) and southeastern portion of the city have a moderate fire risk. Much of the area outside these levees are left in a natural state, allowing combustible fuels to accumulate over long periods of time.

The Sutter County LHMP identifies two critical infrastructure features could be at risk from these river bottom fires in Yuba City. The water intake pump/lift station for the City’s water system pumps water to the City’s Treatment Plant and is located on the west bank of the Feather River. A Union Pacific Railroad trestle spans the width of the west Feather River (i.e., river bottom area) and has caught fire in the past as a result of both grass fires and fires caused by train operations.

Because areas of the city with natural vegetation are extremely flammable during late summer and fall, wildfire is a serious hazard in undeveloped areas. Grassland fires are easily ignited, particularly in dry seasons. These fires are relatively easily controlled if they can be reached by fire equipment, although after a fire, the burned slopes are highly subject to erosion and gullying. While brush-lands are naturally adapted to frequent small fires, fire protection in recent decades has resulted in heavy fuel accumulation on the ground. Brush fires, particularly near the end of the dry season, tend to burn fast and very hot, threatening homes and leading to serious destruction of vegetative cover. A brush fire that spreads to a woodland can generate a destructive crown fire, which burns materials at the top of trees and jumps from treetop to treetop. Crown fires can be very intense and difficult to contain.

Many species of oaks are tolerant to fire and are known to be part of California's fire-dependent ecosystem. In general, oak woodlands are well adapted to periodic fire in the landscape. However, fire suppression in the 20th century led to the buildup of a dense understory of conifers, hardwoods, and shrubs in woodlands throughout the region. The buildup of dense understories and the higher density of small trees, especially conifers, enhance the risk of high-severity fires under hot, dry, and windy conditions. The combustibility of the fuel depends on its moisture content, physical structure, and chemical content. The drier the fuel, the more flammable it will be. Regardless, all vegetation in the region reaches some degree of combustibility during the dry summer months and, under certain conditions, during the winter months.

In addition, tree mortality due to drought and sudden oak death have increased densities of dead fuels and likely contributed to higher fire risk in the region. Under moderate drought conditions, oak woodlands generally present low fire risk, and treatments that remove understory fuels further reduce risk of high-severity fire. High-intensity fires increase the likelihood of a fire growing and spreading quickly. Furthermore, production of burning embers carried through the wind can lead to spot fires beyond the immediate perimeter, and these are often the primary cause of ignition for structures. In Yuba City, an oak woodland wildfire has the potential to spread rapidly and may be very difficult to contain due to climatic conditions during the summer and fall.

Wildfire Smoke

Increasing statewide fire frequency can create recurring air quality degradation events, leading to respiratory health effects. Wildfire smoke consists of a mix of gases and fine particulate matter from burning vegetation and materials. The pollutant of most concern from wildfire smoke is fine particulate matter (PM_{2.5}). PM_{2.5} from wildfire smoke is damaging to human health due to its ability to deeply penetrate lung tissue and affect the heart and circulatory system. Although wildfire smoke presents a health risk to everyone, sensitive groups may experience more severe acute and chronic symptoms from exposure to wildfire smoke, such as children, older adults, people with chronic respiratory or cardiovascular disease, or people with low socioeconomic status.

The severity of smoke impacts is determined by the measurement of PM_{2.5} particles in the air. The average of this concentration recorded over 8 hours is used to create an Air Quality Index (AQI) and a PM_{2.5} AQI over 150 is considered to be an unhealthy level for the general population. Recent fires originating in nearby counties have created severe impacts to air quality affecting residents of Yuba City. Emissions from the Butte Fire in November 2018 reached a peak PM_{2.5} level of 295 micrograms per cubic meter and an AQI of 345 in Yuba City which is within the highest category of air quality hazard recorded by the AQI.

WILDLAND-URBAN INTERFACE FIRES

The wildland-urban interface (WUI) is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) mix with areas of flammable wildland vegetation. The WUI is composed of both interface and intermix communities. The distinction between these is based on the characteristics and distribution of houses and wildland vegetation across the landscape. Intermix WUI refers to areas where housing and wildland vegetation intermingle, and interface WUI refers to areas where housing is in the vicinity of a large area of dense wildland

vegetation. The influence WUI zone refers to an area consisting of wildfire-susceptible vegetation up to 1.5 miles from the WUI. According to a publication in the International Journal of Wildfire, 50 percent of all buildings destroyed by wildfires in California are in the interface WUI, compared to 32 percent in the intermix WUI. And wildfires destroyed an average of 15.6 percent of all buildings in the interface WUI compared to 11 to 14 percent of all buildings in other zones. The results demonstrated that the interface WUI is where most buildings were destroyed in California, despite less wildland fuel.¹³ Humans are the leading cause of wildland fires, and with thousands of people living near and visiting wildland areas, the frequency of human-caused fires is growing. Wildfires and urban interface fires have occurred close to the city, especially in large areas of grassland and woodland.

In the WUI, efforts to prevent ignitions and limit wildfire losses hinge on hardening structures and creating defensible space through a multi-faceted approach, which includes engineering, enforcement, education, emergency response, and economic incentive. Different strategies in the defense and threat zones of the WUI help to limit the spread of fire and reduce the risk to people and property.

Other efforts include Vegetation Management Program (VMP) activities. The VMP is a cost-sharing program that focuses on the use of prescribed fire, and some mechanical means, for addressing wildland fire fuel hazards and other resource management issues on State Responsibility Area (SRA) lands. The use of prescribed fire mimics natural processes, restores fire to its historic role in wildland ecosystems, and provides significant fire-hazard reduction benefits that enhance public and firefighter safety.

STRUCTURAL FIRES

Urban fires occur in built-up environments, destroying buildings and other human-made structures. These disasters are often due to faulty wiring or mechanical equipment, combustible construction materials, or the absence of fire alarms and sprinkler systems. Structural fires are largely from human accidents, although deliberate fires (arson) may be a cause of some events. Older buildings that lack modern fire safety features may face greater risk of damage from fires. To minimize fire damage and loss, the City's Fire Code, based on the California Fire Code, sets standards for building and construction. It requires the provision of adequate water supply for firefighting, fire-retardant construction, and minimum street widths, among other things.

FIRE HAZARD SEVERITY ZONES

The California Department of Forestry and Fire Protection (CAL FIRE) establishes Fire Hazard Severity Zones (FHSZ), designating each as moderate, high, or very high severity. Incorporated areas, such as Yuba City, are considered local responsibility areas (LRA). LRAs include areas protected by local agencies, including city and county fire departments, and local fire protection districts. According to CAL FIRE, LRAs are included in instances where Very High Fire Hazard Severity Zones are delineated. In Yuba City, there are no Very High Fire Hazard Severity Zones. Consequently, Yuba City has no areas with delineated Fire Hazard Severity Zones. In unincorporated areas where state agencies provide fire protection services (known as State Responsibility Areas or SRAs), the state has identified moderate, high, and very high FHSZs.

Figure 8-5 identifies the WUI, as defined by CAL FIRE. A few areas of moderate threat exist along the Feather River on the eastern border of the city. According to an analysis performed by Sutter County, there are 165 parcels at risk in these moderate severity zones within Yuba City. Historically, there has been no significant wildland fire in the WUI area within the city resulting in the loss of the residential or commercial structures. However, Yuba City has suffered the impacts of numerous megafires that resulted in extreme air quality concerns, ash on agricultural products, and evacuees entering Yuba City. The National Interagency Fire Center defines a megafire as a wildfire that burns more than 40,500 hectares (100,000 acres) of land.

FIRE PROTECTION

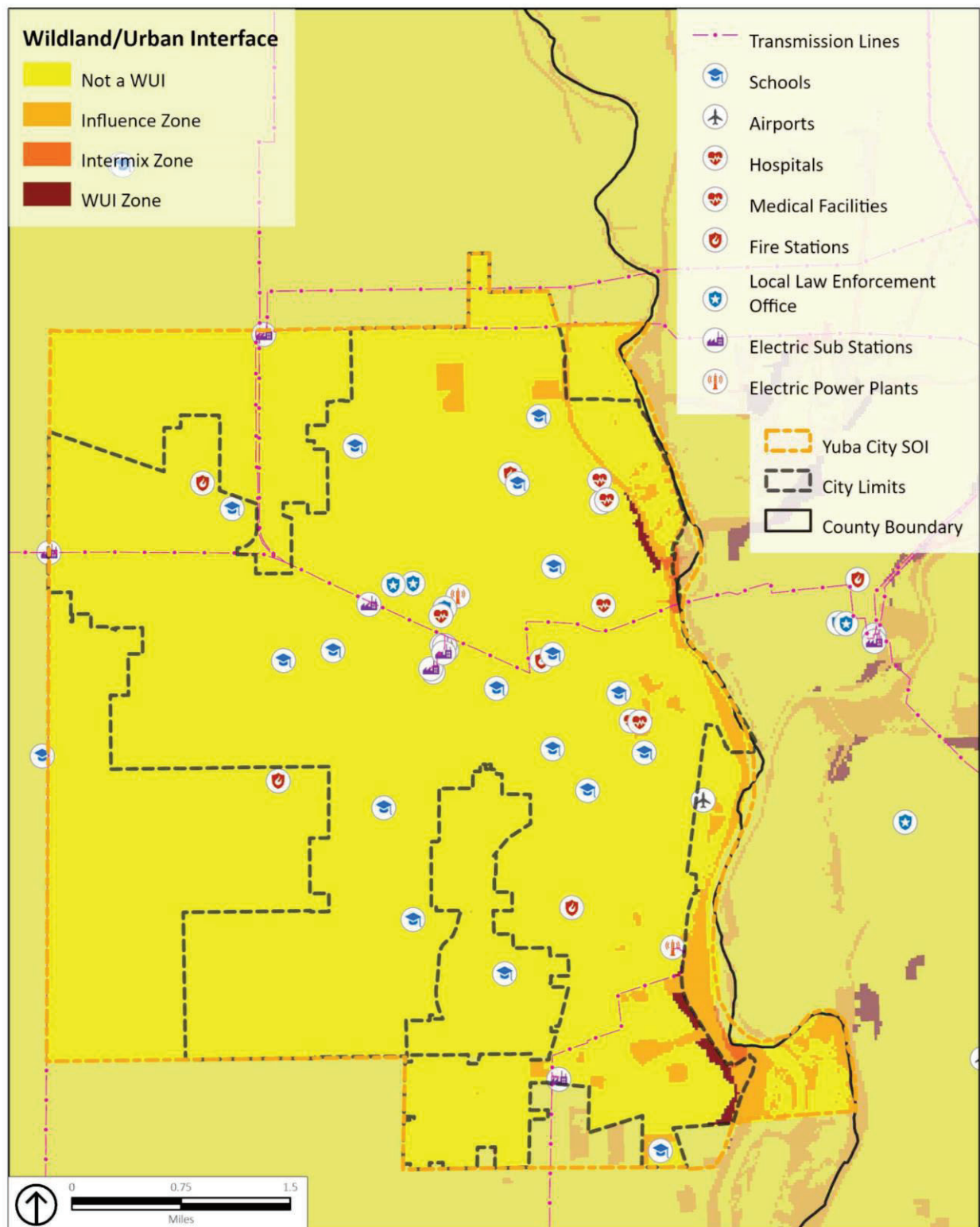
The Yuba City Fire Department (YCFD) provides fire protection and suppression and life safety services for the city. The Department responds to structural and wildland fires, emergency medical service, and hazardous/toxic material spills in the Planning Area. On September 10, 2001, the Yuba City and Walton Fire Departments officially merged, expanding the Fire Department's service area from a three-station department protecting 44,000 residents spread over nine square miles to a five-station department protecting 60,000 residents spread over about 30 square miles. The Department's five stations are located throughout its jurisdictional area: four in Yuba City proper and one in the unincorporated community of Tierra Buena.

PAST OCCURRENCES

The most severe instance of wildfire in Yuba City occurred in 2009 burning 83 acres along the Feather River in the densely vegetated areas of its low-lying river bottoms. The cause of the fire is unknown and forced several homeless people to evacuate from a homeless camp; no injuries or deaths were reported. This area continued to be the site of several more fires including one in 2013 that burned approximately 15 acres. The most severe fires within proximity to Yuba City in recent years have been concentrated around the Sutter Buttes, where limited access and steep terrain restricts ability to control fires that break out. The largest fire to occur was the Camp Fire which burned around 2,475 acres in 2018 and had severe impacts to air quality in Yuba City.

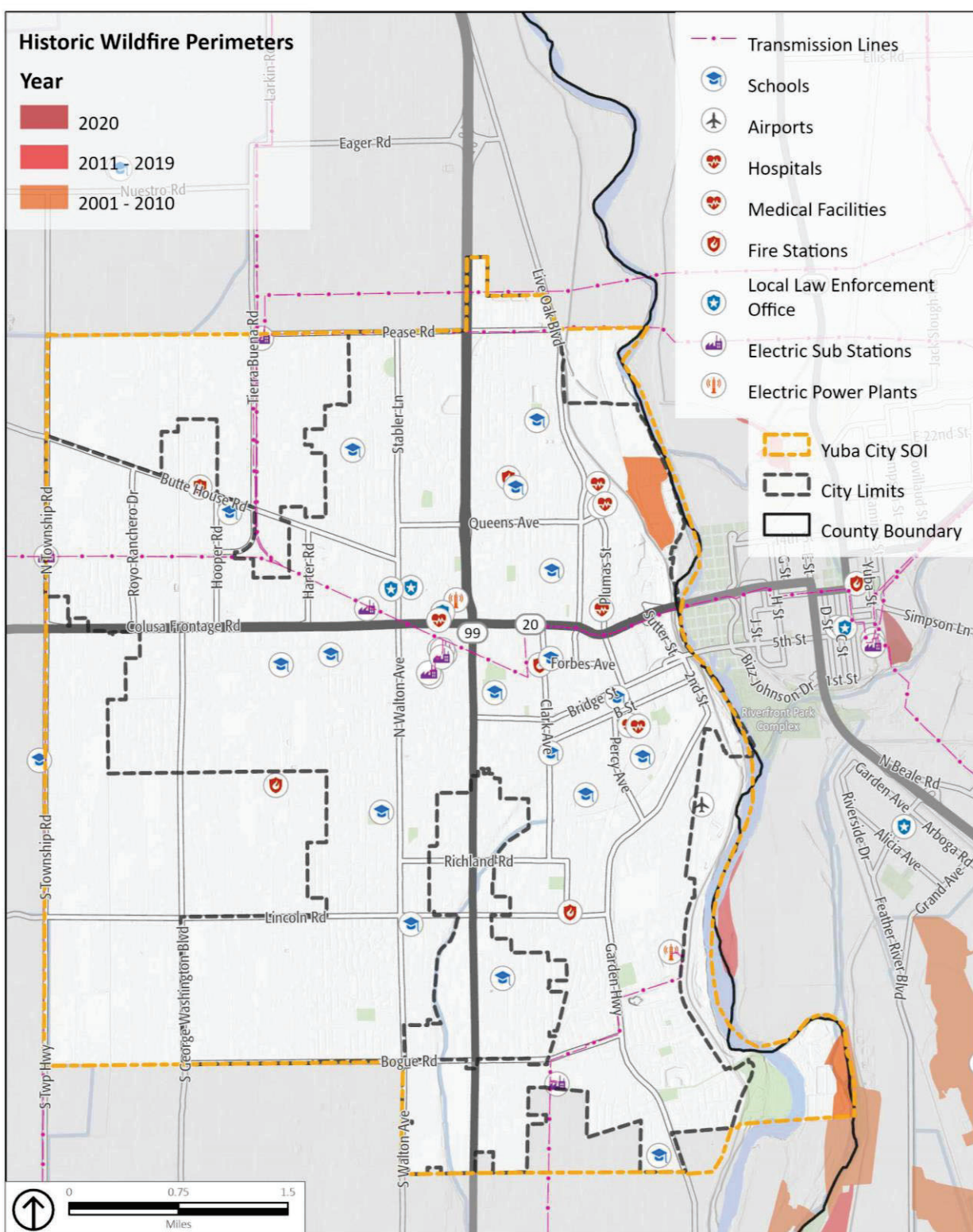
Figure 8-6 shows the areas around Yuba City that have been burned by wildfires.

Figure 8-5: Wildland-Urban Interface Zones



Source: USGS, 2020; Sutter County, 2022; PlaceWorks, 2024; CalFire, 2015.

Figure 8-6: Historic Wildfire Burn Areas



Source: USGS, 2020; Sutter County, 2022; PlaceWorks, 2024; CalFire, 2021.

POTENTIAL CHANGES TO FIRE RISK IN FUTURE YEARS

Likelihood of Future Occurrence

The wildfire season in Sutter County typically lasts from June through October. Extreme weather conditions during periods of low humidity, low fuel moisture, and high winds also contribute to the severity of any potential wildfires. Extreme weather conditions during periods of low humidity, low fuel moisture, and high winds also contribute to the severity of any potential wildfires. Fires occurring during these times typically burn hot and fast and are difficult to control unless initial suppression occurs immediately. However, wildfire for Yuba City is not a great concern since the city is not within a Fire Hazard Severity Zone. Nonetheless, open space areas with dry vegetation along the Feather River remain susceptible to wildfires that can move quickly if accompanied by a stiff breeze.

Climate Change and Wildfire

Changing climate conditions are expected to increase the wildfire risk in and around Yuba City. Warmer temperatures triggered by climate change can exacerbate drought conditions, which can kill or dry out plants, creating more fuel for wildfires. Warmer temperatures are also expected to increase the number of pest outbreaks, such as the western pine beetle, killing and weakening trees and increasing fuel load. These effects are likely to result in a fire season that begins earlier and lasts longer than it has historically.

POLICIES

Goal SF 3-1. Minimize adverse impacts due to urban and wildfires.

- Policy SF 3-1: Require that new development meet State, County, and local fire district standards for fire protection, including the California Building Standards Code and the Yuba City Fire Code as applicable.
- Policy SF 3-2: Work with property owners of buildings and properties that do not conform with codes to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.
- Policy SF 3-3: Encourage the provision of infrastructure, services, and critical assets that are protected against fire hazards to the extent possible.
- Policy SF 3-4: Encourage and support regular and timely weed abatement activities that remove fuels from public and private lands to protect and maintain defensible spaces.
- Policy SF 3-5: Require new development projects to pay on a fair-share basis for the Yuba City fire station, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.
- Policy SF 3-6: Continue the implementation of and improve pro-active fire prevention activities administered under the Yuba City Fire Department that promote awareness of home and business fire prevention measures.

- Policy SF 3-7: Maintain inter-jurisdictional cooperation and coordination, including automatic-aid agreements with fire protection/suppression agencies in Sutter County.
- Policy SF 3-8: Site critical and essential facilities outside of fire-prone areas wherever possible. If infeasible, incorporate fire-safe design elements into the design of these facilities.
- Policy SF 3-9: Support annexations and consolidations of fire districts and services to improve service delivery to the public.
- Policy SF 3-10: Strive to provide the minimum required infrastructure and requisite facilities to suppress fires throughout the city, including sufficient road widths, adequate water pressure and fire hydrants, sufficient future water supply and long-term supply integrity, and clearly visible street signage.
- Policy SF 3-11: The City shall work to ensure the long-term sustainability of water supplies to meet current and anticipated future firefighting needs.

8.7 AGRICULTURE AND ECOSYSTEM HAZARDS

AGRICULTURAL PESTS

Sutter County is heavily agricultural. The county's top crop is rice, with 100,000 acres planted annually. Other important crops include walnuts, prunes, nursery products, cling peaches, almonds, and processing tomatoes. In Yuba City, the scale of agriculture production is limited and small relative to the agriculture production in communities throughout the county. Agriculture in the city is limited to areas adjacent to the city boundaries where land is occupied by rice fields and orchards.

Yuba City is threatened by a number of insect pests that, under the right circumstances, can cause severe economic and environmental harm. Insects of concern to plants and crops include the melon fruit fly, Oriental fruit fly, Mediterranean fruit fly, gypsy moth, light brown apple moth, Japanese beetle, European grapevine moth, Asian citrus psyllid, and glassy-winged sharpshooter.

AQUATIC INVASIVE SPECIES

The introduction of nonnative species into County waters can cause significant and enduring economic and environmental impacts. One of the most widespread mechanisms by which introductions occur is through transport of ballast water in boats. Ballast water is taken on and released by a vessel during cargo loading and discharging operations to maintain the vessel's trim and stability.

Boats discharge ballast water that has been obtained from waters throughout the state, country, or the world. This water might include non-native organisms, untreated sewage, and other contaminants. Once introduced, invasive species are likely to become a permanent part of an ecosystem and may flourish, creating environmental imbalances and wreaking economic havoc. Examples include the zebra mussel infestation in the Great Lakes and the propagation of water hyacinth in the California Delta. Both the zebra mussel and the quagga mussel are concerns for

California and Sutter County. These mussels have not affected the waters in Sutter County yet, but are still a cause for concern.

Once introduced, invasive species are likely to become a permanent part of an ecosystem and may flourish, creating environmental imbalances and wreaking economic havoc.

Some of California's and Sutter County's most serious weed problems occur in waterways, lakes, and streams. The aquatic plant hydrilla is considered one of the most serious aquatic weed problems in the world and the California Department of Food and Agriculture (CDFA) maintains an intensive program to survey and eradicate this aquatic weed pest. It can quickly take over lakes and streams, crowding out native animals and plants and blocking hydroelectric plants, while impeding water flow and delivery. Its rapid growth and ease of spread by boats makes it critical to detect early and eradicate. Many varieties of non-native aquatic weeds compete for the entire water column and shoreline in Sutter County, crowding out native species and degrading the aquatic and riparian habitat.

The effects of nonnative fish on native fish are generally in the form of predation and competition for food and breeding sites. For example, many centrarchids (e.g., sunfish, crappie, and black basses) are voracious predators and are known to eat a variety of native invertebrate and fish species. Although no introduction of a non-native fish species has unambiguously caused the extinction of a native species, it is thought that their introduction has contributed to the decline in native species. For example, smallmouth bass have been associated with the decline in the native hardhead in the plan area. Also, introductions of multiple species of centrarchids have been associated with the extirpation of Sacramento perch from the Sacramento River watershed, including the plan area.

There are also several non-fish, non-native invasive species found in aquatic natural communities that can damage such communities. The introduced bullfrog is an important riparian invasive in the city. This species has been implicated as a primary driver of native ranid frog declines in Sutter County. Feral cats are also an important non-native invasive that can impact many native bird species in wetland natural communities.

POTENTIAL CHANGES TO AGRICULTURE AND ECOSYSTEMS

Likelihood of Future Occurrence

As long as severe weather events continue to be an ongoing concern for Yuba City, the potential for ecosystem and agricultural losses remain. The primary causes of agricultural losses are severe weather events, such as drought, freeze, and insect infestations. These factors can also contribute to significant ecosystem loss, as can wildfire events.

The rate of aquatic invasive species discoveries continues to increase. Due to the high number of incidents of invasive species in the Delta and Sacramento River, it is likely that future infestation of aquatic pests will occur in Sutter County. In the Sutter Bypass, invasive species have plugged drains, contributing to greater flood impacts. The risk of aquatic invasive species exists and if a breakout occurs, there may be potentially large economic impacts.

Climate Change and Agriculture and Ecosystem Hazards

Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation can be higher during this time of year. Temperatures are expected to get warmer earlier in the year and remain warmer until later in the year due to climate change, creating a wider window for pests and diseases to be active.

Climate change can also indirectly create a greater risk of agriculture and ecosystem pests and diseases. Many crop plants, trees, and livestock may be weakened by warmer temperatures and changes in precipitation. These weaker plants and animals may not be able to fend off infestations or infections as well as a stronger plant or animal, causing pests and diseases to affect more of the agricultural areas or ecosystem. These pests and diseases can inhibit plant and animal growth, damage plants and animals such that their products are less appealing and harder to sell, or lead to mortality. Moreover, excessive heat and prolonged dry and drought conditions can impact agriculture by creating worker safety issues for farm field workers, severely damaging crops, and reducing availability of water and food supply for livestock.

Drought can reduce the amount of water available for crop irrigation, potentially reducing yield if farmers cannot find alternative supplies. Floods and severe weather can also severely harm or kill crops and damage infrastructure, reducing agricultural yields and requiring costly repairs.

In aquatic ecosystems, climate change is expected to result in warmer water temperatures, shorter duration of ice cover, altered streamflow patterns, increased salinization, and increased demand for water storage and conveyance structures. Due to these patterns, invasive aquatic species are expected to flourish as cold temperatures or winter hypoxic conditions are what have traditionally prevented the establishment and survival of these species in this climate. The addition of new reservoirs will also create more hotspots for these species to thrive.

POLICIES

Goal SF 4-1. Ensure that natural agricultural resources within and adjacent to the city are resistant to pests and diseases to the extent possible and minimize impacts from invasive species to aquatic ecosystems.

Policy SF 4-1: Protect and encourage the restoration of natural lands adjacent to agricultural areas to provide sufficient habitat for native pollinators and other species.

Policy SF 4-2: Encourage multi-jurisdictional collaboration with surrounding local entities and applicable state and federal agencies including the Department of the Interior, the Department of Fish and Game, and the Department of Agriculture to coordinate actions targeting the abatement and prevention of invasive species.

8.8 EMERGENCY PREPARATION AND RESPONSE

EMERGENCY PREPAREDNESS

Emergency preparedness activities in Yuba City are conducted through the Yuba City Fire Department and Police Department. The Yuba City Police Department currently staffs 59 sworn officers with a service ratio of 9.5 officers per 10,000 residents. Officers work in six distinct patrol areas while also serving as school resource officers and providing specialized law enforcement through the SWAT unit, canine unit, and participation in the Yuba-Sutter Area Gang Enforcement Team.

In addition to providing fire suppression, prevention and education services, the Yuba City Fire Department (YCFD) has specialized teams that include Advanced Technical Rescue (ATR) Team, Hazardous Materials (Hazmat) Team and the Tactical Emergency Medical Services (TEMS) Team. The department also has a Fire Investigation Team and a Public Education Team. Five fire stations house 17 pieces of apparatus utilized for both emergency and support operations. YCFD also published a Disaster Preparedness Guide in 2005 providing residents information on best practices for different emergency responses including evacuation, shelter in place, disaster sheltering and utilities disruptions.

Yuba City is also served by the Sutter County Office of Emergency Management (OEM) which is responsible for planning, response and recovery activities associated with natural and man-made emergencies and disasters throughout the County and coordination of those activities with Local Agencies, California Governor's Office of Emergency Services (CalOES), and FEMA. The OEM operates under the guidance of the Sutter County Operational Area Disaster Council which reviews and recommends the adoption of ordinances, resolutions, rules and regulations to implement the County Emergency Plan or other mutual aid agreement entered into pursuant to such plan. The County last updated their Emergency Operations Plan (EOP) in 2011 to review its preparation, response, recovery, and mitigation strategies.

In 2019 Sutter County adopted the CodeRED System, a phone system to alert residents and businesses who are affected, threatened, or might be endangered by an emergency event or a disaster, such as wildfires, floods, hazardous materials, severe weather, and certain law enforcement incidents. The system allows officials to target alerts to a specific geographic range including a single neighborhood to entire county or region with the capability to send maps as well. It automatically calls landlines, but also can also send texts, calls and email notifications to residents that sign up. The City of Yuba City also uses an additional alert system called CodeRed which is used to alert both response personnel to the presence of an emergency, as well as instruct residents of specific areas on how best to reduce their risk of harm in potentially life-threatening situations. Other systems include the Emergency Alert Systems (EAS), the Emergency Digital Information System (EDIS).

The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS participants – radio and television broadcasters, cable systems, satellite radio and television providers, and wireline video providers. FEMA, the Federal Communications System, and National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service (NWS) work collaboratively to maintain the EAS and Wireless Emergency Alerts, which are the two main components of the national public warning system and enable authorities at all

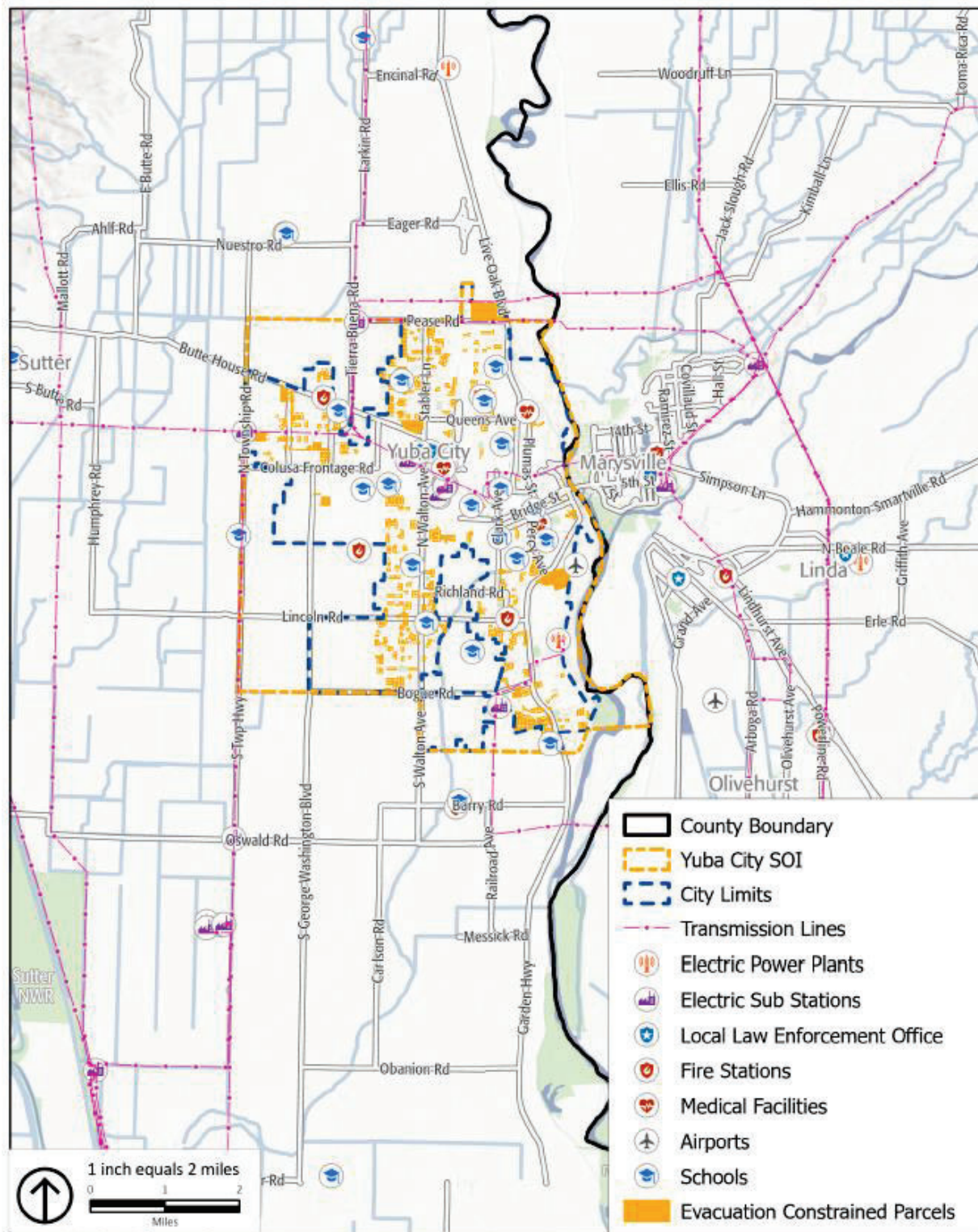
levels of government to send urgent emergency information to the public. The EDIS is a wireless data cast-based emergency and disaster information service operated by CalOES and is an enhancement to the EAS. These systems are available in multiple languages.

The 2018 Camp Fire, which occurred prior to the date Sutter County adopted the CodeRED system and the Wireless Emergency Report System, demonstrated the necessity of using multiple early warning notification systems in response to regional emergencies. The morning the fire sparked, the Butte County Sheriff's Office sent out CodeRED alerts to separate areas of the community to coordinate evacuation efforts and avoid congestion on evacuation routes. However, fewer than half of the County's residents had registered for the optional service, which in addition to the fire compromising telecommunications infrastructure, led to only roughly 14,000 phone numbers being alerted by the system out the nearly 299,000 residents in Butte County. Severe gridlock on the available evacuation routes caused communities like Yuba City to become overwhelmed by traffic and people seeking immediate refuge and relief.

Yuba City uses EVAC Software (formerly known as Zonehaven) which breaks the City into 36 micro evacuation zones, which are used to allow first responders to isolate portions of the city for response to emergencies and create safe and efficient evacuation. The City's Public Works Department updates maps of these zones which give parcel-level information about evacuation directions and community relocation centers. **Figure 8-7** shows residential properties that may only have one emergency evacuation route. The lack of multiple emergency access points limits roadway access for these properties, which may create difficulties if there is a need to evacuate. Major state highways (i.e., SR-20 and SR-99) can become congested during peak traffic times, which may impede or affect the flow of traffic and emergency response times in the city. Consequently, primary evacuation routes, such as these major highways, may further strain access to and from properties during an emergency event. Therefore, it is important that the City work with Caltrans to identify bypass routes.

In an effort to improve a critical evacuation route between the cities of Yuba City and Marysville the Federal Highway Administration, Caltrans, Sacramento Area Council of Governments, Sutter County, Yuba County, Yuba City and Marysville funded a \$73 million project to replace and fortify the 5th Street bridge. Completed in 2020, this now four-lane bridge also provides access to the Rideout Regional Medical Center in Marysville, the only hospital with emergency room services in both Yuba City and Marysville.

Figure 8-7: Evacuation-Constrained Areas



Source: Sutter County, 2022; PlaceWorks, 2024.

PUBLIC SAFETY POWER SHUTOFFS

Electricity utilities throughout California, including PG&E, have begun to occasionally “de-energize,” or turn off the electricity for power lines that run through areas where there is an elevated fire risk. This is intended to reduce the risk of power lines sparking or being damaged and starting a wildfire. As previously described, these activities, called PSPS events, result in a loss of power for customers served by the affected power lines. A PSPS event may occur at any time of the year, usually during high wind events and dry conditions. PSPS events may be limited to specific communities, or they may affect broad swaths of the state. Five PSPS events occurred in Sutter County in the late summer and fall of 2019, shutting off power to 900,000 customers in Northern California, including Sutter County, however no events took place in 2020. PG&E publishes maps depicting current and planned outages that allow residents to identify whether their power supply will be affected in preparation for such events.

PSPS events can impact emergency management activities. A loss of power can make it more difficult for homes or businesses to receive emergency notifications if needed. PSPS events can also create vulnerabilities for community members that lack backup power supplies and depend on electricity for heating or cooling homes and buildings, lighting, and internet. PSPS events may also be harmful to people who depend on electrically powered medical devices. Additionally, community members may be faced with economic hardships and be deprived of important services, such as grocery stores, gas stations, and banks/ATMs. Traffic lights and other traffic-control systems may not work, which can complicate any evacuation needs and may hinder emergency response. Although critical public health and safety facilities often have backup generators, the loss of power may also disable other key infrastructure systems.

MUTUAL-AID AGREEMENTS

The California Master Mutual-Aid Agreement has been adopted by the Standardized Emergency Management System and is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. Yuba City is located within the jurisdiction of Mutual Aid Region III and served by the State of Office of Emergency Services in Marysville.

Additional emergency management and response services in Yuba City are provided through a mutual-aid agreement with CAL FIRE and local fire departments. CAL FIRE provides a variety of public safety services, including fire protection, medical aid, rescue, hazardous materials response, and educational safety programs. Other services consist of fire code enforcement and regulation, plan reviews, home and business inspections, and fire code permits.

POLICIES

Goal SF 5-1. Ensure that the City is prepared for and able to respond to emergency situations and disasters with changing future conditions.

Policy SF 5-1: The City shall require new and existing large-scale developments in areas with known geologic and seismic, flood, and fire hazards to develop Emergency Preparedness Plans.

- Policy SF 5-2: Conduct continuous advance planning to anticipate potential threats and improve emergency response effectiveness, including the development of an Emergency Operations Plan and the integration of new science to assess hazardous conditions, emergent threats, and emergency management best practices.
- Policy SF 5-3: Coordinate with mutual-aid partners, water providers, regional dam operators, and other agencies to establish and maintain a procedure for communication in preparation for emergency events and implement evacuation routes.
- Policy SF 5-4: Prioritize the maintenance of Highway 20 and Highway 99, as well as Washington Boulevard and Butte House Road as primary emergency access and evacuation routes and improve other roads as necessary to create additional opportunities for evacuation. Caltrans will be the responsible agency for conducting maintenance and improvements along these state highways and roadways.
- Policy SF 5-5: Assess the preparedness of and maintain current community relocation centers and evaluate which private community assets (e.g., meeting houses, lodges, faith-based buildings, etc.) could become cooling centers, resilience hubs, or emergency shelters that provide safe places for residents during hazard events or emergency conditions (e.g., fire, extreme heat, flooding hazards). These places shall remain operational both during and after the hazard event, as needed.
- Policy SF 5-6: Strive to maintain and utilize a variety of real-time technology and other methods for emergency notification in multiple languages to keep residents and stakeholders (e.g., businesses or interested parties) as up to date as possible on any emerging or current hazard events.
- Policy SF 5-7: Ensure that all critical facilities in the City are supported by backup power generation systems to increase the resiliency of such systems during power outages and other emergency events.
- Policy SF 5-8: Coordinate with local and State Emergency Management agencies using the Standardized Emergency Management System (S.E.M.S.) and National Incident Management System (N.I.M.S.) to facilitate multi-agency emergency response.
- Policy SF 5-9: Collaborate with utility providers (e.g., power, gas, water) to prepare for Public Safety Power Shutoff events and other potential infrastructure disruptions to increase local resilience.
- Policy SF 5-10: Collaborate with Sutter County to establish and maintain a comprehensive regional multi-hazard outreach program that targets the dissemination of emergency preparedness information through a variety of outlets and adapts to meet informing information and changing needs.

- Policy SF 5-11: Continually develop and update community resources related to resident disaster preparedness and ensure that all information is readily accessible in multiple forms including on City website pages, at public offices and during events.
- Policy SF 5-12: Conduct periodic emergency management exercises with local and regional emergency service providers to maintain and enhance a high level of service for community members.
- Policy SF 5-13: Require adequate access for emergency vehicles, including adequate street width and vertical clearance on new streets.
- Policy SF 5-14: Continue implementation of the City Sprinkler Ordinance and other applicable hazard preparedness ordinances as well as building and fire code enforcement.
- Policy SF 5-15: Review proposed development applications for compliance with adopted fire safety standards and staffing ratios.
- Policy SF 5-16: Extend water distribution pipes, as needed, to maintain and improve fire water flows.
- Policy SF 5-17: Support community training and volunteer programs to enhance emergency preparedness.

8.9 HAZARDOUS WASTE AND MATERIALS

Hazardous materials are materials that pose a significant risk to public safety or human or environmental health. These include toxic chemicals, flammable or corrosive materials, petroleum products, and unstable or dangerously reactive materials. They can be released through human error, malfunctioning or broken equipment, or as an indirect consequence of other emergencies (e.g., if a flood damages a hazardous material storage tank). Hazardous materials can also be released accidentally during transportation, because of vehicle accidents.

A release or spill of bulk hazardous materials could result in fire, explosion, toxic cloud, or direct contamination of water, people, and property. The effects may involve a local site or many square miles. Health problems may be immediate, such as corrosive effects on skin and lungs, or gradual, such as the development of cancer from a carcinogen. Damage to property could range from immediate destruction by explosion to permanent contamination by a persistent hazardous material.

Several businesses and industrial land uses in Yuba City use and transport hazardous materials as a part of their operations. Businesses that require the storage of hazardous materials must submit a Hazardous Material Business Plan to the Sutter County Environmental Health Department. There are currently sixteen sites in Yuba City that if adversely impacted could release hazardous materials in sufficient amounts to create harm to people, the environment and property.

The State of California's Department of Toxic Substances Control (DTSC) in Yuba City maintains a list of sites that represent hazardous waste facilities subject to corrective action, lands designated as hazardous waste properties or border zone properties, and public drinking water wells which contain detectable levels of organic contaminants and which are subject to water analysis. The DTSC also includes data gathered by the State Water Resources Control Board, which reports a list of all Leaking Underground Storage Tank (LUST) sites and all solid waste disposal facilities from which there is a migration of hazardous waste. The most recent update of this list in 2022 includes three sites in Yuba City which contain leaking underground storage tanks.

Most hazardous materials in the community are being transported on truck routes along major roadways, such as SR-99 and SR-20. The most vulnerable areas along this route are considered the on-/off-ramps and interchanges. There have been five incidences of roadway accidents involving the transport of hazardous materials within Yuba City between the years of 1970 and 2022. As part of a multi-jurisdictional aid program, Yuba and Sutter Counties created the Yuba Sutter Hazardous Materials Response Team to provide technical services at the scene of hazardous materials incidents. This ten-member team is certified as Hazardous Material Specialists and Hazardous Material Technicians and operates as a branch of the Yuba City Fire Department.

POTENTIAL CHANGES TO HAZARDOUS MATERIALS IN FUTURE YEARS

Likelihood of Future Occurrence

In addition to State highways SR-99 and SR-20, County Road 102 or George Washington Boulevard, which is primarily used for access between the City of Woodland and Yuba City, is designated as a National Hazardous Materials Route by the Federal Motor Carrier Safety Administration. The Union Pacific Railroad also passes close to the northern bound of the city, following Live Oak Street before passing over the Feather River just south of Pease Road. Hazardous materials are regularly shipped via the rail line and an incident involving a rail accident within the city could have devastating effects. The City has little control over the types of materials that are shipped via the rail line. With regard to government activities, the content of shipments may be confidential for reasons of security and/or is generally unknown to the City. While the City has little influence over the types of material transported via the rail line, the potential for rail incidents can be reduced by ensuring that at-grade crossings within the city are operating in a safe and effective manner.

Given the occurrence of five highway hazardous material incidences since 1970, it is unlikely that such an incidence will occur in the future. Moreover, according to Caltrans, most incidents are related to releases of fluids from the transporting vehicles themselves and not the cargo, thus the likelihood of a significant hazardous materials release within the city is more limited and difficult to predict.

Climate Change and Hazardous Materials

Climate change is unlikely to substantially affect hazardous materials transportation incidents. However, increases in the frequency and intensity of hazards, such as floods and severe storms, may create a greater risk of hazardous materials releases during these events.

POLICIES

- Goal SF 6-1. Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.**
- Policy SF 6-1: Encourage the use and disposal of hazardous materials and waste in compliance with appropriate federal, state, and local requirements.
- Policy SF 6-2: Coordinate with appropriate state and federal agencies to consider the siting of any uses manufacturing, using or transporting hazardous materials and waste and discourage their location around any residential, recreation, or open space and public uses.
- Policy SF 6-3: Require the owner or operator of a facility complete a Hazardous Materials Business Plan if the facility handles a quantity or type of hazardous materials applicable under the California Health and Safety Code § 25507. The operations disclosed in the plans will be included in a publicly available inventory used to make further planning decisions.
- Policy SF 6-4: Coordinate and participate with partner agencies to promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness. Expand collection programs in conjunction with new growth in the city.
- Policy SF 6-5: The City shall require public disclosure of all companies, facilities, buildings, and properties that use, store, produce, and/or import/export any hazardous materials and wastes in the city. The City will maintain and share their inventory with the Yuba County Environmental Health Department.
- Policy SF 6-6: Work with Sutter County and surrounding communities, Caltrans, and Union Pacific Railroad to keep apprised of any hazardous material release events that could threaten or impact Yuba City and share resources to contain any materials released, particularly when surface or groundwater sources become threatened. Coordinate response plan to a potential train derailment and hazardous material release accident.
- Policy SF 6-7: Implement policies contained in the Sutter County Hazardous Waste Management Plan that encourage and assist the reduction of hazardous waste from businesses and homes.
- Policy SF 6-8: Require businesses generating hazardous waste to pay necessary costs for local implementation of programs specified in the County Hazardous Waste Management Plan, as well as the costs associated with emergency response services for a hazardous materials release.

Policy SF 6-9: Designate and ensure that routes transporting hazardous materials do not pass through residential or other sensitive areas, taking in account areas of projected new growth. Establish specific time periods for transport to reduce impact and accident risk during peak travel time periods.

8.10 CLIMATE-RELATED HAZARDS

DROUGHT

A drought is a long period when precipitation levels are well below normal. Drought is a normal part of the climate cycle. It is a slow-developing hazard, which causes people to underestimate the damage it can do, but losses from drought are as substantial as those from hurricanes, tornadoes, and other faster-moving disasters. Drought may cause losses to agriculture; affect domestic water supply, energy production, public health, and wildlife; or contribute to wildfire. Yuba City chronically experiences drought cycles. Drought impacts the city's water supply which ultimately makes less water available for people, businesses, and natural systems.

Less snow falling in mountainous areas causes water levels in lakes and reservoirs to drop, which can affect recreation activities. Local ecosystems that are not well adapted to drought conditions can be more easily harmed by it. During drought events, the flow of water in creeks and streams is reduced, creating more slow-moving or standing water. This can concentrate sediment and toxins in the low water levels, causing harm to plants and animals. Many fish species also prefer specific stream flow speeds, especially for spawning and egg incubation, and changes to stream velocity as a result of drought conditions can affect reproduction. Droughts can also indirectly lead to more wildfires, and the stress caused by water shortages can weaken plants, making them more susceptible to pests and diseases.

The U.S. Drought Monitor recognizes a five-point scale for drought events: D0 (abnormally dry), D1 (moderate drought), D2 (severe drought), D3 (extreme drought), and D4 (exceptional drought). According to the U.S. Drought Monitor, the most intensive drought conditions in recent years occurred during most of 2014 through 2016, when all of Sutter County was classified as being in an "exceptional" drought. More recently, starting in January 2022 and lasting through April 2022, the County experienced a period of "severe" drought that further intensified to the level of "extreme" drought during the months of April to January 2023. Yuba City is currently, as of February 2023, experiencing a "severe" drought. During severe drought conditions, water shortages are common and water restrictions may be imposed.

Past Occurrences

One federal disaster related to drought and water shortage was declared in Yuba City in 1976 and three state disasters were declared in 1976, 2014 and 2021. These declarations establish voluntary water conservation targets for cities and counties affected by drought and in the case of state declarations, allow state water regulators to ban "wasteful water practices." The statewide drought of 2012-2017 is well-remembered as one of the most severe and costly droughts in the state's recent history. This period included the driest four-year statewide precipitation on record and California's first, second, and third warmest years in terms of statewide average temperatures. In March of 2015, the Yuba City City Council adopted measures

to increase their current conservation policy and reduce water use by 35 percent in anticipation of a possibility that water demand exceed supply.

Potential Changes to Drought in Future Years

1. Likelihood of Future Occurrence

Drought is different than many of the other natural hazards in that it is not a distinct event and usually has a slow onset. Drought can severely impact a region both physically and economically. Drought affects different sectors in different ways and with varying intensities. Adequate water is the most critical issue for agricultural, manufacturing, tourism, recreation, and commercial and domestic use. As the population in the city continues to grow, so will the demand for water.

Based on historical information, the occurrence of drought in California, including Sutter County, is cyclical, driven by weather patterns. Drought has occurred in the past and will occur in the future. Periods of actual drought with adverse impacts can vary in duration, and the period between droughts is often extended. Although an area may be under an extended dry period, determining when it becomes a drought is based on comparing observed precipitation with what is normal (climatologic), comparing soil moisture and crop conditions with what is normal (agricultural), or by looking at how much water is contained in snow, the level or flow rate of moving water, water in reservoirs, or groundwater levels (hydrologic). However, how individuals recognize drought depends on the ways in which it affects them. The impacts from drought include reduction in water supply and an increase in dry fuels.

2. Climate Change and Drought

Although droughts are a regular feature of California's climate, scientists expect that climate change will lead to more frequent and more intense droughts statewide. Overall, precipitation levels are expected to stay similar, and may even increase in some places. However, the state's current data say that there will be more years with extreme levels of precipitation, both high and low, as a result of climate change. This is expected to cause more frequent and intense droughts compared to historical norms that cause soil to dry out and become hard. When precipitation does return, more water runs off the surface than is absorbed into the ground, which can lead to floods. Higher air temperatures are expected to increase evaporation, causing more water loss from lakes and reservoirs, exacerbating drought conditions.

Reduced winter precipitation levels and warmer temperatures have greatly decreased the size of the Sierra Nevada snowpack (the volume of accumulated snow), which in turn makes less fresh water available to California watersheds and tributaries including Yuba City's supply from the Feather River. While Sutter County has historically been able to supplement its water supply using groundwater resources during intense droughts, the increased and prolonged drought periods expected to occur over the next century may put this supply at risk of depletion. Depending on the location and emissions levels, the state Cal-Adapt database indicates the snowpack (i.e., snow water equivalent) for the Tahoe-Sierra Integrated Regional Water Management Region in the spring is expected to decline from a historical average of 16.1 inches to an average of 7.8 inches (a 52 percent decrease) by the middle of the century (2035 to 2064), and to an average of 2.9 inches (an 82 percent decrease) by the end of the century (2070 to 2099).

If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. How much snowpack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under wetter climate projections, the loss of snowpack would pose challenges to water managers and hamper hydropower generation.

EXTREME HEAT

While there is no universal definition of extreme heat, California guidance documents define extreme heat as temperatures that are hotter than 98 percent of historical high temperatures for the area, as measured between April and October 1961 to 1990. Days that reach this temperature are called extreme heat days. This heat threshold is 104.9°F in Yuba City. An event of five extreme heat days in a row is considered a heat wave.

Health impacts are the primary concern with this hazard, though economic impacts are also an issue. The Centers for Disease Control and Prevention (CDC) recognizes extreme heat as a substantial public health concern. Historically, NOAA data indicates that about 175 Americans succumb to the demands of summer heat, although this number has increased in recent years. From 2004 to 2018, studies by the U.S. Department of Health and Human Services indicate that there is an average of 702 deaths annually that are directly or indirectly linked to extreme heat.

Extreme heat events are dangerous because people exposed to extreme heat can suffer a number of heat-related illnesses, including heat cramps, heat exhaustion, and (most severely) heat stroke. Elderly persons, small children, chronic invalids, those on certain medications or drugs, and persons with weight and alcohol problems are particularly susceptible to heat reactions. Nursing homes and elder-care facilities are especially vulnerable to extreme heat events if power outages occur and air conditioning is not available. In addition, individuals below the poverty level may be at increased risk to extreme heat if use of air conditioning is not affordable. Areas with lower extreme heat thresholds are not necessarily at lower risk, as persons and community assets accustomed to cooler temperatures may be less prepared for extreme heat events.

Very high temperatures can harm plants and animals that are not well adapted to them, including natural ecosystems. Extreme heat can increase the temperature of water in lakes, streams, creeks, and other water bodies, especially during drought events when water levels are lower. In some cases, water temperatures may exceed comfortable levels for a number of plants and animals, causing ecological harm. Outdoor workers in construction or landscaping are also much more exposed to the elements than most people, so they are more susceptible to extreme heat conditions and the potential illnesses associated with very high temperatures.

Indirectly, extreme heat puts more stress on power lines, causing them to run less efficiently. The heat also causes more demand for electricity (usually to run air conditioning units), and in combination with the stress on the power lines, may lead to brownouts and blackouts.

Potential Changes to Extreme Heat in Future Years

1. Likelihood of Future Occurrence

Extreme heat occurs on an annual basis, most commonly at the peak of the summer season. As Yuba City is in the valley of Sutter County at relatively low elevation, extremely high temperatures will continue to be a more common occurrence than cold temperatures.

2. Climate Change and Extreme Heat

The warmer temperatures brought on by climate change are likely to cause an increase in extreme heat events. Depending on the location and emissions levels, the number of extreme heat days is expected to rise. Yuba City historically experiences four days each year where temperatures meet or exceed the extreme heat threshold of 104.9°F. According to the state Cal-Adapt database, the number of extreme heat days is expected to rise from a historical annual average of 3 to an average of 30 days by the middle of the century (2035 to 2064), and an average of 56 days by the end of the century (2070 to 2099).

Overall, Yuba City is expected to see an increase in the average daily high temperatures. Depending on the future severity of climate change, the state Cal-Adapt database indicates the annual average maximum temperature is expected to increase from a historical annual average of 75.5°F to an average of up to 81°F by the middle of the century (2035 to 2064), and an average of up to 84.5°F by the end of the century (2070 to 2099).

Although the temperature increases may appear modest, the projected high temperatures are substantially greater than historical norms. These increases also make it more likely that an above-average high temperature will cross the extreme heat threshold. As temperatures increase, Yuba City will face increased risk of death from dehydration, heat stroke, heat exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

SEVERE WEATHER

Severe weather is generally any destructive weather event, but usually occurs in Yuba City as localized storms that bring heavy rain, hail, lightning, and strong winds. Severe weather is usually caused by intense storm systems, although types of strong winds can occur without a storm. The types of dangers posed by severe weather vary widely and may include injuries or deaths, damage to buildings and structures, fallen trees, roads and railways blocked by debris, and fires sparked by lightning. Severe weather often produces high winds and lightning that can damage structures and cause power outages. Lightning from these storms can ignite wildfires and structure fires that can cause damage to buildings and endanger people. Objects can also be struck directly, which may result in an explosion, burn, or total destruction. These storms are most likely to occur during the late fall, winter, and spring. In Sutter County, most severe weather is linked to high winds. High winds, often accompanying severe storms, can cause significant property and crop damage, threaten public safety, and have adverse economic impacts from business closures and power loss.

Yuba City is subject to significant, non-tornadic (straight-line) winds. High winds, as defined by the National Weather Service, are sustained wind speeds of 40 miles per hour (mph) or greater lasting one hour or longer, or wind gusts of 58 mph or greater for any duration. These winds may

occur as part of a seasonal climate pattern or in relation to other severe weather events, such as thunderstorms.

High winds can cause significant property and crop damage, threaten public safety, and have adverse economic impacts from business closures and power loss. Straight-line winds may exacerbate the effects of extreme temperatures and decrease visibility due to the movement of particulate matters through the air, as in dust and snowstorms. Winds may also exacerbate fire conditions by drying out ground cover, propelling fuel around the region, and increasing the ferocity of existing fires. These winds may damage crops, push automobiles off roads, damage roofs and structures, and cause secondary damage due to flying debris.

Short-term, heavy storms can cause both widespread flooding as well as extensive localized drainage issues. In addition to the flooding that often occurs during these storms, strong winds, when combined with saturated ground conditions, can down very mature trees.

During the rainy season, Yuba City is prone to relatively strong thunderstorms, sometimes accompanied by funnel clouds and tornadoes. Tornadoes are rotating columns of air marked by a funnel-shaped downward extension of a cumulonimbus cloud whirling at destructive speeds of up to 300 mph, usually accompanying a thunderstorm. The average annual precipitation in Sutter County is 20.96 inches per year. The highest recorded annual precipitation is 46.26 inches in 1983 and the highest recorded precipitation for a 24-hour period is 7.29 inches on December 25, 1983.

Tornadoes are powerful storms that can cause significant damage as well as loss of life. Most tornado damage is caused by violent winds, but most injuries and deaths generally result from flying debris. Property damage can include damage to buildings, fallen trees and power lines, broken gas lines, broken sewer and water mains, and the outbreak of fires. Agricultural crops and industries may also be damaged or destroyed. Access roads and streets may be blocked by debris, delaying necessary emergency response.

Potential Changes to Severe Weather in Future Years

1. Likelihood of Future Occurrence

According to historical hazard data, severe weather is an annual occurrence in Sutter County. Projections from Cal Adapt expect the average yearly precipitation in Sutter County to increase from 20.1 inches to 23.8 inches by 2070 with the maximum yearly average shifting from 43.5 inches to 50 inches. Damage and disaster declarations related to severe weather have occurred and will continue to occur in the future. Heavy rain and thunderstorms are the most frequent type of severe weather occurrences in the county. Wind and lightning often accompany these storms and have caused damage in the past. However, actual damage associated with the primary effects of severe weather have been limited. It is the secondary hazards caused by severe weather, such as floods and fire, that have had the greatest impact on the county. In general, any severe storm that affects Sutter County has local effects in Yuba City as well. Thunderstorms, high winds, and lightning can each have localized impacts on infrastructure, properties, and public safety. Transportation, including freight shipping, faces increased congestion when severe storms occur.

2. Climate Change and Severe Weather

Climate related hazards are expected to cause an increase in intense rainfall, which is usually associated with strong storm systems. This means that Yuba City could see more intense storms in the coming years and decades, although such an increase may not affect all forms of severe weather. While average annual rainfall may increase only slightly, climate change is expected to cause an increase in the number of years with intense levels of precipitation. Thunderstorms, high winds, hail, and lightning are all severe weather events that are expected to continue in Yuba City, with varying frequency and degrees of severity.

POLICIES

Goal SF 7-1. Ensure that the City is resilient and able to adapt to climate-related hazards.

Policy SF 7-1: Collaborate with other cities, unincorporated communities, and special districts in Sutter County as well as with the Capital Region Climate Readiness Collaborative to develop and implement climate change adaptation and resilience initiatives.

Policy SF 7-2: Consider long-term solutions to address an anticipated reduced water supply resulting from more frequent and severe drought events by working with regional water providers to implement water conservation measures and ensure sustainable water supply for the City.

Policy SF 7-3: Use best available data and findings from applicable local, regional, or state documents or plans pertaining to climate related hazards to inform decisions related to increasing or mitigating climate hazards.

Policy SF 7-4: Encourage the renovation of existing City-owned assets, and design future facilities to incorporate renewable energy generation systems, battery storage systems and energy efficient design, as feasible.

Policy SF 7-5: Encourage new developments and existing property owners to incorporate sustainable, energy-efficient, and environmentally regenerative features into their facilities, structures, and landscapes to reduce energy demands and stresses to drainage systems.

Policy SF 7-6: Promote and expand the use of drought-tolerant landscaping and green infrastructure including street trees and landscaped areas to maximize natural cooling of public and private spaces.

Policy SF 7-7: Coordinate with water agencies and irrigation districts to improve and increase storage capacity and efficiency of water use.

Policy SF 7-8: The City shall use natural resources and infrastructure to absorb the impacts of climate-related hazards and associated natural hazards, as feasible.

- Policy SF 7-9: Encourage that all critical infrastructure serving the City is resilient to climate-related hazards, including severe weather events.
- Policy SF 7-10: Work with partner agencies and non-profit groups to ensure that unhoused persons or groups in the City of Yuba City have access to temporary and/or emergency housing, food, and other essential living materials to keep them safe during anticipated hazard events.
- Policy SF 7-11: Work with partner agencies and non-profit groups to ensure that lower-income households have access to low-cost programs (e.g., subsidies for National Flood Insurance Program participation, air-conditioning, low-cost healthcare) to protect their homes and wellbeing from climate-related hazards.
- Policy SF 7-12: The City shall look for opportunities for workers in outdoor industries to have the training and resources to be adequately protected from environmental hazards, including extreme heat, poor air quality, and diseases.

8.11 NUTRITION AND FOOD DESERTS

Nutrition influences the incidence of obesity, diabetes, and a variety of other diseases, as well as school achievement and quality of life generally. General plans can affect the eating habitats of a community by ensuring that all parts of the city are served by healthy retail food sources and promoting programs that support healthy eating.

ACCESS TO HEALTHY FOOD IN YUBA CITY

Healthy food is one of the best tools to combat obesity and chronic disease. In Yuba City, land west of Highway 99 and land south of Bogue Road is classified by the United States Department of Agriculture (USDA) as a “food desert,” or a place with low access to a supermarket and therefore low access to healthy, fresh food. Barriers to fresh, affordable food choices can cause nutritional inequality and impair individual and overall community health. Food deserts can be hazardous to health, as they lead to serious public health issues such as obesity and diabetes.

The City of Yuba City seeks to ensure that all parts of the city are served by healthy retail food sources to sustain both physical and mental health. Fortunately, Yuba City can build on existing networks to bolster access to fresh, affordable food with farmers markets, community gardens, food banks, nutrition education, and other resources.

POLICIES

- Goal SF 8-1. Promote convenient access to fresh, healthy, and affordable food to eliminate food deserts, prioritizing access in disadvantaged communities.**

- Policy SF 8-1: Increase access to fresh food, prioritizing access in disadvantaged communities, by allowing and encouraging safe local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, urban farms, farmers' markets, food trucks, and community kitchens on vacant or underutilized lands, including City-owned land, to the extent legally permissible and provided that funding is available.
- Policy SF 8-2: Maximize multimodal access to fresh food in disadvantaged communities, prioritizing bicycle and pedestrian access, by encouraging grocery stores, healthy corner stores, community gardens, and outdoor markets at key transit nodes and within transit-oriented developments.
- Policy SF 8-3: Provide temporary and/or permanent access to City locations and land in disadvantaged communities for farmers' markets and community gardens.
- Policy SF 8-4: Update the Municipal Code to streamline permitting of grocery stores and markets, including co-ops, in disadvantaged communities and food deserts.
- Policy SF 8-5: Support efforts to improve food security and eliminate hunger, such as food assistance and nutrition programs.
- Policy SF 8-6: Identify funding opportunities to sustain and/or expand free and reduced-price meals programs for low-income youth year-round.
- Policy SF 8-7: Encourage the establishment of mobile farmers' markets to serve food deserts, prioritizing disadvantaged communities, through such measures as identifying and eliminating barriers in the permitting process.

Table 8-1: Implementation Measures

Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
Seismic/Geologic Hazards SF-1	The City will update and maintain standards designed to avoid geologic hazards, mitigate for soil-related constraints, reduce impacts to hydrological and drainage conditions, and minimize erosion resulting from site grading and preparation, construction, and ongoing operations. Projects will be conditioned to include measures to avoid geologic- and soil-related impacts, as necessary. The City will require a geotechnical evaluation prior to construction of buildings intended for public occupancy in areas with potential risk related to geologic conditions or soil limitations, as identified on maps maintained by the City. The geotechnical evaluation shall evaluate all relevant risks, which may include but are not limited to liquefaction, erosion, landslide, expansive soils, subsidence, and seismic activity. Recommendations from the geotechnical evaluation shall be incorporated into the subject project or plan in order to reduce risk to levels acceptable to the City. The City will also incorporate geotechnical evaluations and recommendations into its own public investments, as appropriate.	SF-1 SF-3 SF-4 SF-5	Public Works Department	Ongoing	Project applicant funding
Flood/Inundation Hazards SF-2	The City will update its policies and standards, if necessary, to remain consistent with state and federal standards for floodplains, levee design criteria, and urban development in areas subject to flooding during General Plan buildout.	SF-12 SF-16 SF-18	Public Works Department	Ongoing	General Fund
Flood/Inundation Hazards SF-3	The City will monitor maps issued by the State Department of Water Resources and the Federal Emergency Management Agency and will amend the General Plan, as necessary, to ensure compliance with state and federal standards for development in flood hazard areas. The City will communicate with staff from the Central Valley Flood Protection Board to ensure that local policies and standards are consistent with state law and regulations. The City will amend the Safety Element, if necessary, to	SF-13 SF-15 SF-17	Development Services Department	Ongoing, following issuance of official updated flood hazard maps from the Federal Emergency Management Agency and the State Department	General Fund/ Permit Fees

Safety

Implementation Measure	Applicable Policy	Responsible Department	Time Frame	Funding Source	
ensure adequate flood protection is provided in areas anticipated for urban development or to provide demonstration of adequate progress toward the requisite level of flood protection. Policies and implementation measures in the General Plan related to flood protection will integrate data from the State Plan of Flood Control. For flood-related revisions to the Safety Element, the City will consult with the Central Valley Flood Protection Board and local flood protection agencies serving the City. Following flood-related updates to the General Plan, the City will, if necessary, amend applicable development standards, including the Zoning Ordinance, Subdivision Ordinance, improvement standards, and other codes to ensure consistency with flood protection policies. Subdivision approvals, development agreements, permits, and other City and special district approvals should incorporate amended flood policies and regulations.			of Water Resources		
Flood/Inundation Hazards SF-4	Construct a J-levee around the southwest portion of the City's Sphere of Influence to protect the urban area and allow development to occur per the City's General Plan.	SF-16	Public Works Department	By 2028	Federal and State Grants, Local Funds
Flood/Inundation Hazards SF-5	Pursuant to the Central Valley Flood Protection Plan (CVFPP) conduct the following: a) Review existing City flood related planning documents as well as General Plan elements (e.g., Land Use, Open Space, Safety) and policies for consistency with the CVFPP. Initiate amendments to existing documents as appropriate. b) Consider whether adoption of a local plan of flood protection under CA Water Code Sections 8201 et seq. is appropriate for Yuba City.	SF-18	Development Services and Public Works Departments	Ongoing	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
	c) Work cooperatively with Sutter County and other appropriate agencies to identify those areas in Yuba City that are subject to flooding and provide input on the preparation of flood emergency plans and flood mitigation programs, as provided for by CA Water Code Sections 9621 through 9623.				
Flood/Inundation Hazards SF-6	Continue to participate in FEMA's Community Rating System and implement other CRS programs under the 2017 CRS Coordinator's Manual to better protect residents from flood damage and other natural hazards.	SF-23	Public Works Department	Ongoing	General Fund
Flood/Inundation Hazards SF-7	Develop alternative methods to dispose of treated wastewater effluent through utilizing the effluent for irrigation purposes or relocating the discharge ponds out of the floodplain.	SF-24	Public Works Department	By 2032	State and Federal Grants, Local Funds
Flood/Inundation Hazards SF-8	Relocate Yuba City's treated wastewater effluent diffuser line downstream to an area where the river channel is more stable.	SF-24	Public Works Department	By 2026	Local Funds/ Capital Improvement Program Budget
Flood/Inundation Hazards SF-9	Develop and implement a Habitat Restoration Plan for the Feather River Parkway. Develop plans for future phases of Feather River Parkway restoration and improvements. Maintain restoration efforts in Feather River Parkway to preserve region as valuable wildlife habitat and parkland.	SF-25	Public Works/ Parks and Recreation Departments	By 2026	Federal and State Grants, Local Funds
Fire Hazards SF-10	Continue to implement the City's most currently adopted Fire Codes to ensure that development is constructed in a structurally safe manner. To the extent feasible, conduct periodic fire safety inspections to ensure compliance with adopted codes.	SF-28 SF-29	Fire Department	Ongoing	General Fund/ Fines
Fire Hazards SF-11	Require continued operation of programs for fuel breaks, brush management, controlled burning, revegetation, and fire roads, as feasible.	SF-29 SF-31	Fire Department	Ongoing	General Fund
Fire Hazards SF-12	Development a comprehensive fuels mitigation plan in coordination with Sutter County and other nearby jurisdictions that aims to strategically remove living and	SF-31	Fire Department/ Sutter County Fire Department	By 2024	State and Federal Grants, Local Funds

Safety

	Implementation Measure	Applicable Policy	Responsible Department	Time Frame	Funding Source
	dead vegetation in high-risk wildland Urban Interface (WUI) area.				
Fire Hazards SF-13	Maintain automatic aid agreements with other fire protection/suppression agencies in Sutter County.	SF-34	Fire Department	Ongoing	General Fund
Fire Hazards SF-14	Coordinate with Public Works regarding the regular maintenance on the City's water pipelines, replacing any outdated or malfunctioning sections of pipe, and regularly clean and flush out fire hydrant terminals.	SF-37	Fire Department	Ongoing	General Fund/ Development Impact Fees
Fire Hazards SF-15	Identify and map areas with older housing stock (especially housing stock built before 1990), open spaces or natural areas with accumulated fuel loads, utility right-of-way, and other areas that are susceptible to conflagration.	SF-37	Development Services Department	Ongoing	General Fund/ Hazard Mitigation Grant Program
Fire Hazards SF-16	The City shall work with the Public Works to maintain adequate water supply and identify areas lacking adequate water service for firefighting, including capacity for peak load under a reasonable worst-case wildland fire scenario, to be determined by CAL FIRE. The City shall identify areas lacking adequate water service, where future development may occur.	SF-38	Fire Department	Ongoing	General Fund
Emergency Preparedness & Response SF-17	Maintain a comprehensive Emergency Operations Plan, pursuant to the State of California Emergency Plan, to meet the specific needs of the Yuba City Community in the event of a major disaster. The Emergency Operations Plan is blueprint for mitigating disasters.	SF-42	Fire Department	Ongoing	General Fund/ FEMA Hazard Mitigation Grant Program
Emergency Preparedness & Response SF-18	The City shall develop and maintain agreements with other local, state, and federal agencies to ensure coordinated disaster response.	SF-43	Development Services Department / Fire Department / Police Department	Ongoing	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
Emergency Preparedness & Response SF-19	The City will seek funding to maintain and update its emergency evacuation route network to ensure that it can withstand a variety of differing hazard conditions. It will also implement action items listed in the Local Hazard Mitigation Plan and future revisions to the General Plan, including the actions intended to address localized flooding and drainage improvements. The City will consider, as a part of future revisions to the Local Hazard Mitigation Plan, whether new growth accommodated under the General Plan will require improvements to circulation or drainage to ensure adequate emergency access and evacuation egress, even in the event of a flood.	SF-44	Public Works Department / Finance Department / Fire Department / Police Department	Ongoing	Grant Funding
Emergency Preparedness & Response SF-20	The City will seek funding and coordinate with the County to create a network of local resilience hubs to provide shelter to residents against the effects of hazard events. These resilience hubs will have special services and amenities available to vulnerable groups who may be particularly threatened by hazards (e.g., seniors, renters, low-income households, unhoused people or families). For unhoused groups specifically, the City will work with Sutter-Yuba Homeless Consortium Continuum-of-Care (SYHCCOC) to expand the existing cold-weather shelter program with the City's future network of resilience hubs. When hazard conditions mandate the opening of the resilience hubs, the City will ensure that personnel either from SYHCCOC or the Sutter County Department of Health and Human Services are available to address the special needs of unhoused people.	SF-45	Police Department	Ongoing	Grant Funding
Hazardous Waste & Materials SF-21	The City shall work with local schools and community centers to create resilience hubs that can serve as gathering places during emergencies and interruptions in services, and contain access to water, electricity, and other necessary services.	SF-45	Development Department Services / Police Department	Ongoing	General Fund
Hazardous Waste & Materials SF-22	The City shall support hiring multi-lingual staff to improve communication and assistance with non-English-speaking residents.	SF-46	City Administration	Ongoing	General Fund

Safety

Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
Hazardous Waste & Materials SF-23	Maintain a Community Hazard Preparedness Guide to the Yuba City Community. Work with the County and other agencies as appropriate to develop timely and consistent annual outreach messages to communicate the risk and vulnerability of natural hazards of concern to the community.	SF-50 SF-51	Fire Department	Ongoing	State and Federal Grants, Local Funds
Hazardous Waste & Materials SF-24	Require existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials in the city to disclose their activities in accordance with Sutter County guidelines and the requirements of California law.	SF-60	Fire Department	Entitlement process and through routine inspections	General Fund
Hazardous Waste & Materials SF-25	Designate the Yuba City Fire Department as the keeper of a database of all properties in Yuba City engaging with hazardous materials and include such information as their address, their owner's contact information, and a list of all the hazardous materials on site.	SF-62	Fire Department	Ongoing	General Fund
Climate Related Hazards SF-26	Mandate drought-responsive design features and measures such as retrofitting all existing City-owned buildings with water-efficient fixtures (e.g., faucets, toilets, sprinklers) as well as prohibiting landscape irrigation during the middle of the day.	SF-67 SF-70	Public Works Department	Ongoing	Development Impact Fees
Climate Related Hazards SF-27	The City shall annually review the climate adaptation and resiliency strategies and shall update them as needed to ensure compliance with state laws and community needs.	SF-67 SF-68 SF-69 SF-73	Development Services Department	Annually	General Fund

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Implementation Measure		Applicable Policy	Responsible Department	Time Frame	Funding Source
Climate Related Hazards SF-28	The City shall integrate the results and adaptive policies of the Climate Vulnerability Assessment into other City planning documents where feasible, including the Local Hazard Mitigation Plan, Zoning Ordinance, fire code, building code, and other applicable codes.	SF-68	Public Works Department / Development Services Department	Ongoing	General Fund
Climate Related Hazards SF-29	The City shall update the Vulnerability Assessment every eight years, consistent with the requirement to update the Housing Element, to incorporate new technology, programs, and policies to improve adaptation to climate-related hazards.	SF-68 SF-69	Development Services Department	Ongoing	General Fund
Climate Related Hazards SF-30	Where feasible, the City shall encourage the use of existing natural features and ecosystem processes, or the restoration of, when considering alternatives and adaptation projects through the conservation, preservation, or sustainable management of open space. This includes, but is not limited to, the conservation, preservation, or sustainable management of any form of aquatic or terrestrial vegetated open space, such as parks, rain gardens, and urban tree canopies. It also includes systems and practices that use or mimic natural processes, such as permeable pavements, bioswales, and other engineered systems, such as levees that are combined with restored natural systems, to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife.	SF-71 SF-72 SF-74	Development Services Department	Ongoing	General Fund/ Development Fees
Climate Related Hazards SF-31	Provide new affordable and safe housing stock to vulnerable populations by encouraging, and expediting when possible, housing developments with projects focused on special populations. Enforce and regularly update the City's Housing Element and its implementation programs.	SF-76	Development Services Department	Ongoing	General Fund/ Metropolitan Planning Organization (MPO), State, and Federal Housing Development Grant
Climate Related Hazards SF-32	Develop additional water supplies and storage systems to ensure availability of adequate local water supply during drought conditions. Assess and implement most feasible options including those listed in the most current adopted Local Hazard Mitigation Plan.	SF-68 SF-73	Public Works Department	By 2028	Federal and State Grants, Local Funds

9

Noise Element

Noise is a required General Plan element. The Noise element has a direct correlation with the land use, circulation, and housing elements. It guides land use and transportation facilities, since they are common sources of excessive noise levels.

9.1 NOISE CHARACTERISTICS AND MEASUREMENT

Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, churches, and hospitals.

NOISE MEASUREMENT

Noise is commonly defined as undesirable or unwanted sound. Three aspects of community noise are used in assessing the noise environment:

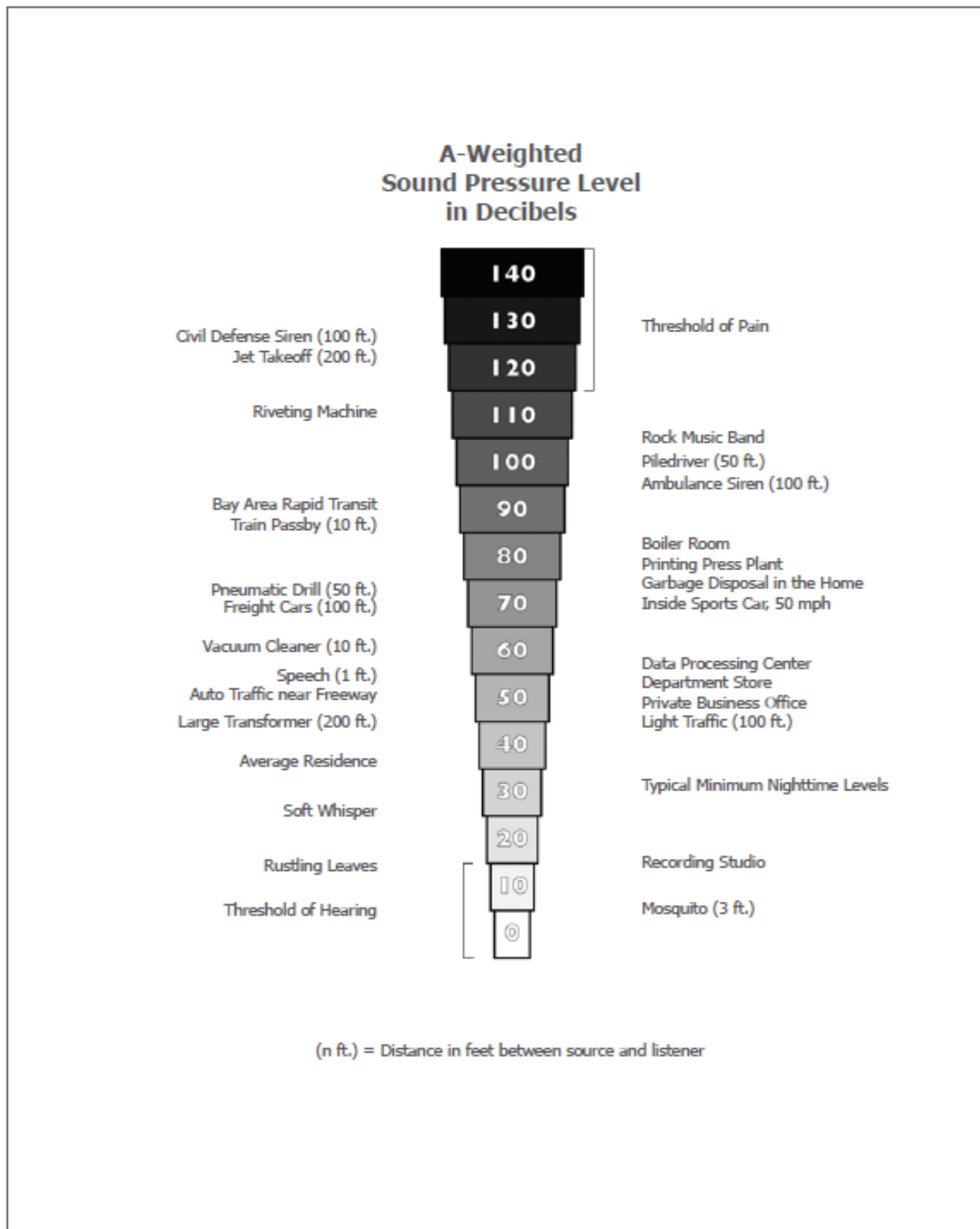
- **Level** (e.g., magnitude or loudness) of sound. Sound levels are measured and expressed in decibels (dB) with 10 dB roughly equal to the threshold of hearing. **Figure 9-1** shows the decibel levels associated with different common sounds.



Not all noise is bad, some is exciting like this celebration.

- **Frequency** composition or spectrum of the sound. Frequency is a measure of the pressure fluctuations per second, measured in units of hertz (Hz). The characterization of sound level magnitude with respect to frequency is the sound spectrum, often described in octave bands, which divide the audible human frequency range (e.g., from 20 to 20,000 Hz) into ten segments.
- **Variation** in sound level with time, measured as noise exposure. Most community noise is produced by many distant noise sources that change gradually throughout the day and produce a relatively steady background noise having no identifiable source. Identifiable events of brief duration, such as aircraft flyovers, cause the community noise level to vary from instant to instant. A single number called the equivalent sound level or L_{eq} describes the average noise exposure level over a period of time.

Figure 9-1: Typical Sound Levels



Source: California Office of Noise Control, 2004.

Transient noise events may be described by their maximum A-weighted noise level (dBA) or by their sound exposure level (SEL). SEL values may be summed on an energy basis to compute equivalent energy level (L_{eq}) values over any period of time. Hourly L_{eq} values are called Hourly Noise Levels.

REPORTING NOISE LEVELS

Measuring and reporting noise levels involves factoring in variations in sensitivity to noise during the daytime versus nighttime hours. Noise descriptors used for analysis need to account for human sensitivity to nighttime noise when background noise levels are generally lower than in the daytime and outside noise intrusions are more noticeable. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL, symbol Ldn). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the evening and night. The two descriptors are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for the General Plan Noise Element under State planning law.

Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- Except under special conditions, a change in sound level of 1 dB cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;
- A 5 dB change is required before any noticeable change in community response would be expected. A 5 dB increase is often considered a significant impact; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes an adverse community response.

9.2 NOISE GENERATION IN YUBA CITY

The major noise sources in Yuba City are related to vehicular traffic on State Route 20 and Highway 99. Other noise sources include overflights from the Sutter County Airport, railroad activities, and agricultural operations around the edges of the City. Noise produced by industrial facilities has a negligible effect on the City's noise environment. Although the City does not have a specific Noise Ordinance, noise is regulated by the City's Nuisance Ordinance, which governs the time of day that certain noise-generating activities may take place.

TRAFFIC NOISE

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Conversely, traffic volume does not have a major influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and automobiles with modified mufflers produce engine and exhaust noise, and trucks also generate wind noise. While tire noise from autos is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed due to tall exhaust stacks and higher engines; sound walls are not effective for mitigating such noise unless they are very tall.

According to common practice, maximum noise levels of 60 dB are considered “normally acceptable” for unshielded residential development. Noise levels from 60 to 70 dB fall within the “conditionally unacceptable” range, and those in the 70 to 75 dB range are considered “normally unacceptable.”

Noise exposure contours for Yuba City were modeled by applying the Federal Highway Administration’s noise modeling procedure. These noise contours are conservative, meaning that the contours are modeled with minimal noise attenuation by natural barriers, buildings, etc. The noise level measured at a specific location may be lower than what is shown on the noise contour diagram.

TRAFFIC NOISE LEVELS

Existing noise conditions in Yuba City were measured at six locations for a 24-hour period between September 10 and September 11, 2001. These six locations were chosen based upon their proximity to relevant noise sources, including Highway 99, State Route 20, the railroad tracks, and the Sutter County Airport (see Table 9-1).

Figure 9-2 illustrates the results of the 2001 noise monitoring in Yuba City. Some of Yuba City’s existing residential neighborhoods are exposed to moderate noise levels from the City’s main traffic corridors, particularly along State Route 20 and Highway 99. As shown in Table 9-1, the highest noise levels were measured by Meter 2 (Colusa Avenue just west of Highway 99) and by Meter 5 (Colusa Avenue between Market and Shasta), both reflecting noise levels above the “normally unacceptable” range of 70 to 75 dB.

Table 9-1: Summary of Noise Measurement in Yuba City, 2001

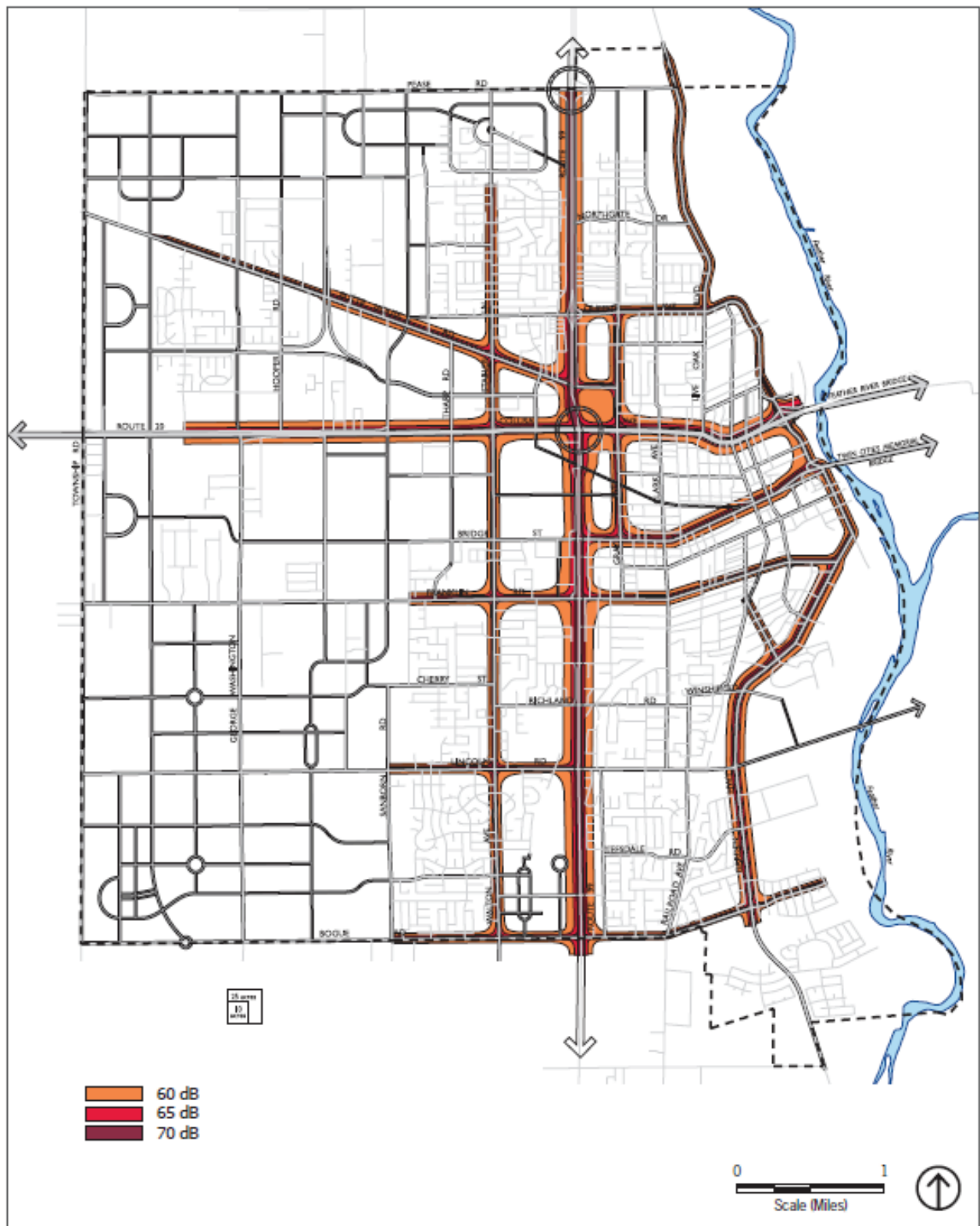
<i>Meter Site</i>	<i>Location</i>	<i>Date</i>	<i>A-Weighted Noise Levels (dB)</i>	
			<i>L_{dn}</i>	<i>CNEL</i>
1	Whyler Road 20 ft. east of Highway 99	Sept 10/11	73	73
2	Colusa Ave (Highway 20) just west of Highway 99	Sept 10/11	77	77
3	Samuel Drive at entrance to County Road Department	Sept 10/11	58	59
4	Reeves Avenue at Olive Street	Sept 10/11	64	65
5	Colusa Avenue (Highway 20) between Market and Shasta	Sept 10/11	75	76
6	Onstott Frontage Road just south of Portofino Drive	Sept 10/11	68	69

Source: Charles M. Salter Associates, 2001.

9.3 PROJECTED CONDITIONS UNDER GENERAL PLAN BUILDOUT

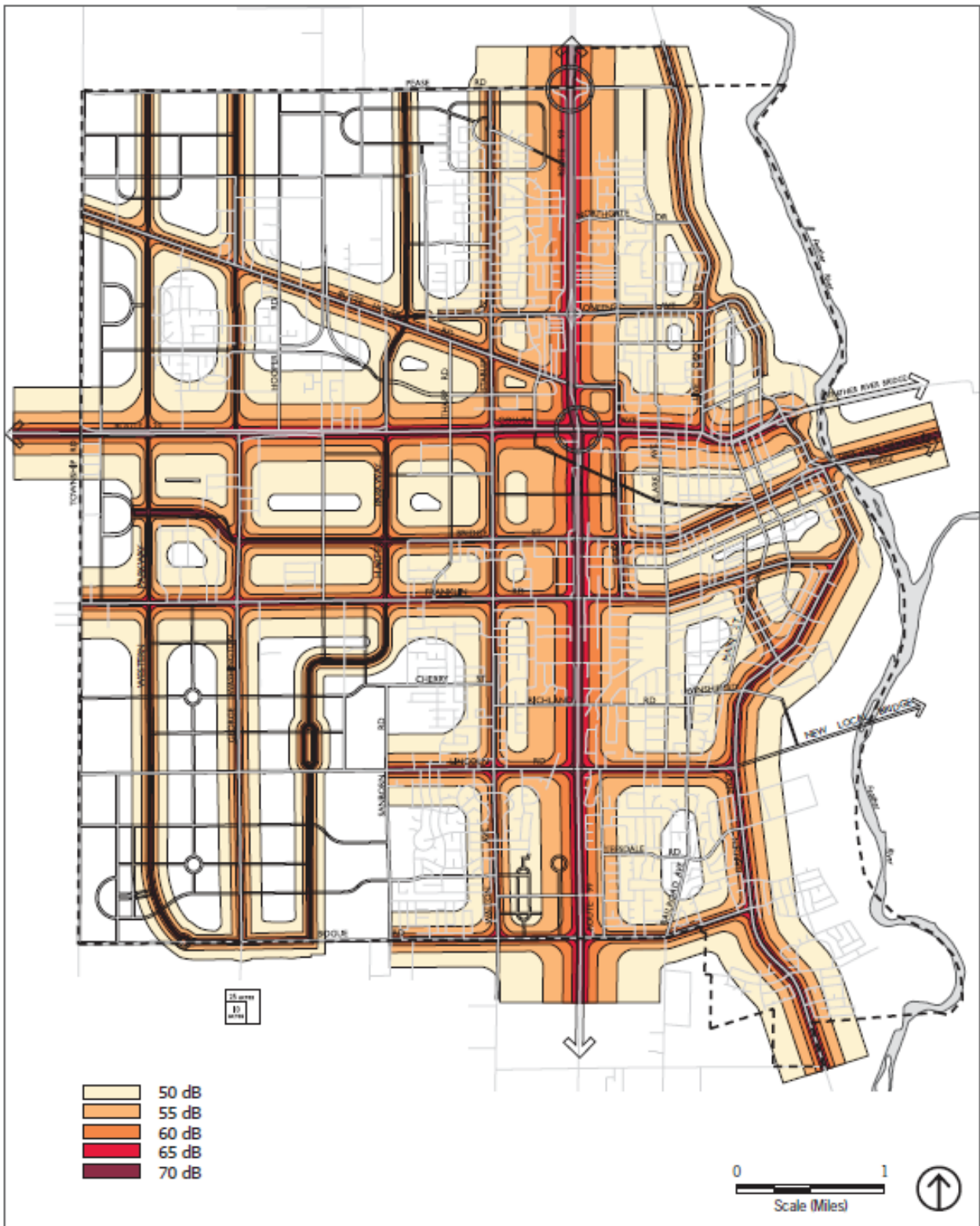
Future development within the Planning Area will result in new roads and increased traffic volumes, thus increasing noise levels in some areas. Future noise contours are illustrated in **Figure 9-3**. Increases in traffic levels can be counteracted by the implementation of alternate forms of transportation and land use design that factor in noise concerns. Locating noise-sensitive uses away from high-noise areas (e.g. major transportation routes) and buffering noise levels through design and landscaping features will help minimize future noise-related land use conflicts. Policies in this chapter establish review criteria for certain land uses to ensure that future noise levels will not exceed acceptable levels near noise-sensitive land uses.

Figure 9-2: Existing Noise Contours



Source: Charles Salter Associates, 2001.

Figure 9-3: Future Noise Contours

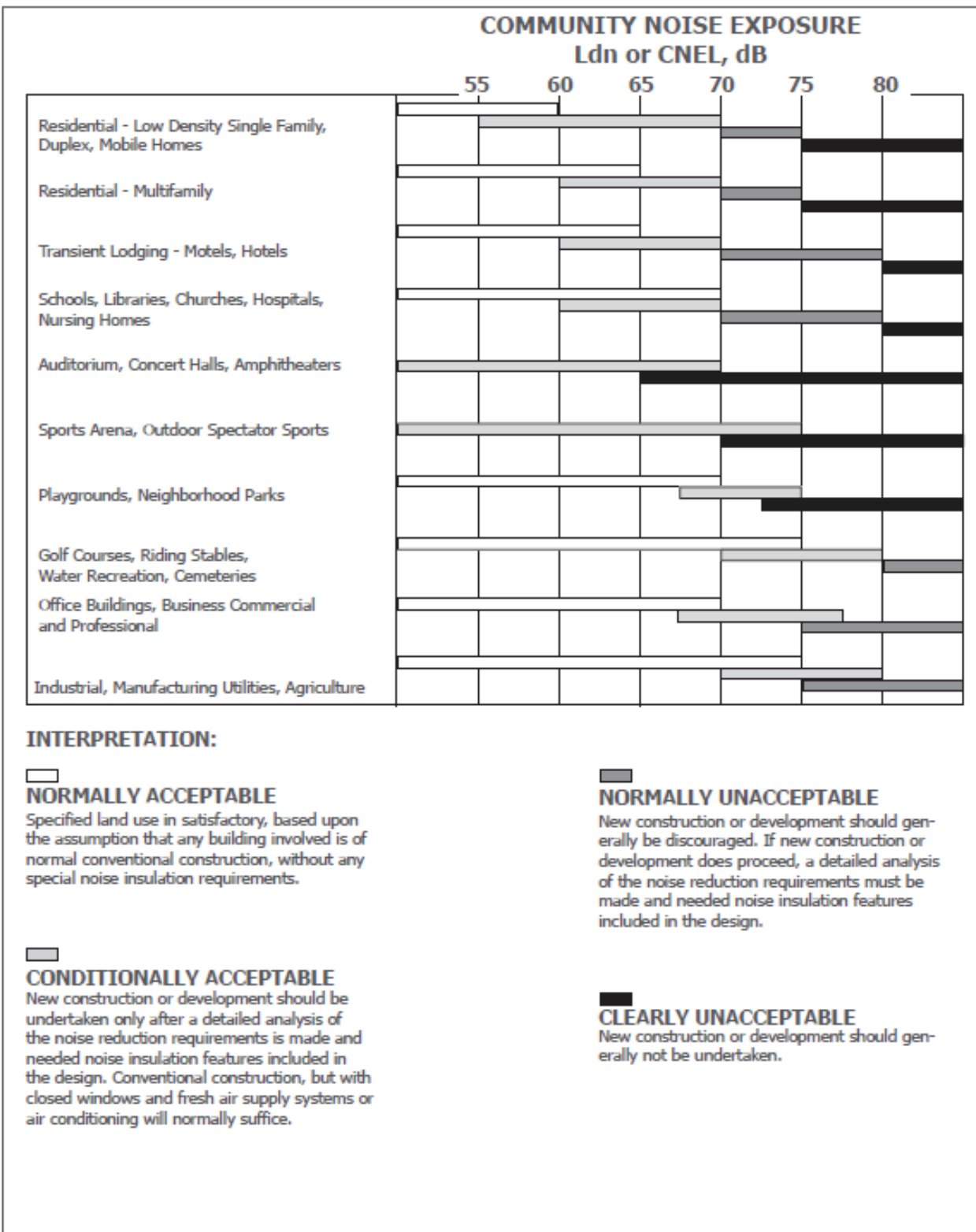


Source: Charles Salter Associates, 2003.

GOALS, POLICIES, AND IMPLEMENTATION

- Goal NO 1-1:** Strive to achieve an acceptable noise environment for the present and future residents of Yuba City by incorporating noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.
- Policy NO 1-1:** Use the "normally acceptable" noise levels for new land uses as established in Figure 9-4 (Land Use Compatibility for Community Noise Environments) as review criteria.
- Policy NO 1-2:** Require a noise study and mitigation for all projects that have noise exposure greater than "normally acceptable" levels. Noise mitigation measures include, but are not limited to, the following actions:
- Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
 - Increase setbacks for noise sources from adjacent dwellings,
 - Retain fences, walls, and landscaping that serve as noise buffers,
 - Use soundproofing materials and double-glazed windows, and
 - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.
- Policy NO 1-3:** In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more DBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in **Figure 9-4**.
- Policy NO 1-4:** Periodically conduct noise measurements throughout the community to monitor noise levels and provide base information for improvements.
- Policy NO 1-5:** Provide appropriate buffers along major transportation facilities when adjacent to noise-sensitive land uses.
- Policy NO 1-6:** Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing "normally acceptable" noise level standards for these uses.
- Policy NO 1-7:** Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer's responsibility.
- Policy NO 1-8:** The construction of sound walls will be considered where noise mitigation to acceptable levels by other means is not feasible.

Figure 9-4: Land Use Compatibility for Community Noise Environments



Source: California Governor's Office of Planning and Research, 1990.

- Policy NO 1-9: Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- Policy NO 1-10: Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.
- Policy NO 1-11: Maintain the City's Nuisance Ordinance to restrict the hours of operation for a variety of noise sources, and State laws limit the noise levels of motor vehicles and some activities at industrial plants.
- Policy NO 1-12: Modify the City's Noise Ordinance to allow for outdoor music, entertainment and similar activities in support of the downtown and community events elsewhere in the City.

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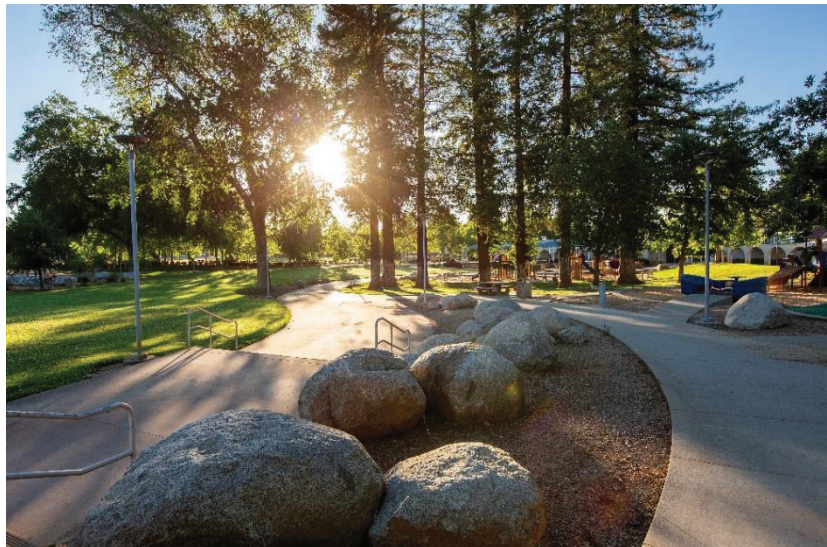
10

Conservation & Open Space Element

This Environmental Conservation Chapter of the General Plan provides direction regarding the conservation, development, and use of open space and natural resources. Topics addressed include open space, agriculture, cultural resources, biological resources, and air quality. Water supply is addressed in Chapter 7.

Yuba City's setting – a city within an agricultural county and on the banks of the Feather River—includes natural resources that are important, not only for aesthetic value, but also for environmental quality, habitat protection, recreation, water resources, and agriculture. These many functions of open space underscore the importance of careful land use planning.

This chapter also encourages rural conservation within the County through compatible development that preserves natural features, sensitive habitats, and agricultural resources. A goal of the General Plan is to preserve the viability of agriculture production in surrounding unincorporated areas, while accommodating projected growth within the urban growth area. Air quality is a key component of conservation and the quality of life in Yuba City. As such, this element includes policies to preserve and enhance air



Morning view of park entrance.

quality in the planning area by working closely with responsible regional agencies and by incorporating these considerations into land use planning decisions.. Finally, the preservation of archaeological, paleontological, and historic resources is also a goal of this General Plan, and relevant policies are included in this element.

10.1 OPEN SPACE

Open space is any parcel or area of land or water that is essentially unimproved and developed to open-space use; although it can contain facilities related to the open-space use. Such lands may provide value related to, among other things, recreation, health, habitat, biodiversity, wildlife conservation, aesthetics, economy, flood risk reduction, managed natural resources production, agricultural production, protection from hazardous conditions, etc.

Open space areas within and around Yuba City are valuable resources. In addition to providing natural scenic qualities that contribute to the overall perception of the community, open space preserves wildlife habitats and natural resources. According to Government Code Section 65910, four types of open space must be considered in the General Plan:

- Open space for the preservation of natural resources, which includes soil conservation, open space conservation, biological resources habitat; and rivers, streams, and watersheds;
- Open space for the managed production of resources, which, in the case of Yuba City, is focused on farmland resources, but could also include areas required for ground water recharge and areas with mineral deposits, though there are no groundwater recharge or mineral deposit resources within the planning area;
- Open space for outdoor recreation, such as parks and outdoor recreational facilities (addressed in Chapter 6), and areas of outstanding scenic, historic, and cultural value; and
- Open space for public health and safety, including flood hazard areas, fault zones, and other hazardous areas (addressed in Chapter 8).
- Open space in support of the mission of military installations. (As there are no such installations nearby or within the planning area, no additional examination of this category will occur.)
- Open space for the protection of places, features, and objects as described in Public Resources Code section 5097.9 (Native American religious sites) and 5097.997 (California Indian Heritage Center/Task Force).

The policies contained in this section focus on the first two categories of open space, as they relate to environmental conservation, and on scenic and cultural resource open space. Agriculture is addressed separately in Section 8.2 of this chapter. As the City grows within the Planning Area, open space protection around the City becomes more important.

EXISTING OPEN SPACE AND PLANNED OPEN SPACE AREAS

With the exception of Marysville to the east, Yuba City is surrounded primarily by agricultural open space and undeveloped lands in the unincorporated areas. Open space areas currently exist within the Planning Area along the northern and western edges of the City, and a substantial amount of open space lies within the southwest section of the Planning Area. There are no regional or State open space areas in the planning area. The city lacks large public open space areas. Although the Feather River provides an open space feature that forms the eastern boundary of the City and separates it from Marysville, this area is overgrown and underutilized. The City adopted the Feather River Parkway Strategic Plan in 2002, which is a comprehensive strategic plan that was developed to establish a framework for improvements for lands on the western bank of the Feather River. See Chapter 6 for additional information on the proposed Feather River Parkway Plan.

The Land Use Element (Chapter 3) identifies several open space areas (mainly parkland) within the City, which are summarized in Table 6-1 in Chapter 6. Chapter 3 of this General Plan emphasizes the planning principles of utilizing land within the Planning Area for urban purposes to ensure a compact urban form, minimize sprawl, and preserve agriculture in outlying areas. The majority of lands within the Sphere of Influence (SOI) are needed to accommodate future

growth projections. Therefore, the focus of open space land protection is on the perimeter of the City and in rural unincorporated lands.

CITY BUFFERS/GREEN BELTS

To delineate the urban/rural edge, the Land Use Element calls for an open space or greenway buffer around the perimeter of the urban growth area. This greenway would provide the interface between urban and rural land uses. In addition to providing a transition between urban and rural land uses, the greenway will provide visual relief from the internal urban landscape.

GOALS, POLICIES, AND IMPLEMENTATION

The policies of this section reflect general open space provisions to ensure continued preservation of open space lands in the Planning Area. Specific policies related to agriculture, biological habitats, and cultural resources are in subsequent sections of this chapter.

Goal EC 1-1. Preserve and enhance the visual, scenic, and cultural resources of the Planning Area.

Policy EC 1-1: Use open space in new development at the edge of the urban growth area to help create greenbelts that delineate the edge of urban areas. (See also community design policies in Chapter 6.)

Policy EC 1-2: Work with public and private entities to implement open space features of the Feather River Parkway Plan.

Policy EC 1-3: Where feasible, encourage restoration of degraded open space areas along the Feather River, including in the Feather River Parkway planning area, to an environmentally valuable and sustainable condition.

The Feather River Parkway Plan provides for the maintenance and restoration of natural areas within the floodplain areas next to the River.

Policy EC 1-4: Continue to implement the 168-foot-wide agricultural buffer at the sphere of influence boundary as agreed with Sutter County for purposes of resource and view protection and establish design standards that protect views of these lands, including orchards and other rural areas.

Policy EC 1-5: Support efforts by government agencies and non-profit organizations to acquire and permanently protect open space areas of scenic or ecological value and areas that would connect other protected lands to form a cohesive system of open space.

Policy EC 1-6: Consider the effect of development within the city on natural resources located on public lands.

10.2 AGRICULTURE

Agriculture is the most prominent open space use in the Yuba City Planning Area. Agriculture also is an important contributor to the City's economy. California State Law requires that a general plan address agricultural resources from both a soil conservation and open space perspective.

AGRICULTURAL PRODUCTION

Agriculture continues to be a significant component of the Sutter County economy. In the year 2020, the County's gross agricultural production topped \$568 million.¹ Yuba City's location on the Feather and Sacramento River plains means that soils in the Planning Area are highly productive for agricultural use. The valley floor area between the Feather and Sacramento Rivers provides rich, course soils with abundant water that is ideal for the production of orchard crops; the areas further from the rivers have more clayey soils that are well suited to the production of rice.² The leading crops in the County by value include:

- Rice
- Walnuts
- Cling Peaches
- Tomatoes
- Nursery Products
- Almonds
- Prunes

Orchards are the primary agricultural uses occupying most of the undeveloped land in the western and northern parts of the City's Planning Area. Very little agricultural land exists within the current City limits.

FARMLAND BY TYPE IN PLANNING AREA

About 70 percent of the total area of Sutter County is comprised of prime lands or lands of statewide significance. In 2002, agricultural lands accounted for approximately 50 percent of the land area within the Yuba City Planning Area.

This farmland, along with farmland across the state, has been classified by the California Department of Conservation with respect to its potential for agricultural productivity. The State applies seven farmland categories:

- *Prime Farmland:* Land with the best combination of physical and chemical features for production of agricultural crops.
- *Farmland of Statewide Importance:* Land with a good combination of physical and chemical features for the production of agricultural crops.
- *Unique Farmland:* Land of lesser quality soils used for the production of the state's leading agricultural cash crops.
- *Farmland of Local Importance:* Non-irrigated land with prime and statewide soil mapping units.

- *Grazing Land:* Land on which the existing vegetation is suited to the grazing of livestock.
- *Urban and Built-up Land:* Land occupied by structures or infrastructure to accommodate a building density of at least one unit to one and one-half acres, or approximately 6 structures to 10 acres.
- *Other Land:* Land which does not meet the criteria of any other category.

As shown in Table 10-1 below, about 75 percent of farmland in Yuba City is classified as farmland of statewide importance, and another 15 percent is classified as prime farmland. The remaining farmland area is classified as unique farmland and grazing land; none of the land within the planning area is classified as farmland of local importance. **Figure 10-1** illustrates the distribution of farmland type within the Planning Area. It should be noted that these classifications do not reflect actual agricultural use, or agricultural viability due to parcel size.

Type of Farmland	Acreage	Percent of Total
Prime Farmland	913	15.5
Farmland of Statewide Importance	4,432	75.4
Unique Farmland	273	4.6
Farmland of Local Importance	0	0
Grazing Land	264	4.5
Total	5,882	100.0

Source: California Department of Conservation Farmlands Mapping and Monitoring Program.

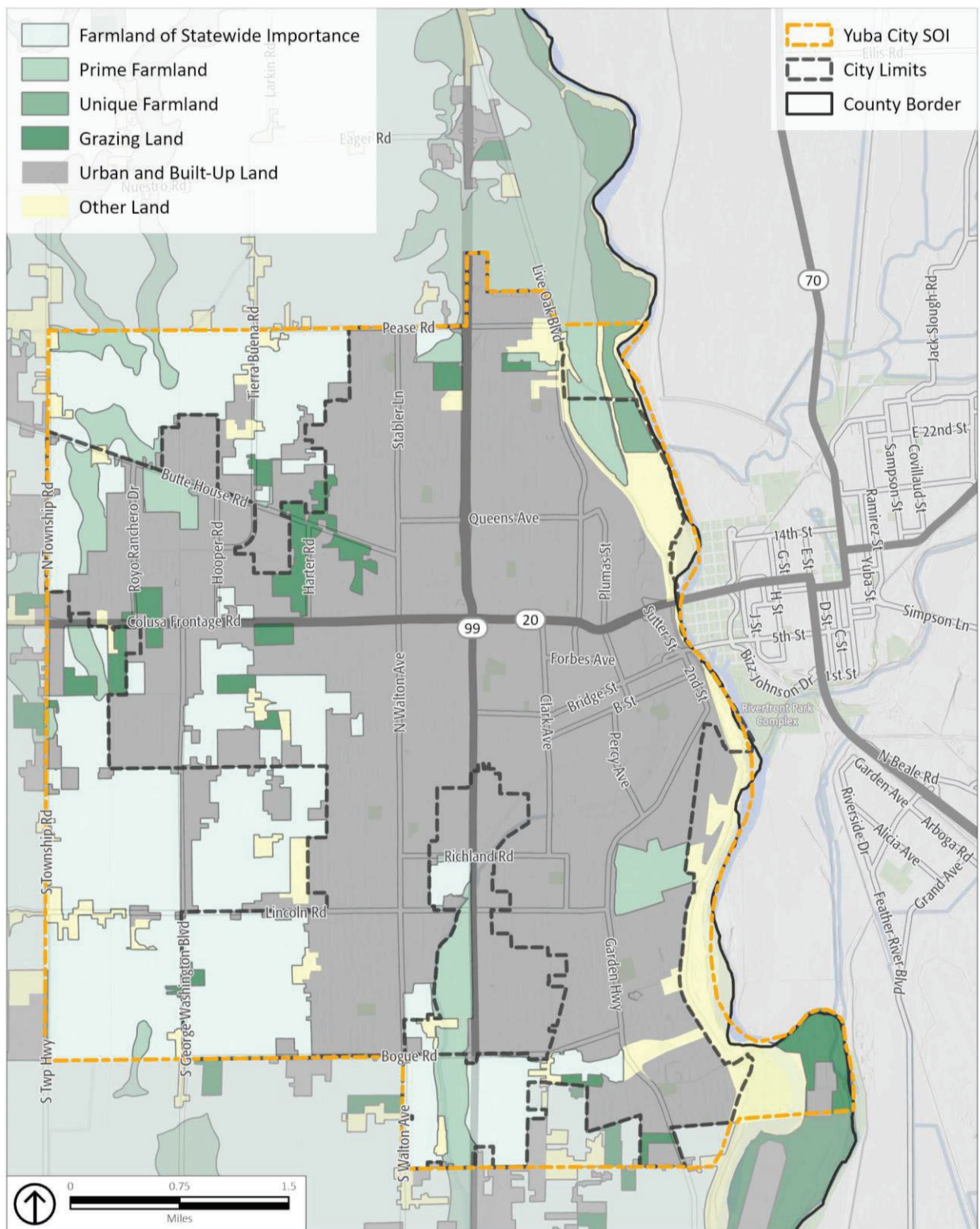
Sutter County has a Williamson Act program, which helps to preserve lands not slated for urban development. The Williamson Act lands allows landowners to limit the use of their land to agricultural uses for at least 10 years in exchange for a reduced tax assessment of the land based on agricultural production rather than market value. In addition, the conversion of these lands to urban uses is not permitted until 10 years following notice of non-renewal given by the owner. Due to the State not funding subvention payments to jurisdictions participating in the Williamson Act to backfill reduced property taxes due to participating in the program, Sutter County is not accepting new Williamson Act applications.

AGRICULTURE PROTECTION ISSUES

As noted in Chapter 3: Land Use, significant agricultural land area within the Planning Area is likely to be converted to urban uses over the next 20 years, in order to accommodate the growth projected for the area. Continued conversion of agricultural lands to urban uses and rural residential uses could erode the County's agricultural economic base. For that reason, the land use element of the Yuba City General Plan establishes a fairly compact urban growth area, encouraging infill development and new growth adjacent to or near existing urban uses, thus minimizing sprawl and unnecessary conversion of agricultural lands.

As more lands within the SOI are developed with urban uses, conflicts between existing agricultural uses and new development may occur.

Figure 10-1: Farmlands



Source: PlaceWorks, 2024; City of Yuba City, 2024; Sutter County, 2018.

GOALS, POLICIES, AND IMPLEMENTATION

Goal EC 2-1. Promote preservation of agriculture outside of the adopted Yuba City Sphere of Influence.

Policy EC 2-1: Coordinate with Sutter County to preserve agricultural uses in areas outside the adopted Yuba City sphere of influence and within greenbelts established around the exterior of the SOI.

Policy EC 2-2: Support the interim continuation of agricultural activities within the City's adopted sphere of influence until the land is needed to accommodate population and employment growth. During this interim period, work to minimize conflicts between agricultural uses and urban/suburban uses through site design techniques (not necessarily structural barriers or setback buffers).

Policy EC 2-3: Require property developers adjacent to sites where agricultural uses are being conducted to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers. Consider requiring a right to farm covenant to protect agricultural uses in the City consistent with Sutter County's adopted Right-to-Farm ordinance.

Policy EC 2-4: Require anti-vandalism designs (appropriate fencing or other landscape features) to ensure that new development has conditions that minimize increased vandalism of adjacent agricultural activities.

Policy EC 2-5: Coordinate and encourage interested parties in continued and new agricultural processing uses in industrial areas to support agricultural activities in the County.

Policy EC 2-6: Support soil and natural resource conservation and restoration programs and encourage agricultural landowners to work with agencies such as the USDA Natural Resources Conservation Service and County to reduce erosion and soil loss.

Policy EC 2-7: Work with government agencies and non-profit land trusts to assist owners of undeveloped lands (sufficient in size to allow continued agricultural uses) to remain in agricultural open space on the perimeter of the City's adopted sphere of influence.

10.3 HISTORIC, CULTURAL, TRIBAL CULTURAL, AND ARCHAEOLOGICAL RESOURCES

The Yuba City SOI includes lands that were likely inhabited by various Native American tribes. Also, there are sites that have historic value.

Historic resources include sites, structures, districts, landmarks, or other physical evidence of past human activity generally greater than 45 years old. Historical resources may be archaeological resources, part of the existing built environment, other important historic resources, or a tribal cultural resource, such as a sacred place. Cultural resources are buildings, objects, features, structures, or locations with historic or cultural value. Cultural resources typically include buildings or structures that are associated with an event or person that have contributed to the shaping or development of the city; objects; or an archaeological, geological, or paleontological artifact, such as fossils. Tribal cultural resources are generally defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

Several State laws, most notably the California Environmental Quality Act (CEQA) Guidelines §15064.5(f), and Public Resources Code §§5020-5029 and §21083.2, protect archaeological, tribal, and historical resources. To protect historic resources, the State has formed the State Historical Resources Committee that conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Resources.

POTENTIAL RESOURCES

The region within which Yuba City lies is part of a valley that was formerly composed of extensive wetlands and broad, shallow lakes. Because of this location and availability of resources, it is believed that different tribes occupied the area on a year-round basis, for about ten thousand years. However, due to the siltation of the area over the years, prehistoric sites have been buried at such depths that very little, if any, evidence remains at the surface. Original land clearing and a hundred years of farming have further diminished any likely indigenous or archaeological sites.

As new development occurs within the Planning Area, there is the potential to uncover indigenous or archaeological sites. CEQA requires assessment of the impacts on unique archaeological resources or tribal culturally significant sites. If a development project is found to cause damage to the resource, reasonable efforts may be required to preserve the resources or leave them in an undisturbed state or undertake additional mitigation measures if avoidance is not possible.

The City of Yuba City contacted the California Native American Heritage Commission (NAHC) and a representative of the California Native American Tribe who may have knowledge of cultural resources within or near the Planning Area to formally notify them of this General Plan update and request consultation under both the Senate Bill 18 (SB 18) process, as described in California Government Code Section§ 65352.3; and the Assembly Bill 52 (AB 52) process, as described under the California Public Resources Code Section§ 21080.3.1 and Chapter 532 Statutes of 2014.

GOALS, POLICIES, AND IMPLEMENTATION

Goal EC 3-1. Preserve the archaeological, paleontological, cultural, tribal cultural, and historic resources that are found within the Yuba City Planning Area.

Policy EC 3-1: Encourage the preservation of historic sites, buildings, and structures.

Policy EC 3-2: Promote the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.

Policy EC 3-3: Establish or continue collaborative relationships with local Native American tribal representatives to facilitate consultation in the review of future projects that have the potential to impact tribal cultural resources.

Policy EC 3-4: Continue to consult with tribes as required by California Government Code Section 65352.3. In doing so, use appropriate procedures to accommodate tribal concerns when a tribe has a religious prohibition against revealing precise information about the location or previous practice at a particular sacred site.

Policy EC 3-5: Require that new development analyze and avoid any potential impacts to archaeological, paleontological, cultural, tribal cultural, and historic resources by:

- Requiring a records review for development proposed in areas that are considered archaeologically sensitive;
- Studying the potential effects of development and construction (as required by CEQA);
- Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical, cultural, tribal cultural, or archaeological sensitivity; and
- Implementing appropriate measures to avoid the identified impacts.

10.4 BIOLOGICAL RESOURCES

Yuba City remains committed to the protection of the wildlife and habitat within its planning area. Preservation of these resources is crucial to the sustainability and longevity of the City's natural environment. Parts of the City's Planning Area contain significant biological resources, which are outlined below and illustrated in Figures 8-1 and 8-2. A particularly important resource is the Feather River, forming the eastern boundary of the Yuba City Planning Area. The Feather River serves as natural habitat for local wildlife species. Additional detailed information is included in the *Existing Conditions and Future Prospects Working Paper*, on file at City offices and in the Sutter County Library.

VEGETATION AND WILDLIFE HABITATS

Flora

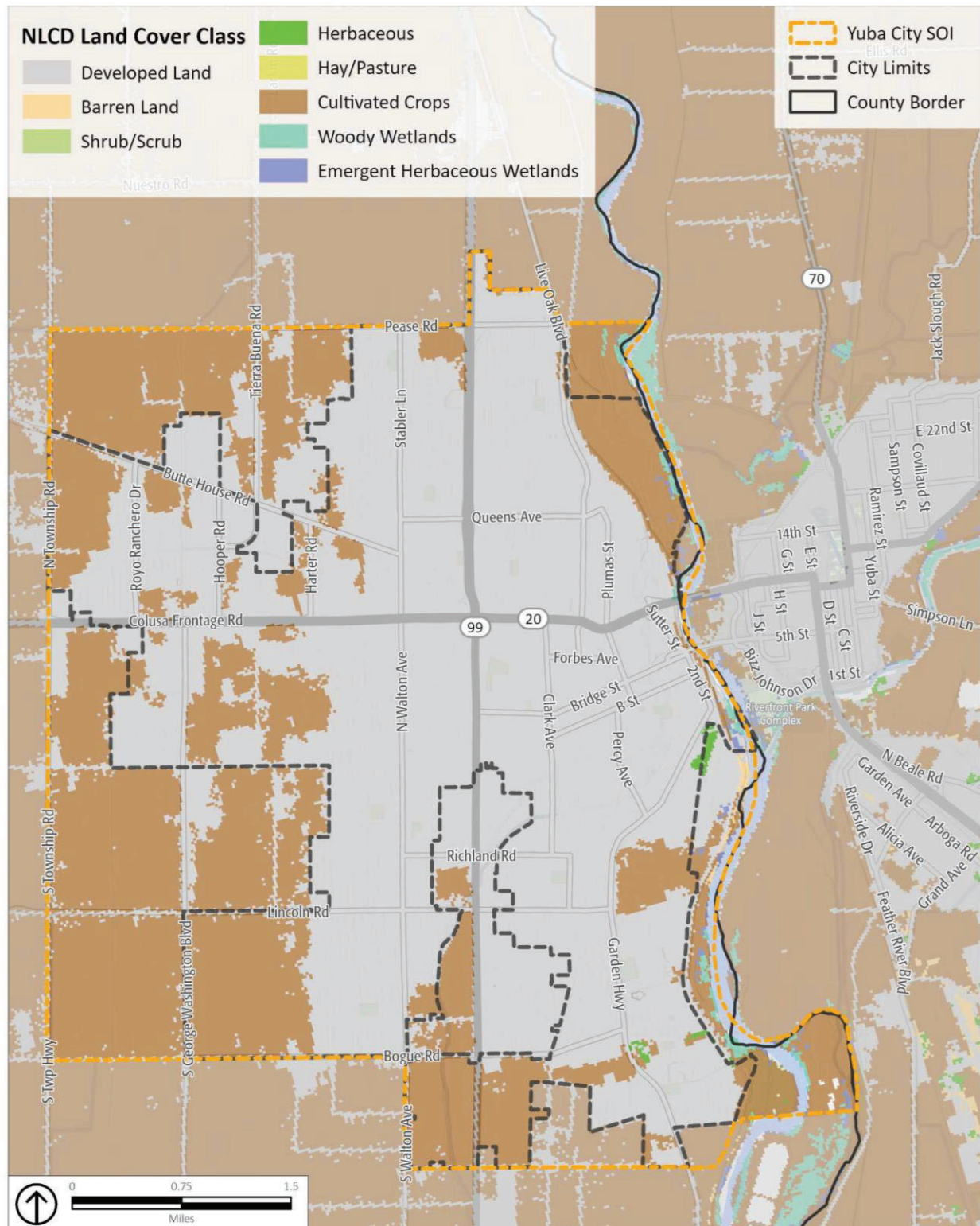
As shown in **Figure 10-2**, almost all of the non-urban land area in the Yuba City Planning Area is covered by orchards. Although agricultural land uses provide limited habitat for wildlife, nevertheless these areas provide important habitat, forage, and travel opportunities for some wildlife species. Natural vegetation communities such as riparian corridors and wetlands provide important habitat for most native California special status species. When a habitat becomes altered, dependent species that are unable to move elsewhere or adapt to the alterations decline in number. Such dependent species are designated by the California Department of Fish and Wildlife (CDFW) as “special status” species, meaning that, should a decline in number continue, these species would require listing as threatened or endangered.³ Such species are protected under the Federal Endangered Species Act (FESA) and the California Endangered Species Act (CESA) for the purposes of conserving, protecting, restoring, and enhancing endangered species and their habitats. The California Natural Diversity Data Base (CNDDB) is then used to track the locations and condition of the state's rarest species and natural communities. Listed species are generally given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

Fauna

Only about two percent of the non-urban land area in the Planning Area is not under agricultural production. In general, agricultural lands do not benefit wildlife species as much as natural communities; however, these lands can provide suitable substitute habitat for some species. Most row crops and orchards provide low habitat values, and generally such areas are much more useful to bird species than to mammal, reptile, and amphibian species. Food diversity is also low.

Rivers in Sutter County are the most important habitat for wildlife species. The Feather River, which forms the eastern boundary of the Yuba City Planning Area, provides habitat for several special status bird species, including the bank swallow (*Riparia riparia*), least Bell's vireo (*Vireo bellii pusillus*), Swainson's hawk (*Buteo swainsoni*), song sparrow (*Melospiza melodia*), tricolored blackbird (*Agelaius tricolor*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), and white-tailed kite (*Elanus leucurus*). The only designated special status species that may occur within the SOI are the bank swallow, western yellow-billed cuckoo, least Bell's vireo, and the tricolored blackbird. None of the other species appear to exist within the urban growth area according to the CDFW CNDDB. The quality of aquatic habitats is influenced by several factors, including the presence and duration of standing or flowing water, water quality, bank stability, invasive non-native vegetation, and the proximity of aquatic habitats to open, undisturbed, adjacent habitats.

Figure 10-2: Vegetation



Source: PlaceWorks, 2024; City of Yuba City, 2024; USGS NLCD, 2019.

Special Status Species & Habitats

A very small portion of the land area in the Planning Area is considered natural, and therefore provides little suitable habitat for special status species. The only designated special-status vegetation species in the SOI is the Hartweg's Golden Sunburst, a flowering plant that occurs primarily in nonnative grasslands and is threatened mostly by the conversion of habitat to urban uses.⁴

One other special-status habitat exists in the immediate vicinity of the Yuba City Planning Area: Great Valley Cottonwood Riparian Forest. Located just across the Feather River from the northeast corner of the UGB, this habitat includes such tree species as the Goodding's black willow, box elder, sycamore, walnut, and Fremont's cottonwood.⁵ This habitat supports a lush understory of tree saplings, shrubs, and vines, and provides a sheltered area for wildlife with an abundant food and water supply. Although no special status wildlife species exist within the Planning Area, the nearby Cottonwood Riparian Forest provides habitat for the special status Bank swallow and the Western yellow-billed cuckoo. About 90 percent of the Western yellow-billed cuckoo's riparian habitat throughout the west has been modified.⁶ Several other special-status wildlife species are known to occur or have the potential to occur in such habitats, including the Cooper's hawk, tricolored blackbird, great blue heron, great egret, bald eagle, double-crested cormorant, among others.

FEATHER RIVER RIPARIAN HABITAT

Although the CNDDDB does not list any riparian-related special status vegetation species in the Yuba City Planning Area, the Feather River provides important fish and riparian habitat areas.⁷ As such, the City recently began the preparation of a strategic master plan for the 750 acre Feather River corridor, the purpose of which is to create a vision for the River, one that would make the most of the River as a recreational resource, while providing habitat for a variety of wildlife.

The Feather River study area can be divided into three distinct divisions. The northern portion is typified by orchards and riparian habitat that has overtaken the City's abandoned sewage lagoons previously used for wastewater treatment. The central portion extends through the downtown area to the "Mosquito Beach" boat launch area. The southern portion includes riparian woodlands and "Shanghai Bend", which is a large sandbar and offers a beach-like atmosphere.

While the study is in the very early stages, it is assumed that the study area will remain, for the most part, as natural as possible so that environmental impacts are very limited. The Strategic Plan calls for preservation and restoration of natural areas and wildlife habitat, as part of the overall plan to develop the corridor as a public parkway. Passive recreational uses, such as trails for pedestrians and cyclists, fishing piers, picnic areas, and open space, are likely to be least intrusive on habitats. However, there is also the potential for commercial uses along the levee in some locations and potential for a golf course in the northern portion.

The City is working with the CDFW and Sutter County to determine ways to protect the Feather River bottom while possibly incorporating passive recreational uses. Not only would such area provide much needed parkland for City residents—see Chapter 6: Parks, Schools and Community

Facilities, for further information—but also it would help to preserve and enhance the most important natural feature in the Planning Area.

GOALS, POLICIES, AND IMPLEMENTATION

Goal EC 4-1. Protect and enhance the natural habitat features and fisheries of the Feather River and new open space corridors within and around the urban growth area.

Policy EC 4-1: Require measures, as part of the Feather River Parkway Plan, to protect and enhance riparian zones, natural areas and wildlife habitat qualities; and establish and maintain a protection zone along the river where development shall not occur, except as part of the parkway enhancement (e.g., trails and bikeways). For park improvements, require a buffer zone along the river in which no grading or construction activities will occur, except as needed for shoreline uses such as boat docks.

Policy EC 4-2: Establish and protect wildlife corridors in conjunction with implementation of the Feather River Parkway Plan to minimize wildlife-urban conflicts.

Policy EC 4-3: Work with California Department of Fish and Wildlife and other agencies to enhance and preserve fisheries in the Feather River.

Goal EC 5-1. Where appropriate, incorporate natural, wildlife habitat features into public landscapes, parks, and other public facilities.

Policy EC 5-1: Require protection of sensitive habitat areas and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation, and 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

Policy EC 5-2: Consider a tree preservation ordinance for oak trees and other native trees that are of a significant size, that requires site designs to incorporate these trees into the design, or plant replacement trees.

Policy EC 5-3: Require, to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

10.5 WATER QUALITY

This section addresses surface and groundwater quality. Water supply and conservation are addressed in Chapter 7: Public Utilities.

SURFACE HYDROLOGY

Sutter County is generally located between the Sacramento River in the west and the Feather River in east and lies entirely within the Sacramento River watershed.⁸ The Feather River is the primary hydrological feature in Yuba City and forms the eastern boundary of the Planning Area (see **Figure 10-2**). The river provides recreational activities, agricultural irrigation, and wildlife habitat; it also provides a significant component of the Yuba City drinking water supply, as discussed in more detail in Chapter 7: Public Utilities. The Gilsizer and Live Oak Sloughs, which were constructed for flood control purposes, are the only other hydrological features in the Planning Area. Drainage and flooding hazards in Yuba City are addressed in Chapter 9: Noise and Safety.

GROUNDWATER

Sutter County lies within the Sacramento Valley groundwater basin. The major sources of groundwater in Yuba City include rainfall, infiltration from nearby rivers and streams including Feather and Yuba Rivers and small streams outside the City limits, and the percolation of applied irrigation water in agricultural areas. On average, rainfall in Yuba City ranges between 17 and 21 inches annually; however, there is no estimate of what percentage of rainfall reaches the groundwater supply. Groundwater in the Planning Area flows from north to south at a relatively flat gradient, a situation that has not changed significantly since the mid-1940s when groundwater in the area was first studied in detail.⁹ It is likely that, according to early studies, the majority of groundwater recharge in Yuba City is the result of rainfall and infiltration from the Feather River.¹⁰ Yuba City maintains one water well that could supplement the existing supply, particularly in periods of drought, as well as several wells supplying residents who were served by the former Hillcrest Water company. A second well is in the process of being developed. A discussion regarding drinking water supply is included in Chapter 6: Public Facilities and Utilities.

Groundwater Quality

Groundwater quality in Sutter County ranges from poor to very good and includes contaminants in some areas resulting from both natural conditions and human influence. Countywide mapping of groundwater quality has been completed for several natural and manmade chemical contaminants. The maximum contaminant levels (MCL) for potable water mapped are established by the U.S. EPA and by the California Department of Health Services.¹¹ Primary MCL reflects a health standard, while secondary MCL reflects aesthetic and taste standards. The majority of tested wells in the Yuba City Planning Area reflect a primary MCL for arsenic of between 10 and 50 micrograms per liter ($\mu\text{g}/\text{liter}$), and two small areas reflect a primary MCL greater than 50 $\mu\text{g}/\text{liter}$.¹² Arsenic occurs naturally in some rocks and soil. The majority of tested wells in the Planning Area also reflect a primary MCL greater than 50 $\mu\text{g}/\text{liter}$ for manganese¹³ and a secondary MCL greater than 200 $\mu\text{g}/\text{liter}$ for iron.¹⁴ Manganese and iron, like arsenic, occur naturally in some rocks and soil.¹⁵ Finally, the majority of tested wells in the Yuba City Planning

Area reflect a primary MCL greater than 45 µg/liter for nitrate, which is applied as a fertilizer and is also produced from on-site sewage disposal.¹⁶

Regulations Protecting Groundwater Quality

The protection of groundwater quality in the Planning Area and countywide is the responsibility of the Central Valley Regional Water Quality Control Board (CVRWQCB), which has prepared a Basin Plan that includes regulations to ensure the highest possible groundwater quality. The CVRWQCB also enforces the criteria for dischargeable allowances into groundwater in the County as set by the State Water Quality Control Board.¹⁷

NONPOINT POLLUTION SOURCES

The quality of groundwater and water flowing into the Feather River is most likely to be affected by nonpoint pollution sources in the City, simply because they are not as rigorously regulated as point sources. Development can pose a threat to surface and groundwater quality through construction sediment, materials used on site, and related increases in automobile use.

GOALS, POLICIES, AND IMPLEMENTATION

Goal EC 6-1. Enhance the quality of surface water and groundwater resources and prevent their contamination.

- Policy EC 6-1: Establish conservation programs and measures for Yuba City employers, residents, and service providers.
- Policy EC 6-2: Comply with the Central Valley Regional Water Quality Control Board's regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
- Policy EC 6-3: Continue to control stormwater pollution and protect the quality of the City's waterways, by preventing oil and sediment from entering the river.
- Policy EC 6-4: Continue to regularly monitor water quality to maintain high levels of water quality for human consumption and ecosystem health.
- Policy EC 6-5: Protect waterways by prohibiting the dumping of debris and refuse in and near waterways and storm drains.
- Policy EC 6-6: Require new construction to utilize best management practices such as site preparation, grading, and foundation designs for erosion control to prevent sediment runoff into waterways, specifically the Feather River.
- Policy EC 6-7: If areas of groundwater contamination are identified, the City shall work with the appropriate agencies to limit further contamination and to protect public health.
- Policy EC 6-8: Support the application of reclaimed water to reduce the demand on municipal water supplies, if economically feasible.

10.6 AIR QUALITY

This chapter addresses air quality as it relates to Yuba City, which is located in the Sacramento Valley Air Basin. While air quality is largely a regional issue, the protection of air quality is vital to the overall health of the environment and to the attractiveness of the community.

CLIMATE

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. In general, the climate of central California is characterized by hot, dry summers and cool, moist winters. Summer temperatures average approximately 90 degrees Fahrenheit during the day and 50 degrees Fahrenheit at night. Winter daytime temperatures average in the low 50s and nighttime temperatures are mainly in the upper 30s. Rainfall occurs generally from late October to early May, averaging 17.2 inches a year, but varying widely from year to year.

Winds control the rate and dispersion of local pollutant emissions. During the summer, prevailing winds are from the south. Winds from the south remain predominate during the winter, but atmospheric conditions cause north winds to be more frequent than during the summer.

In addition to wind direction, Sutter County experiences two kinds of inversions that affect the vertical depth of the atmosphere through which pollutants can be mixed. In summer, sinking air forms a 'lid' over the region leading to photochemical smog problems by confining pollution to a shallow layer near the ground. Inversions occur on over 90 percent of summer days; they persist throughout the day and tend to intensify in the afternoon. The second inversion occurs mostly during winter nights when air cools near the ground while the air higher in the atmosphere remains warm. This can lead to localized pollution 'hot spots' near emission sources due to poor dispersion. Winter inversions occur on 70 percent of winter nights and generally are dispersed by daytime heating. Although these two inversions are present throughout much of the year, they are much less dominant during spring and fall.¹⁸ In the fall both types occur together to produce the heaviest pollution potential.

REGULATORY CONTEXT

Criteria Air Pollutants

The State of California and the Federal government have established ambient air quality standards for a number of pollutants, which are referred to as Criteria Pollutants. These standards are categorized as primary standards, designed to safeguard public health, or as secondary standards, intended to protect crops and to mitigate such effects as visibility reduction, soiling, nuisance and other forms of damage. Air quality is also regulated through emissions limits for individual sources of criteria air pollutants. The State standards are generally more stringent than the federal standards, particularly for ozone and PM-10 (particulate matter, less than 10 microns in diameter).

The Federal Clean Air Act requires the U.S. Environmental Protection Agency (U.S. EPA) to identify National Ambient Air Quality Standards. Currently, U.S. EPA has established national standards for the following pollutants, which together form the criteria air pollutants:

- Ozone (O₃);
- Carbon monoxide (CO);
- Nitrogen dioxide (NO₂);
- Sulfur dioxide (SO₂);
- Suspended particulate matter (PM-10 and PM-2.5); and
- Lead (Pb).

Pursuant to the California Clean Air Act of 1988, California has adopted stricter ambient air quality standards for the criteria air pollutants and has adopted ambient air quality standards for some pollutants for which there are no corresponding national standards.

Under the California Clean Air Act and amendments to the Federal Clean Air Act, U.S. EPA and the State Air Resources Board are required to classify Air Basins, or portions thereof, as either “attainment” or “nonattainment” for each criteria air pollutant, based on whether or not the national and state standards have been met. Yuba City is located in the Northern Sacramento Valley Air Basin (NSVAB). The NSVAB consists of the northern half of the Central Valley. Air Quality monitoring has been conducted in the NSVAB for the last fifteen years and the monitoring results have shown that the principal pollutants of the NSVAB, including Yuba City, are ozone and particulate matter. The Feather River Air Quality Management District (FRAQMD) was established in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties.

Toxic Air Contaminants

Regulation of toxic air contaminants is achieved through federal and state controls on individual sources.¹⁹ Toxic air contaminants are air pollutants with short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects, for which no ambient air quality standards have been established. The 1990 Federal Clean Air Act Amendments offer a comprehensive plan for achieving significant reductions in both mobile and stationary source emissions of certain designated toxic air contaminants.

The Feather River Air Quality Management District (FRAQMD) administers the state-mandated Air Toxics “Hot Spots” Program for Yuba and Sutter Counties. This program is intended to reduce public exposure to toxic air contaminants from stationary sources. FRAQMD is currently working to control toxic air contaminant impacts from local “hot spots” and to reduce toxic air contaminant background concentrations. The control strategy involves reviewing new stationary sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing stationary sources of toxic air contaminants, and developing new rules and regulations to reduce toxic air contaminant emissions. The FRAQMD works closely with sources to reduce their toxic emission inventory.

Regulation of toxic air contaminants from mobile sources has traditionally been implemented through emissions standards for on-road motor vehicles and through specifications for gasoline and diesel fuel sold in California, rather than through land use decisions, air quality permits or regulations addressing how motor vehicles are used by the general public. In 1998, Diesel exhaust particulate matter from internal combustion engines was designated a toxic air contaminant (TAC) for cancer. Now land use decisions must include mitigation efforts for heavy duty diesel equipment operated during construction phases.

Regulatory Agencies

The U.S. EPA sets national ambient air quality standards and oversees implementation of Federal requirements by State air quality agencies. California's air quality management agency, the California Air Resources Board (CARB), regulates most types of mobile emissions sources and oversees the activities of regional/County air districts. CARB is responsible for establishing emissions standards for on-road motor vehicles sold in California. Emissions standards for on-road motor vehicles were developed primarily as a means to reduce emissions of carbon monoxide and ozone precursors (such as reactive organic gases, ROG), but by reducing such emissions, such standards also serve to reduce toxic air contaminants.

The FRAQMD is the agency empowered to regulate stationary sources of air pollutant emissions in Yuba and Sutter Counties. FRAQMD is responsible for implementing emissions standards and other requirements of federal and state laws; it controls stationary source emissions by issuing air quality permits that require the implementation of Best Available Control Technology (BACT) if specified trigger levels are exceeded. Also, for stationary sources, FRAQMD requires Toxics-BACT (T-BACT) if screening thresholds for toxic air contaminants are exceeded.

The FRAQMD has combined with districts from Shasta, Tehama, Glenn, Butte, and Colusa counties to form the Northern Sacramento Valley Air Basin (NSVAB) and jointly prepare and adopt a uniform air quality attainment plan. The most recent version of this plan was published in 2000.

The Sacramento Area Council of Governments (SACOG) also has a role in regulating air quality through review of federally-funded transportation plans, programs and individual transportation projects for air quality effects. SACOG regulates Sacramento-area transportation projects through its approval, funding and environmental clearance processes.

The California Environmental Quality Act (CEQA) requires that City planners review applicable projects to determine their environmental impact. The Feather River Air Quality Management District (FRAQMD) has established thresholds of significance for which the estimated emissions of any project can be compared to determine the potential impacts on air quality impact. With impacts identified, it is then possible to incorporate feasible mitigation measures. The FRAQMD is a local resource for air quality mitigation measures in the Planning Area.

CONDITIONS AND TRENDS

The California Air Resources Board (CARB) operates a regional network of air pollution monitoring stations that provide information on ambient concentrations of criteria air pollutants and toxic air contaminants. In Sutter County, CARB measures certain air pollutants, such as carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), and particulate matter less than ten

microns in diameter (PM-10). Data is collected at three air quality stations, one of which is located in Yuba City.²⁰ Data from the monitoring stations indicate that the air quality in Yuba City is fair, meeting federal standards, although both ozone and suspended solids continue to exceed State ozone and particulate standards.

Goal EC 7-1. Make air quality a priority in land use planning by introducing concepts that reduce vehicle trips.

Policy EC 7-1: Work with the Feather River Air Quality Management District to implement the regional Air Quality Management Plan, participate in emission and exposure reduction, and facilitate public education, engagement, and outreach programs that promote air quality, focusing on disadvantaged communities.

Policy EC 7-2: Require the use of trees and plants in urban and street designs to reduce air pollutant levels.

Policy EC 7-3: Support protection, restoration, and enhancement of natural landscapes in and near disadvantaged communities for their role in improving air quality and community health.

Policy EC 7-4: Support the development of high-quality, local jobs within and near disadvantaged communities to reduce long commutes and resultant vehicle emissions and provide information to encourage the use of transportation modes that minimize motor vehicle use and resulting contaminant emissions.

Policy EC 7-5: Evaluate new commercial and industrial development for potential handling, storage, and transport of hazardous materials to minimize public exposure to toxic air contaminants.

The City can establish proper buffer zones between stationary sources of TACs and sensitive receptors such as residential areas.

Policy EC 7-6: Require applicants whose development would result in construction-related fugitive dust emissions to control such emissions through the implementation of best practices as recommended by the Feather River Air Quality Management District.

Policy EC 7-7: Require applicants whose development would result in construction-related exhaust emissions to minimize such emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and during smog season (May through October) by not allowing construction equipment to be left idling for long periods as recommended by the Feather River Air Quality Management District.

Policy EC 7-8: Require that any mitigation of air quality impacts relying on offsets obtains the offsets from sources as near to the project site as possible.

- Policy EC 7-9: Require applicants whose development would result in potential carbon monoxide (CO) "hot spot" impacts to consult with the City to ensure that schools, hospitals, or day care facilities are not located near such "hot spots".
- Policy EC 7-10: Require all new wood-burning stoves and fireplaces to comply with EPA standards and Feather River Air Quality Management District requirements.

¹ Sutter County. ***Sutter County Crop Report***. Office of the Agricultural Commissioner Sealer of Weights and Measures, July 2000.

² Sutter County. ***County of Sutter General Plan 2015: Draft Environmental Impact Report, May 1996***. Pg. 4.2-1.

³ Ibid., pg. 9-51.

⁴ U.S. Fish and Wildlife Service Website: <http://endangered.fws.gov/wildlife.html>.

⁵ Sutter County, pg. 9-51.

⁶ USFWS, Website: <http://endangered.fws.gov/wildlife.html>.

⁷ There may be suitable habitat (elderberry with stems on inch or larger in diameter) along the Feather River to support the Valley Elderberry Longhorn Beetle (VELB) which is a federally listed threatened species.

⁸ Sutter County. *County of Sutter General Plan 2015: Background Report*, November 1996. Pg. 9-31.

⁹ Sutter County, pg. 9-33.

¹⁰ Ibid., pg. 4.4-7.

¹¹ Ibid., pg. 5-10.

¹² Ibid., Figure 5.3-3.

¹³ Ibid., Figure 5.3-6.

¹⁴ Ibid., Figure 5.3-7.

¹⁵ Ibid., Pg. 5-10.

¹⁶ Ibid., Figure 5.3-5.

¹⁷ Ibid., pg. 9-35.

¹⁸ Sutter County General Plan 2015 Background Report, 1996.

¹⁹ Federal environmental laws refer to “hazardous air pollutants” and California environmental laws refer to “toxic air contaminants.” The two terms generally encompass the same constituent toxic compounds.

²⁰ 733 Almond St, Yuba City: CO, NO₂, O₃, PM₁₀, TEOM, PM_{2.5}, Outdoor Temperature, Wind Speed, Wind Direction

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II

Housing Element

This is a summary of the City of Yuba City's 6th cycle, 2021-2029 Housing Element update included in its entirety as Appendix 11-1 of this General Plan. The purpose of the Housing Element is to establish specific goals, policies, and objectives relative to the provision of housing for all economic segments of the community and to adopt an action plan toward this end. State law (Government Code Sections 65580 through 65589) mandates the Housing Element contain the following:

- An assessment of housing needs that includes an analysis of population and housing characteristics, employment and population projections, special housing needs, subsidized rental housing at risk of conversion, future housing construction need (regional housing allocation), and opportunities for energy conservation.
- An analysis of constraints (governmental and non-governmental) to the maintenance, improvement, or development of housing for all income levels.
- An inventory of vacant and underutilized sites by zoning category and General Plan land use designation, with an assessment of the availability of public facilities, and services to those sites.
- A housing strategy containing an evaluation of past program achievements, goals, and policies, and an eight-year schedule of implementing actions with quantified objectives.
- Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, must contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015.



Multiple Family Apartment.

In accordance with state law, the Housing Element has been updated to be consistent and compatible with other General Plan elements. The principles of the General Plan focus on generating and preserving a mix of housing types in all neighborhoods to ensure that Yuba City remains affordable to all economic segments of the community. The City is completing an update to its other General Plan elements concurrently with this Housing Element update. The City has incorporated mandated Environmental Justice goals and policies into this General Plan.

11.1 VISION

This Housing Element 2021-2029, Yuba City has allocated a RHNA of 3,308 units which have been divided into the income categories below:

- Very Low Income: 756 units
- Low Income: 455 units
- Moderate Income: 622 units
- Above Moderate Income: 1,475 units

The Housing Element must demonstrate adequate sites to accommodate at least 3,308 units. The City has identified adequate sites to meet the RHNA.

11.2 HOUSING PLAN

The Yuba City Housing Element is the result of a focused and comprehensive effort involving the City and the residents of Yuba City. The City's outreach program led to the City to consult with ten different organizations to receive their input on the Housing Element. Overall, stakeholders identified the lack of affordable housing as a top concern for the future of housing in the city. Lack of affordable housing can exacerbate existing concerns for overcrowding, overpayment, and homelessness. Stakeholders attributed the lack of affordable housing in Yuba City to the housing market influencing rising rents, due in part to the cost of development, which outpaces the ability for residents to access housing, as well as other concerns related to affordable rental housing, stronger code enforcement, and housing rehabilitation. The City of Yuba City has also held several public meetings with the Planning Commission and the City Council to solicit public input and encourage public participation in the Housing Element update.

There are approximately 321 acres of vacant and underutilized land that can support residential development at various planned densities within the city limits. The maximum densities allowed on the site proposed to accommodate lower-income units are 36 units per acre. On sites with Commercial land use designations, it is assumed that 30 to 39 percent of the capacity is realistic to develop, as the current zoning regulation permits residential use only in conjunction with a bona fide commercial use or on the upper floors of buildings containing commercial uses. In single-story buildings, residential floor area may not exceed commercial floor area.

GOALS, POLICIES, AND IMPLEMENTATION

Regulatory Requirements and Incentives

Goal H 1-1. Provide regulatory incentives to ensure the construction and maintenance of safe and sanitary housing with adequate public services for existing and future residents of the city.

- Policy H 1-1: **Conservation of Existing Housing.** Continue to enforce City building, fire, health, and zoning codes to remedy existing pockets of blight and deterioration to conserve and improve the condition of existing affordable housing stock in coordination with rehabilitation and other infrastructure improvement programs. This includes continuing to offer Single-Family and Multifamily Rehabilitation Programs and continuing to partner with a rehabilitation housing consultant to offer the Housing Rehabilitation Program. The City will explore the feasibility of allowing the Owner Occupied Rehabilitation Program to pay for solar panels for low-income households, particularly seniors. Additionally, the City will meet with the Regional Housing Authority to identify and apply for funding opportunities to provide relocation assistance to residents at risk of displacement due to rehabilitation needs. The City will collaborate with the Housing Authority to target efforts in the rehabilitation assistance programs in areas of concentrated poverty, particularly in low resource areas, to reduce displacement risk for lower-income households due to housing condition or cost of repairs. The City will provide marketing materials in languages other than English, as needed. The City will create a program to prevent displacement and mitigate relocation impacts as a result of code enforcement activities.
- Policy H 1-2: **Accessory Dwelling Units.** Continue the City's policy that allows for accessory dwelling units (ADUs) within single-family residential neighborhoods by reducing lot coverage requirements and allowing for tandem parking when setback requirements are met. In addition, the zoning code will be amended to allow ADUs and Junior ADUs (JADUs) in all zones where residential structures are allowed (R-1, R-2, R-3, C-1, C-2, C-3 and C-O), in accordance with Assembly Bill (AB) 2299 and Senate Bill (SB) 1069. The City will also promote ADU construction through informational brochures on the permitting process and benefits of second unit development that will be available at City buildings and on the City's website. The City will identify and offer incentives for ADU development. The City will provide preapproved ADU plans. The City will emphasize the benefits of ADUs to property owners in high resource areas to encourage construction in these areas to improve mobility options for lower-income households and to increase housing supply to meet shortages of affordable units and housing overall as a result of displacement due to the Camp Fire. The intent of increasing the supply of ADUs is to aid in reducing displacement risk due to housing supply and costs.
- Policy H 1-3: **Facilitate a Variety of Housing Types.** The City will continue to ensure that zoning standards and development requirements facilitate the construction of a diversity of housing types, including apartment complexes, group housing, and townhomes to meet the needs of all households and income levels. Understanding that higher-density housing often means more affordable housing, the City will continue to encourage development at the higher end of the density range in land designated as low/medium- and medium/high-density residential in the General Plan, with a special emphasis on high opportunity areas, through the following actions:

- Provide density bonuses in accordance with Sections 65915 through 65918 of the California Government Code.
- Continue to negotiate alternative development standards, such as increased height limits, alternative parking standards, street improvement standards, maximum density, and lot coverage.
- The City will encourage construction of affordable housing at a range of densities throughout the city to combat the concentration of lower-income households downtown, improve housing mobility opportunities, and increase the supply of subsidized units in high resource areas.

Policy H 1-4: **Infrastructure Provision and Financing.** Minimize infrastructure costs for residential development by identifying infrastructure needs and available sources of funding for infrastructure improvements. The City will analyze existing and potential infrastructure financing measures for their ability to meet infrastructure needs without an adverse impact to housing costs and identify and apply for state or United States Department of Agriculture (USDA) infrastructure funding programs to support improvement efforts. The City shall monitor the cost of infrastructure and associated fees on development to determine whether they impact the production of housing and will develop a strategy to reduce costs for developers, if needed. The City will focus the implementation of this program in areas of concentrated poverty. The City will continue to implement its water fees financing program which provides a method for customers to have the connection and extension fees added to their property taxes as a lien over a 10-year period, along with interest and administrative fees.

Policy H 1-5: **Permit Streamlining Process.** The City will establish a written policy or procedure and other guidance as appropriate to specify the Senate Bill (SB 35) streamlining approval process and standards for eligible projects, as set forth under California Government Code Section 65913.4.

Policy H 1-6: **Density Bonus.** The City will codify the City's density bonus ordinance in compliance with the state's density bonus law (Government Code Section 65915, as revised) and will continue to offer specific incentives for the development of individual or group-care housing affordable to seniors and special-needs population through City-specific density bonuses, reduced parking requirements, and development fee reductions for projects in infill locations. The City will promote the availability of density bonuses to affordable housing providers to increase supply of subsidized units and will work with developers to identify sites for high density affordable housing in high resource areas outside of downtown.

Policy H 1-7: **SB 2 Implementation.** As part of the City's SB 2 grant workplan, the City plans to complete focused work related to the minor update of the City's General Plan to align it with current state laws. The update to the General Plan will help the City to establish, adopt, and implement objectives and policies to promote development of more by-right housing and sustainability.

The City plans to use SB 2 funding to further the following tasks related to the General Plan update:

- Community outreach and study sessions to identify updates and policy changes to be addressed.
- Preparation of a background report of existing conditions.
- Update all required elements of the General Plan to meet new state law requirements.
- Review the City's zoning code to identify immediate and future changes.
- Conduct an environmental analysis and adopt a Supplemental EIR.

Policy H 1-8: **Objective Design Standards.** As described in Section 6, Constraints, to comply with Government Code Section 65589.5, the City will update subjective design guidelines with objective standards, ensuring a balance between predictability for housing development applicants and flexibility in design choices. Objective design standards are defined in Government Code Sections 65913.4 and 66300(a)(7) as standards that “involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official before submittal.”

11.3 FUNDING

Goal H 2-1. Provide incentives and programs to ensure the provision of extremely low-, very low-, low-, and moderate-income housing units to meet community needs.

Policy H 2-1: **First-Time Home Buyers Program.** The City will continue to apply for additional funding, as funding becomes available, to support the Regional Housing Authority's First-Time Home Buyer Program to encourage and facilitate the purchase of affordable housing units by low-income households. To assist low-income first-time home buyers to be purchase ready, the City will promote the free HUD-certified homebuyer courses that are offered locally. The City will provide materials in languages other than English, as requested. To encourage housing mobility, the City will collaborate with the Housing Authority to encourage use of the program in areas of high opportunity and resources and will assist first time home buyers in locating housing in high resource areas. Also, as a part of Program H-F-1, the City will support non-profit organizations in their efforts to combat lending practices that disproportionately impact people in protected classes including race, color, national origin, religion, sex, age, or disability.

Policy H 2-2: **Housing Choice Voucher Program.** Continue to strive to increase the number of extremely low-, very low-, and low-income households receiving rental assistance and support applications by the Regional Housing Authority of Sutter and Nevada Counties for Section 8 Housing Choice Vouchers as well as Article 34 referenda requests. In addition, support increase in the number of these types of households receiving rental assistance through Tenant Based Rental Assistance via HOME. Additionally, the City will direct residents of “at risk” units to obtain Section 8 vouchers to assist with connecting them with housing opportunities throughout Yuba City.

- As City resources allow, to enhance housing mobility and access to higher opportunity areas, the City will:
- Conduct outreach to property managers in high resource areas with a low percent of vouchers to provide education on source of income discrimination and voucher programs and to encourage them to accept Section 8 assistance.
- Compile information on organizations that provide pre- and post-move services to voucher holders.
- Collaborate with high performing school districts to attract a diversity of staff to serve lower income students particularly in low resource areas with high rates of diversity.
- Encourage collaboration between local governments and community land trusts as a mechanism to develop affordable housing in higher-opportunity areas.
- Post information on the City’s website, including City-wide affordable rental registries

Policy H 2-3: **At-Risk Housing Units.** State law requires jurisdictions to provide a program in their housing elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. Units that are considered “at-risk” are subsidized low-income housing projects whose subsidized contract expires within 10 years, putting the units at risk of being converted to market-rate and being lost as affordable housing. While there are no units whose contract is set to expire within 10 years, the Sutter Village and Live Oak Apartments have Section 8 contracts that require annual review and are therefore considered “at-risk.” Given this, there are 109 units at risk of conversion to market rate during the 2021-2029 planning period.

The City will continue to regularly refer to the list that the Housing Authority maintains of all dwellings within the city that are subsidized by government funding or low-income housing developed through local regulations or incentives and that the City will contact all property owners within three years of affordability expiration to discuss the City’s desire to preserve complexes as affordable housing and ask them to provide at least two years’ notice prior to the conversion of any units for lower-income households to market-rate units. Participation from agencies interested in purchasing and/or managing

at-risk units will be sought. Coordinate with owners of expiring subsidies to ensure tenants receive the required notices at 3 years, 6 months, and 12 months, per state law. The City will work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law. The City shall contact entities such as California Rural Legal Assistance (CRLA) to assist renters.

If the City learns of any unexpected potential conversions or changes in ownership, the City will take the following actions:

- Meet with the owners (or their representatives) of the subsidized rental housing developments that are facing unexpected risk to the affordable units in a timely fashion, to discuss their plans for maintaining, converting, or selling their properties. If any of the owners indicate that the affordability of the units is at risk of conversion to market rate housing or that the owner intends to sell the property, the City will seek to facilitate the acquisition of the property by another for-profit or nonprofit entity to preserve the rental units as affordable housing. The City will not take part directly in negotiations regarding the property but will apply for state or federal funding on behalf of an interested nonprofit entity, if necessary, to protect the affordability of the rental units. The City will request that the property owners provide evidence that they have complied with state and federal regulations regarding notice to tenants and other procedural matters related to conversion, and the City will contact HUD, if necessary, to verify compliance with notice requirements.
- Work with the Housing Authority to ensure that low-income tenants displaced as a result of a conversion receive priority for federal housing vouchers.
- Ensure that tenants are adequately notified throughout the preservation/acquisition process as to the status of their housing units, impacts of the ownership change or preservation process on occupancy and rents, their rights and responsibilities as tenants, and who to contact with questions or concerns. The City will work with the responsible entity (whether the existing property owner, the Housing Authority, a nonprofit entity, or a new for-profit entity) to distribute information and conduct tenant meetings, as needed, to keep residents informed of the preservation process, tenant options, and what to expect once the process has been completed.

11.4 ADEQUATE SITES

Goal H 3-1. Continue to work with Sutter County on actions to fulfill Yuba City's fair share of regional housing needs.

- Policy H 3-1: **Regional Approach to Affordable Housing.** To continue to meet affordable housing needs, the City will work with Sutter County to assist in obtaining funding for any planned affordable housing projects and develop joint funding strategies to subsidize and support the construction of affordable housing.
- Policy H 3-2: **Lot Consolidation for Multifamily Development.** To ensure that there is a sufficient supply of multifamily zoned land to meet the City's Regional Housing Needs Allocation (RHNA), the City will encourage lot consolidations to combine small residential lots into larger developable lots by annually meeting with local developers to discuss development opportunities and incentives for lot consolidation to accommodate affordable housing units. Although the City is not relying on small sites to meet any of the lower-income RHNA, the City recognizes the importance of encouraging lot consolidations to facilitate development. The City will encourage lot consolidation in high opportunity areas. In addition, the City will allow administrative processing of lot consolidation. As developers/owners approach the City interested in lot consolidation for the development of affordable housing, the City will offer one or more of the following incentives on a project-by-project basis:
- Allow affordable projects to exceed the maximum height limits.
 - Lessen set-backs.
 - Reduce parking requirements.
 - The City will also consider offsetting fees (when financially feasible).
- Policy H 3-3: **Residential Demolitions.** To mitigate the loss of affordable housing units, new housing developments shall be required to replace all affordable housing units lost due to new development. In accordance with Section 65583.2 subdivision (g), the City will also require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision (c)(3) on sites identified in the site inventory when any new development (residential, mixed-use, or nonresidential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to:
- Non-vacant sites
 - Vacant sites with previous residential uses that have been vacated or demolished.
- The City will review options for expanding this program to address displacement in vulnerable areas and will consider implementing additional actions under this program.
- Policy H 3-4: **Water and Sewer for Lower-Income Housing.** In compliance with Chapter 727, Statutes of 2004 (SB 1087), upon completion of the adopted Housing Element, the City will immediately deliver the Housing Element to local water and sewer providers, along with a summary of its regional housing needs allocation. a local government is responsible for immediately distributing a

copy of the element to area water and sewer providers. In addition, water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households.

Policy H 3-5: **Residential Uses in Non-Residential Land Use Designations.** To increase flexibility in where and how residential uses are allowed, and thus increase mobility opportunities, the City will take a variety of actions. Including:

- The City will remove the Use Permit requirement for multifamily development in the C-1 and C-O zones.
- Currently, live/work residential uses are permitted in the General Plan Office and Office Park land use designations. The City commits to updating the General Plan and zoning code to allow additional residential uses in these areas.
- Currently, residential uses are allowed in commercially designated areas if they are above a business. The City will update the General Plan and zoning code to provide greater flexibility in developing residential uses in one or more commercial zones, including allowing a building with all residential uses to occupy a portion of sites and by allowing sites to be developed with projects that are 100 percent residential uses.
- The City will provide incentives for mixed use and residential development in areas with non-residential land uses including offering expedited review process, density bonus, fee deferrals or reductions and modifications to setback, parking and height requirements. To encourage mixed use and residential development in areas with non-residential land uses, the City shall also provide outreach to attract and support affordable housing developers in the City, including developers of senior housing, extremely low-income units, and permanent supportive housing for persons with disabilities and developmental disabilities. The City will monitor the effectiveness of its efforts to offer incentives to developers. If this program is not effective, the City will immediately implement alternative strategies such as incorporating feedback from developers on how to better encourage residential development, as well as, considering residential performance standards and rezoning and redesignating sites to residential.
- The City will increase allowable heights in the C-1 zone to remove barriers to residential development.

Policy H 3-6: **Residential By-Right for Developments with 20% Affordable.** To comply with AB 1397, sites with APNs 51-540-039, 51-062-010, 51-040-011 in the land inventory in this 6th cycle Housing Element shall be allowed to be developed for residential use by-right, in accordance with Government Code 65583.2(c). This by-right (without discretionary review) requirement is only for housing developments in which at least 20 percent of the units are affordable to lower-income households. The application of the requirement

should not be used to further constrain the development of housing. As such, housing developments that do not contain the requisite 20 percent would still be allowed to be developed according to the underlying (base) zoning. APNs 51-540-039, 51-062-010, 51-040-011 are currently zoned R-3, which does not require a Use Permit for multifamily housing development.

Policy H 3-7: **2013-2021 and 2021-2029 Regional Housing Need.** In order to meet state law requirements (Government Code Sections 65583(c)(1)(A) and 65583(c)(1)(B)) to address the 2013–2021 and 2021-2029 RHNA and to ensure a sufficient selection of sites are available for higher density development, the City shall amend the General Plan and the Zoning Codes, as needed, and as detailed in Chapter 5 provide adequate sites for 208 lower income units at a minimum of 20 dwelling units per acre on certain sites or in certain zones. The City will redesignate/rezone a minimum of 10.4 acres to Medium/High Density Residential - R-3 to meet this need. The sites redesignated/rezoned will allow up to 36 units per acre. At the minimum density of 20 units per acre, the redesignated/rezoned 10.4 acres would yield 208 units. At a realistic capacity of 25 units per acre, the redesignated/rezoned 10.4 acres could accommodate 260 units. The redesignated/rezoned sites must allow owner-occupied and rental multifamily housing “by right” without discretionary review if 20 percent or more of the units in a project proposed on the site are affordable to those with lower incomes. The redesignated/rezoned sites must be able to accommodate a minimum of 16 units per site. At least half (50 percent) of these sites shall be designated/zoned for residential uses only, except that all of the very low and low-income housing need may be accommodated on sites designated for mixed uses if those sites allow 100 percent residential use and require that residential uses occupy 50 percent of the total floor area of a mixed-use project. The applications can be subject to design review as long as the project does not trigger the CEQA review process. Water, sewer and dry utilities are either already available at sites that will be rezoned or the City will plan for extensions so that services will be available as needed.

11.5 SPECIAL-NEEDS HOUSING

Goal H 4-1. **Facilitate the production of various housing types and densities to meet the needs of all income groups and ensure that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status, or physical handicap. The City shall seek to meet the special housing needs of individuals with disabilities and developmental disabilities, extremely low-, very low- and low-incomes, large families, senior citizens, farmworkers and their families, female-headed households with children, and others with special needs.**

Policy H 4-1: **Partner with Housing Advocates.** Continue and expand, where feasible, partnerships with for-profit or nonprofit housing organizations, including the Regional Housing Authority, to provide affordable housing for special-needs groups, including but not limited to low, very-low and extremely-low-income

households. Consider contracting with additional organizations to provide housing services and information for special-needs groups within the City. Work with service providers so that City staff can to engage directly with their clients to hear firsthand the needs of the residents in Yuba City. Meet with organizations to identify sites for affordable housing in high resource areas and provide technical assistance, when requested, in identifying funding to subsidize units. Increasing the supply of affordable housing and focusing this development in high resource areas will combat concentrations of lower-income households that currently exist in downtown and will provide opportunities for housing mobility.

Policy H 4-2: **Farmworker Housing.** Continue to work with Sutter County, the farm industry, and neighborhoods where housing projects are proposed to facilitate the provision of farmworker housing. Assist in meeting the housing needs of farmworkers in and around Yuba City. The City will work with the County to develop a list of sites with the appropriate zoning suitable for farmworker housing and assist the County and other development partners in the form of technical assistance with the preparation of the application for farmworker housing funds as the need arises. Additionally, when funding is available, the City will provide matching funds for the County and other development partners that plan to provide new farmworker housing units and encourage the development of units targeted toward single farmworkers. The City will provide priority processing for applications that include housing for farmworkers. When and if necessary, engage residents of neighborhoods around potential farmworker housing sites in a public workshop to discuss current laws surrounding the siting of farmworker housing and promote discussion to circumvent unnecessary confrontation.

Policy H 4-3: **Facilitate Construction of Special-Needs Housing.** The City will remove barriers for special-needs groups, including but not limited to low, very-low and extremely-low-income households, by amending the zoning code to address the following:

- **Transitional and Supportive Housing.** Allow transitional and supportive housing as a residential use in all zones allowing residential uses, subject only to those restrictions that apply to other residential uses of the same type in the same zone and without any discretionary action. Additionally, permit supportive housing by right in any non-residential or mixed-use zone that permits multifamily (AB 2162, Government Code Section 65583(c)(3)).
- **Reasonable Accommodation.** In compliance with Government Code Section 65583(c)(3), the City will develop and formalize a process that a person with disabilities will need to go through to make a reasonable accommodation request to accommodate the needs of persons with disabilities and streamline the permit review process. The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices, and procedures based on the guidelines from the California Department of Housing and Community

Development (HCD). This information will be available through postings and pamphlets at the City and on the City's website.

- **Employee Housing.** Treat employee housing that serves six or fewer persons as a single-family structure and permitted in the same manner as other single-family structures of the same type in the same zone (Health and Safety Code Section 17021.5). The zoning code will also be amended to treat employee housing consisting of no more than 12 units or 36 beds as an agricultural use and permitted in the same manner as other agricultural uses in the same zone (Section 17021.6) in zones where agricultural uses are permitted. Add a definition for employee housing to the zoning code.
- **Single-Room Occupancy Units.** Allow single-room occupancy (SRO) housing without a use permit in commercial zones, as other residential uses are regulated in the City's zoning code (Government Code Section 65583(c)(1)).
- **Factory Built and Mobile Homes.** Allow Factory Built and Mobile Homes as a principally permitted use in the R-1 zone, per Government Code Section 65852.3.
- **Emergency Shelter Parking.** The City will review and revise parking requirements for emergency shelters to ensure that parking standards are sufficient to accommodate all staff, provided standards do not require more parking for emergency shelters than other residential or commercial uses within the M-1 district, per Government Code Section 65583(a)(4).
- **Low-Barrier Navigation Centers.** Allow low-barrier navigation centers, a type of emergency shelter with wrap-around services, homeless persons by right in zones that allow for mixed-use and nonresidential zones permitting multifamily uses, per Government Code Section 65662.
- **Definitions.** Add the following definitions related to transitional and supportive housing per Government Code Sections 65582(f), (g) and (h):
 - “Supportive housing” means housing with no limit on length of stay, that is occupied by the target population, and that is linked to an on-site or off-site service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.
 - “Target population” means persons with low incomes who have one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health condition, or individuals eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care

system, individuals exiting from institutional settings, veterans, and homeless people.

- “Transitional housing” means buildings configured as rental housing developments but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance.

Policy H 4-4: **Residential Care Facilities.** Continue to offer specific incentives for development of individual or group-care housing affordable to the City’s senior and special-needs populations through City-specific density bonuses (in addition to state requirements), reduced parking requirements, and development fee reductions for projects at infill localities. Additionally, the City will explore amending provisions in the Zoning Ordinance to define and allow residential care facilities for seven or more persons only subject to those restrictions that apply to other residential uses of the same type in the same zone.

Policy H 4-5: **Housing for Special Needs Groups.** The City will work with housing providers to ensure that special housing needs and the needs of low, very-low and extremely-low-income households are addressed. The City will seek to meet these special housing needs through a combination of regulatory incentives, zoning standards, new housing construction programs, and supportive services programs. The City will promote market-rate and affordable housing sites, housing programs, and financial assistance available from the city, county, state, and federal governments. In addition, as appropriate, the City will apply or support others’ applications for funding under state and federal programs designated specifically for special-needs groups and other lower-income households, such as seniors, persons with disabilities, extremely low-income households, and persons at risk for homelessness.

Policy H 4-6: **Assistance for Persons with Developmental Disabilities.** The City will work with the Alta California Regional Center to implement an outreach program that informs families within Yuba City about housing and services available for persons with developmental disabilities. The program could include developing an informational brochure, posting information about services on the City’s website, and/or providing housing-related training for individuals/families through workshops. The City will explore integrated housing opportunities.

11.6 ENERGY EFFICIENCY

Goal H 5-1. Encourage the use of energy-efficient materials and technology in new construction.

Policy H 5-1: Energy Efficiency. The City will promote energy efficiency in existing housing and new development by:

- Incorporating energy conservation measures as an integral part of housing rehabilitation programs.
- Provide free information to residents on energy conservation and available programs at the Development Services Department counter and on the City's website, and feature energy conservation as an important part of the annual Housing Fair.
- Encourage participation in Pacific Gas and Electric Company's (PG&E's) Community Resource Project Inc., home energy audits, weatherization, and minor home repair programs, particularly for extremely low-, very low-, and low-income households.
- Provide brochures of information on PG&E programs at the Development Services Department counter, on the City's website, and at the annual Housing Fair.

11.7 EQUAL HOUSING OPPORTUNITY

Goal H 6-1. Encourage efforts to eliminate housing discrimination on the basis of age, race, sex, religion, age, marital status, national origin, family size, disability, or other potential barriers.

Policy H 6-1: H-F-1 Affirmatively Furthering Fair Housing. Implement the City's Analysis of Impediments to Fair Housing Choice (AI), adopted in 2020, to address disparities in housing needs and in access to opportunity for all persons regardless of race, color, religion, sex, national origin, familial status, disability, gender, gender identity, gender expression, sexual orientation, marital status, ancestry, veteran or military status, source of income, and genetic information as protected categories by the California Fair Employment and Housing Act (Part 2.8 [commencing with Section 12900] of Division 3 of Title 2), Section 65008, and any other state and federal fair housing and planning law.

The City also identified barriers to fair housing through the Fair Housing Assessment (see Section 4, *Assessment of Fair Housing*). Specific actions the City may take to address the identified barriers, and foster an inclusive community, include:

- Implement Programs H-A-1 and H-A-2 to affirmatively further fair housing, including targeting community revitalization through place-based programs, enhancing mobility between neighborhoods, and

developing strategies to reduce displacement risk in areas with a higher concentration of lower-income households and overpayment (e.g., Programs H-B-1, H-B-2, H-D-1) and facilitating affordable housing in high opportunity areas (e.g., Programs H-A-2, H-A-3, and H-C-5).

- Support non-profit organizations in their efforts to combat lending practices that disproportionately impact people in protected classes including race, color, national origin, religion, sex, age, or disability. Meet with non-profits annually.
- Include residents from areas of concentrated poverty to serve on boards, committees, task forces and other local government decision-making bodies each time a vacancy is filled.
- Each time a housing project is proposed that may influence a particular group or neighborhood, the City will make efforts to distribute information on the project to ensure that the group or neighborhood is made aware of the project and the process and has the opportunity to respond.
- Incentivize construction of multiple-family housing with three- and four-bedroom units for large families by prioritizing projects that include three or more bedrooms and providing incentives, such as fee waivers when funding is available, deferrals, or reduced parking on a project-specific basis.
- As complaints or inquiries are received, continue to refer fair housing matters to HUD's Office of Fair Housing and Equal Opportunity (FHEO), and the California Department of Fair Employment and Housing (DFEH), and nonprofit organizations such as California Rural Legal Assistance (CRLA).
- Meet biannually with fair housing enforcement organizations and agencies to identify any patterns or dominant fair housing issues in the city and discuss strategies to address these.
- By December 2021, make materials on fair housing laws available at public locations, such as the library, grocery stores, and City Hall. Update materials annually, or as needed.
- Ensure non-English-speaking applicants have access to programs through advertising and outreach, including accommodation for translation services.
- Ensure that City-funded activities are disbursed throughout the city limits, avoiding concentrations in any particular census tract.
- Apply annually for funding to actively reinvest in the most dilapidated areas of the city.
- Provide biannual training to landlords on fair housing laws, responsibilities, and avoiding discriminatory practices.

- Meet with Yuba City Unified School District by October 2022 to discuss strategies to develop a teacher incentive program to attract and retain high-quality teachers.
- Promote Sutter County's CalWorks Program through making informational materials available at City buildings and meetings by May 2022 to improve access to employment training, assistance, and job opportunities.
- Within one year of adoption of the Housing Element, create programs to prevent and mitigate displacement:
 - Create a rent stabilization program beyond what is required by California Civil Code 1946.2
 - Create a just cause eviction program to improve tenant stability beyond what is required by California Civil Code 1946.2.
- See also Program H-B-2 for efforts to enhance housing mobility.

Appendices

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Appendix 3-I: SB 1000 Environmental Justice Memorandum

Senate Bill 1000 (SB 1000)

The state of California recognizes that environmental justice disparities are a threat to overall quality of life across all communities and has developed various policies, such as Senate Bill 1000 (SB 1000) and the Planning for Healthy Communities Act, to identify and address these environmental justice disparities. The bill was passed in 2016 and serves three important purposes:

1. Reducing harmful pollutants and associated health risks in environmental justice communities;
2. Promoting equitable access to health-inducing benefits; and
3. Promoting transparency and public engagement.

Through SB 1000, the state of California mandates that jurisdictions concurrently updating two or more elements of their General Plan identify “disadvantaged communities,” engage stakeholders in these communities, and adopt either an environmental justice (EJ) element or integrate EJ policies throughout the General Plan to reduce unique and compounded health risks and pollution burdens. The areas in the City that are affected most by development are outlined in the background document for the General Plan, and in the individual elements. Rather than a standalone EJ element, the City has considered EJ issues in every aspect of design for the future.

General Plan Policies and Implementation Strategies

By law the General Plan must address at least the following five health and environmental justice outcomes: Reduction of pollution exposure, including improvement of air quality; Promotion of public facilities; Promotion of food access; Promotion of safe and sanitary homes; and Promotion of physical activity. The following table lists the policies and strategies from the General Plan Update that address the SB 1000 required topics and are designed to address existing EJ issues in the City and prevent future issues from occurring.

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
ECONOMIC DEVELOPMENT ELEMENT					
Goal EC 1-1. Foster a climate in which business can prosper and actively promote economic development opportunities and knowledge of Yuba City in the region, state, and nation.					
Policy EC 1.3: Encourage non-motorized means of transportation to shopping, recreation, and business areas to help reduce vehicle miles traveled.	X		X		X
LAND USE ELEMENT					
Goal LU 2-1. Promote a balanced land use program that increases the ability of people to live and work in the city.					
Policy LU 2-4: Encourage new neighborhoods to include components such as a mix of housing types, open spaces, and community facilities, oriented to a neighborhood center.		X			X
Goal LU 3-1. Promote development patterns that maximize residents' accessibility to parks, open space, and shopping areas.					
Policy LU 3-1: Develop downtown Yuba City as a mixed-use activity center with a range of commercial, office, residential, and civic uses.	X		X		X
Policy LU 3-2: Provide for concentrations of activity and mixed-use and pedestrian-oriented development in selected areas.	X		X		X
Goal LU 6-1. Promote neighborhood identity and encourage use of alternative modes of transportation by providing neighborhood shopping centers that many residents can reach on foot or bicycle.					
Policy LU 6-1: Require pedestrian-oriented design in new shopping areas that are part of neighborhood centers.					X
Policy LU 6-2: Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood and with adjacent travel corridors.					X
Policy LU 6-3: Establish site development and locational standards for neighborhood corner stores in residential areas.					X
Policy LU 6-4: Encourage the development of community commercial facilities that are accessible to both vehicles and pedestrians and include amenities for both.					X
Policy LU 6-5: Establish design standards for mixed use development that will result in a high-quality pedestrian-scaled environment, with one-to-four story buildings, side or rear parking areas, street front windows and entries, and public and private open space.					X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy LU 6-6: As part of larger commercial developments, require amenities for public benefit, such as pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, and public spaces.		X			X
Goal LU 7-1. Promote convenient access to fresh, healthy, and affordable food to eliminate food deserts, prioritizing access in disadvantaged communities.					
Policy LU 7-1: Increase access to fresh food, prioritizing access in disadvantaged communities, by allowing and encouraging safe local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, urban farms, farmers’ markets, food trucks, and community kitchens on vacant or underutilized lands, including City-owned land, to the extent legally permissible and provided that funding is available.			X		
Policy LU 7-2: Maximize multimodal access to fresh food in disadvantaged communities, prioritizing bicycle and pedestrian access, by encouraging grocery stores, healthy corner stores, community gardens, and outdoor markets at key transit nodes and within transit-oriented developments.			X		X
Policy LU 7-3: Provide temporary and/or permanent access to City locations and land in disadvantaged communities for farmers’ markets and community gardens.			X		
Policy LU 7-4: Update the Zoning Code to streamline permitting of grocery stores and markets, including co-ops, in disadvantaged communities and food deserts.			X		
Policy LU 7-5: Support efforts to improve food security and eliminate hunger, such as food assistance and nutrition programs.			X		
Policy LU 7-6: Identify funding opportunities to sustain and/or expand free and reduced-price meals programs for low-income youth year-round.			X		
Policy LU 7-7: Encourage the establishment of mobile farmers’ markets to serve food deserts, prioritizing disadvantaged communities, through such measures as identifying and eliminating barriers in the permitting process.			X		

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
COMMUNITY DESIGN ELEMENT					
Goal DS-5.1 Create a comfortable street environment for motorized and non-motorized users.					
Policy DS 5-2: Create a pedestrian-friendly environment on Sutter and Second Streets, linking Downtown and the waterfront within the Feather River corridor, as illustrated in Figure 4-7.					X
Policy DS 5-4: Extend the tree-lined wide sidewalks of the Second Street near the B and C Street intersections north to Sutter Street.					X
Policy DS 5-6: Establish design standards for a new community commercial corridor that accommodates pedestrians and transit uses along Garden Highway between Franklin and Winship roads. (See Figure 4-7).					X
Policy DS 5-7: Widen the sidewalks and install pedestrian-scale street light fixtures on Bridge Street from Boyd Streets to 2nd Street to accommodate pedestrians.					X
Policy DS 5-8: Construct and maintain covered bus shelters at new and existing bus stops along Bridge Street.		X			
Policy DS 5-9: Place pedestrian amenities such as pedestrian-scale street lighting, benches, and planting strips on the western side of Garden Highway where community commercial core is planned.		X			X
Policy DS 5-10: Design new residential streets with sidewalks, planting strips and traffic-calming elements to create a pedestrian-friendly environment.					X
Policy DS 5-11: In order to ensure that street layout in future development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists consistent with the Community Design Chapter, it is essential that: • New development be more "connected" to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network; • Blocks be short to allow for more direct connections; • Neighborhood streets be designed at a human-scale, without excessive cross-sections; and • Traffic controls, including speed limits, signage and truck routes, restrict commercial traffic in neighborhoods. • Connections minimize barriers so that people of all physical abilities can enjoy mobility and accessibility in the community.		X			X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal DS 6-1. Allow for flexibility in streetscapes to accommodate various adjacent land uses.					
Policy DS 6-4: Establish a parkway street cross-section as illustrated in Figure 4-5 and 4-6 characterized by the following: • A landscaped median with a minimum width of 15 feet and trees that will create a continuous, formal appearance. • A symmetrical tree layout for sidewalk planting strips abutting residential developments. • Separate bike paths on at least one side of the parkway buffered from vehicular traffic by planting strips. • On-street parking only adjacent to the south park and the “panhandle”. • Sidewalks on both sides of the parkway. Wider sidewalks are allowed when abutting commercial developments. • A landscaped median is not required for the portions of the parkways adjacent to the south park and the “panhandle”. Instead, devote 7 to 8 feet of space on the side of the parkways away from these areas for on-street parking.		X			X
Goal DS 8-1. Promote convenient vehicular and transit access to Regional Activity Centers, with convenient pedestrian access within the centers and to adjacent neighborhoods.					
Policy DS 8-1: Using a developer’s master plan or a City-initiated Specific Plan, create two new Regional Activity Centers; one center northwest of the intersection of Route 99 and Bogue Road and one center on Route 20 between George Washington and Township Roads. These plans are to include provisions for the following: • An integrated mix of regionally-oriented uses; • Highly landscaped business parks and office parks; • A unified design theme throughout the development, marked by consistent signage, plantings, street lighting, street furniture, roadway markings, and building design characteristics; • Pedestrian- and bicycle-friendly environments; • Facilities to ensure access by public transit; • Tree planting programs; • Appropriate internal circulation and adequate connections to arterials and State highways; • Landscaped buffers and edges with parkways, marked by berms, trees, and limited curb cuts, where applicable; • A mix of residential uses, with over 65 percent in the medium to high density category; • Pathway and local street connections to integrated residential development; • Public open space, plazas, and green space; and • Perimeter buffering to protect existing neighborhoods.		X			X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal DS 11-1. Ensure that the new large-scale commercial and industrial development responds to the surrounding development in its building scale, form, and buffering of adjacent uses.					
Policy DS 11-1: Establish the following design standards for new commercial development: • Orientation requirements so entries face streets. Where development is adjacent to an arterial or parkway, it also needs to be “outward looking” with the perimeter oriented to vehicular traffic. • Prohibitions of blank walls along streets and other publicly visible building elevations. • Build-to-lines – maximum setback distances along pedestrian-oriented streets. • Architectural articulation to modulate the horizontal and vertical scale of large-commercial buildings. • Awnings and canopies on the street-fronting façade along pedestrian-oriented streets to provide weather protection for pedestrians. • Pedestrian-scale signs throughout new commercial development. • Landscaped strips to separate parking lot from street sidewalks.		X			X
Goal DS 12.1-1. Ensure that new large-scale commercial development provides pedestrian access to the surrounding neighborhoods and within the development itself.					
Policy DS 12-1: Require community and neighborhood commercial development to provide pedestrian access to the surrounding neighborhoods and within the development complex.					X
Policy DS 12-2: Require publicly accessible, open space, such as outdoor eating areas, to be integrated into large-scale office and industrial developments.					X
Goal DS 16-1. Ensure that new street networks are coherent and provide multimodal access within and between neighborhoods.					
Policy DS 16-1: Design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments. These should include, but not be limited to: • Street tree planting adjacent to curb and between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate; and • Sidewalks on both sides of streets, where feasible.					X
CIRCULATION ELEMENT					
Goal CI 1-1. Promote more efficient motor vehicle, bicycle, and pedestrian circulation.					
Policy CI 1-4: Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle traffic volumes to 2,500 or less.	X				
Policy CI 1-5: As appropriate, implement traffic calming measures such as minimum road right of ways, roundabouts, traffic circles, and other measures.	X				

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy CI 1-7: Strive to maintain a minimum average distance of one quarter mile between parkway intersections, except in commercial areas or other high-volume traffic areas as determined.	X				
Policy CI 1-9: Provide for greater street connectivity by: - Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g., at least two access points for every 10 acres of development). - Encouraging traffic circles and roundabouts over signals. - Requiring bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets, when feasible. - Requiring new residential communities adjacent to undeveloped land planned for urban uses to provide stubs for future connections to the edge of the property line. Where stubs exist on adjacent properties, new streets within the development should connect to these stubs.					X
Goal CI 5-1. Make efficient use of existing transportation facilities, and, through the arrangement of land uses, provision of safer and more direct routes for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled per household.					
Policy CI 5-1: When feasible, construct complete streets for new and modified roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians (complete streets).					X
Goal CI 6-1. Continue to expand and improve the existing transit and non-motorized network to provide convenient and efficient mobility between residential areas and workplaces, shopping, and other destinations.					
Policy CI 6-1: Participate in regional transit planning with other public agencies in the region to enhance regional public transit service in Yuba City.		X			X
Policy CI 6-2: Require new development to provide transit improvements consistent with the Public Works Standard Details and YST standards.					X
Policy CI 6-3: Coordinate with Caltrans and YST to expand and improve the network, particularly among disadvantaged communities.					X
Policy CI 6-4: Work to establish an Active Transportation Plan (ATP).					X
Policy CI 6-5: Support programs offering free and reduced-price transit passes for low-income individuals.					X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal CI 7-1. Develop a system of sidewalks and bikeways that promote multi modal transportation and recreation.					
Policy CI 7-1: Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, schools and other trips. Design bike routes with the safety of cyclists as a priority.					X
Policy CI 7-2: Provide bicycle lanes consistent with Public Works Standard Details or separated bikeways on new streets and existing streets whenever roads are improved.		X			X
Policy CI 7-3: Require new development to include a series of walkways within new office parks, commercial districts, and residential neighborhoods so they connect to one another.					X
Policy CI 7-4: Encourage pedestrian infrastructure in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas.					X
Policy CI 7-5: Encourage the reuse of abandoned rail rights-of-way, levees, and other easements, and seek to acquire suitable rights-of-way for separate bicycle paths as they become available.					X
Policy CI 7-6: In accordance with Public Works Standard Details, design new pedestrian facilities to be accessible to all persons regardless of ability and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.					X
Policy CI 7-7: Prioritize improvements to bikeways and sidewalks in disadvantaged communities to make active transportation more accessible and user-friendly.					X
Policy CI 7-8: Incorporate multi-model transportation into the development impact fee program.		X			
Goal CI 8-1. Provide attractive and convenient parking facilities.					
Policy CI 8-4: Use parking standards to support trip reduction goals by: - Allow parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed-use developments; and - Provide preferential parking for carpools and vanpools in non-retail projects with more than 100 employees.	X				X
Goal CI 10-1. Actively participate in local and regional transportation planning.					
Policy CI 10-4: Support regional air quality objectives through effective management of the City's transportation system.	X				

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
PARKS ELEMENT					
Goal PK 1-1. Create a hierarchy of new open spaces that accommodates a diverse range of recreational needs.					
Policy PK 1-1: Establish minimum new site sizes of 5 to 20 acres for Community Parks and 20 acres for City Parks in Yuba City.					X
Policy PK 1-2: As illustrated in Figure 6-3, locate and develop two large City parks in the western portion of the planning area to accommodate a variety of activities.					X
Policy PK 1-3: Allocate portion of new parks, adjacent to the proposed high school, for active recreational uses, such as sports fields.					X
Policy PK 1-5: Allocate portions of new parks for passive uses, including walking, strolling, picnicking, and unorganized field games.					X
Goal PK 2-1. Develop new parkland to meet the park acreage standards for new residents.					
Policy PK 2-1: Establish and maintain a standard of 5 acres of public parks and open space per 1,000 residents. Specific standards are as follows: Maintain the existing standard of 0.375 acres of Neighborhood / Mini Parks resulting from prior plan standards, together with the forward requirement upon adoption for: 1.5 acres of City Neighborhood Park 2.0 acres of Specialized Recreation Area / Open Space / Trails 1.5 acres of Community Parks,					X
Policy PK 2-2: Co-locate new park land with other public facilities such as storm drainage basin(s), setbacks, etc. as practical.					X
Goal PK 3-1. Ensure adequate funding for parks and recreation facilities acquisition, development, and maintenance.					
Policy PK 3-1: Require residential developers to either build required parks and open space to meet Quimby Act ratio of 5.0 acres / 1000 or pay in-lieu fees in order to contribute to the City's park and open space system.					X
Policy PK 3-4: Prioritize funding for development or improvement of parks and recreational facilities serving disadvantaged communities.		X			X
Policy PK 3-5: Establish dedication and reservation requirements for the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new residential developments.					X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy PK 3-6: Require an appropriate level of maintenance service with respect to all parks, trails, open space and recreational facilities.		X			X
Policy PK 3-7: Plan and design major improvements to existing parks, all new parks sites and all new recreation facilities as well as open space sites and trails consistent with state and regional mandates to reduce water consumption. The water conservation efforts include, but are not limited to the following measures and best practices: drought tolerant plants, native plants that do not require supplemental water, xeriscape design approach for sites, water use demonstration gardens, rain gardens, bioswales, subsurface low-volume / low-pressure irrigation systems that reduce water use where appropriate, soil amendments to reduce irrigation need, limited sizes of irrigated turf areas in parks except for active recreation play surface areas, low flow fixtures and equipment, flow sensing systems to detect water leaks and stop water losses, safe play surfaces that do not require water to maintain, etc.		X			X
Goal PK 4-1. Ensure that parks in Yuba City are easily accessible to its citizens, including those with physical limitations, and to provide recreational equipment that people of all ages and abilities can use.					
Policy PK 4-2: Support programs for youth physical activity and senior mobility.					X
Policy PK 4-3: Implement elements of the Feather River Parkway Strategic Plan in a manner consistent with the plans and programs put forth in that document and consistent with policies in the Open Space and Conservation Chapter (Chapter 8). Proposed actions include: • Environmental Education as a top priority; • Improved pedestrian access to the riverfront; • Provide a mix of active- and non-active recreational and open space in those areas delineated in the Feather River Parkway Strategic Plan; and • Ensure that the open spaces proposed in the Feather River Parkway Strategic Plan be designed in a manner flexible enough to accommodate a variety of activities.					X
Policy PK 4-4: Incorporate the following design characteristics into the creation of the new City parks: • Park edges that provide subtle transitions from residential developments. • Visual permeability, created by leaving space between trees at park edges in order to create an open, landscaped, accessible environment. • Multi-purpose bike / pedestrian pathways along the edges and through the parks.					X
Policy PK 4-5: Place community parks at the core of new neighborhoods.					X
Policy PK 4-6: Provide pedestrian and bicycle connections to parks, green space, recreational facilities, trails, and natural environments for residents of disadvantaged communities.		X			X

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy PK 4-7: Incorporate the following design characteristics into the creation of community parks: • Permeability; so interior portions of the park can be easily viewed from the street; • Lighting, in order to maintain safety; • Pedestrian access, and adequate parking; • Pathways leading from parks to local neighborhoods; and • Appropriate landscaping for site context following water conservation principles.					X
Policy PK 4-8: Develop a unified and consistently signed and marked trail system throughout the City as a “Loop Trail” concept for a citywide trail network, including “rails-to-trails” programs, bikeways, pathways, sidewalks, and other trails.					X
Policy PK 4-9: On non-motorized portions of roadways, create a landscaped, signed environment and safe connections to destination points, using crosswalks, planting buffers, and pedestrian crossing signals as necessary.					X
Goal UT 4-1. Ensure that adequate wastewater treatment capacity is available to serve existing and future needs of the City.					
Policy UT 4-3: Coordinate capital improvements planning for all sewer service infrastructure with the direction, extent, and timing of growth.		X			
SAFETY ELEMENT					
Goal SF 1-1. Minimize risks of property damage, personal injury, and loss of life posed by geologic and seismic hazards.					
Policy SF 1-1: Review proposed development sites at the earliest stage of the planning process to locate any potential geologic or seismic hazards. Following receipt of a development proposal, engineering staff shall review the plans to determine whether a geotechnical review is required. If the review is required, then the applicant shall be referred to geotechnical experts for further evaluation.				X	
Policy SF 1-2: Prohibit structures intended for human occupancy within 50 feet of an active fault trace. Although no active faults are located within the Planning Area, this policy would apply if a new fault was discovered. It is also the City’s intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault and to allow uses within setback areas that could experience displacement without undue risk to people and property.				X	
Policy SF 1-3: Require comprehensive geological and geotechnical investigations of critical structures regardless of location. Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy SF 1-4: Require preparation of a soils report as part of the development review and/or building permit process for development proposed in the area depicted with expansive soils. The southwest corner of the City is underlain by expansive soils that must be taken into account during building design if cracking and settling of structures are to be minimized. The report would not be necessary when soil characteristics are known, and the City's Building Official or Public Works Director determines it is not needed.				X	
Policy SF 1-5: Require projects to incorporate recommended features and mitigation measures to avoid or minimize seismic and geologic hazards in areas where such hazards have been identified.				X	
Policy SF 1-6: Develop program that provides information to property owners to encourage building retrofits that improve resiliency to seismic hazards. The California Building Standard Code specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards.				X	
Policy SF 1-7: Promote the upgrade, retrofitting, and/or relocation of existing essential facilities that are located in areas susceptible to seismic and geologic hazard and do not meet current building code standards.				X	
Policy SF 1-8: Control erosion of graded areas with revegetation or other acceptable methods. Plant materials for revegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.				X	
Policy SF 1-10: Restrict intensive developments and land uses along rivers and waterways where it is likely that erosion could cause property damage or threaten life during high-precipitation events. The City shall make sure that these areas are inventoried and zoned appropriately.				X	
Policy SF 1-11: Maintain and update, as appropriate, the City's emergency preparedness programs, plans, and procedures to ensure the health and safety of the community in the event of an earthquake or other disaster. The City shall inform community and business leaders and residents regarding all aspects of disaster preparedness, including plans for evacuation and alternative access routes and provisions. The City shall also provide a coordinated emergency response in the event of any local or regional, natural, or man-made disaster. This shall be supported by ongoing awareness and training programs in disaster planning and response.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal SF 2-1. Minimize the potential for loss of life, personal injury, and damage to property and public facilities resulting from flood and inundation risk.					
Policy SF 2-1: Prioritize the implementation of public drainage improvements identified in the City's Capital Improvement Program.		X			
Policy SF 2-2: Use the best available flood hazard information from local, regional, state and federal agencies when updating floodplain mapping, land use plans, and emergency response plans to inform land use and public facility investment decisions.				X	
Policy SF 2-3: Require a minimum of 100-year flood protection for all areas of the city, in accordance with local, state, and federal requirements.				X	
Policy SF 2-4: Coordinate with the Sutter Butte Flood Control Agency, U.S. Army Corps of Engineers and other appropriate entities to maintain locally and regionally effective strategies for the planning, construction, operation, and maintenance of drainage and flood-control facilities.				X	
Policy SF 2-7: Require new development in urban and urbanizing areas of the City to provide 200-year flood protection in accordance with State requirements.				X	
Policy SF 2-8: Require new projects to evaluate storm runoff impacts on the local and subregional storm drainage systems. Require the new development to provide adequate drainage facilities and to mitigate increases in storm water flows and/or volume to avoid cumulative increases in downstream flows in accordance with City standards.				X	
Policy SF 2-9: Restrict development along waterways that would reduce stream capacity, increase erosion, or cause deterioration of channels.				X	
Policy SF 2-10: Limit construction activity near the Feather River levee that would adversely affect the integrity of the levee or would impede maintenance, inspection or planned levee expansion.				X	
Policy SF 2-11: Encourage new development projects incorporate design strategies and features to reduce the area of impervious surfaces.				X	
Policy SF 2-12: Maintain the highest feasible rating under the Community Rating System of the National Flood Insurance Program to reduce flood risks and the cost of private property insurance.				X	
Policy SF 2-13: Ensure that treated wastewater effluent is not stored in discharge ponds within the floodplain at risk of flood. Establish and maintain adaptive methods for disposal of treated wastewater following recommendations in the City's Wastewater Treatment Facility and Collection System Master Plan.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal SF 3-1. Minimize adverse impacts due to urban and wildfires.					
Policy SF 3-2: Require that new development meet State, County, and local fire district standards for fire protection, including the California Building Standards Code and the Yuba City Fire Code as applicable.				X	
Policy SF 3-3: Work with property owners of buildings and properties that do not conform with codes to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.				X	
Policy SF 3-4: Encourage the provision of infrastructure, services, and critical assets that are protected against fire hazards to the extent possible.				X	
Policy SF 3-5: Encourage and support regular and timely weed abatement activities that remove fuels from public and private lands to protect and maintain defensible spaces.				X	
Policy SF 3-6: Require new development projects to pay on a fair-share basis for the Yuba City fire station, equipment, and other fire suppression improvements necessary to provide adequate fire protection services.				X	
Policy SF 3-7: Continue the implementation of and improve pro-active fire prevention activities administered under the Yuba City Fire Department that promote awareness of home and business fire prevention measures.				X	
Policy SF 3-8: Maintain inter-jurisdictional cooperation and coordination, including automatic-aid agreements with fire protection/suppression agencies in Sutter County.				X	
Policy SF 3-9: Site critical and essential facilities outside of fire-prone areas wherever possible. If infeasible, incorporate fire-safe design elements into the design of these facilities.				X	
Policy SF 3-10: Support annexations and consolidations of fire districts and services to improve service delivery to the public.		X		X	
Policy SF 3-11: Strive to provide the minimum required infrastructure and requisite facilities to suppress fires throughout the city, including sufficient road widths, adequate water pressure and fire hydrants, sufficient future water supply and long-term supply integrity, and clearly visible street signage.		X		X	
Policy SF 3-12: The City shall work to ensure the long-term sustainability of water supplies to meet current and anticipated future firefighting needs.		X		X	
Policy SF 3-13: Require that new development meet State, County, and local fire district standards for fire protection, including the California Building Standards Code and the Yuba City Fire Code as applicable.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy SF 3-14: Work with property owners of buildings and properties that do not conform with codes to improve or mitigate access, water supply and fire flow, signing, and vegetation clearance to meet current State and/or locally adopted fire safety standards.				X	
Goal SF 5-1. Ensure that the City is prepared for and able to respond to emergency situations and disasters with changing future conditions.					
Policy SF 5-7: Ensure that all critical facilities in the City are supported by backup power generation systems to increase the resiliency of such systems during power outages and other emergency events.		X			
Policy SF 5-15: Review proposed development applications for compliance with adopted fire safety standards and staffing ratios.				X	
Policy SF 5-16: Extend water distribution pipes, as needed, to maintain and improve fire water flows.		X			
Goal SF 6-1. Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.					
Policy SF 6-1: Encourage the use and disposal of hazardous materials and waste in compliance with appropriate federal, state, and local requirements.				X	
Policy SF 6-2: Coordinate with appropriate state and federal agencies to consider the siting of any uses manufacturing, using or transporting hazardous materials and waste and discourage their location around any residential, recreation, or open space and public uses.				X	
Policy SF 6-3: Require the owner or operator of a facility complete a Hazardous Materials Business Plan if the facility handles a quantity or type of hazardous materials applicable under the California Health and Safety Code § 25507. The operations disclosed in the plans will be included in a publicly available inventory used to make further planning decisions.				X	
Policy SF 6-4: Coordinate and participate with partner agencies to promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness. Expand collection programs in conjunction with new growth in the city.				X	
Policy SF 6-5: The City shall require public disclosure of all companies, facilities, buildings, and properties that use, store, produce, and/or import/export any hazardous materials and wastes in the city. The City will maintain and share their inventory with the Yuba County Environmental Health Department.				X	
Policy SF 6-6: Work with Sutter County and surrounding communities, Caltrans, and Union Pacific Railroad to keep apprised of any hazardous material release events that could threaten or impact Yuba City and share resources to contain any materials released, particularly when surface or groundwater sources become threatened. Coordinate response plan to a potential train derailment and hazardous material release accident.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy SF 6-7: Implement policies contained in the Sutter County Hazardous Waste Management Plan that encourage and assist the reduction of hazardous waste from businesses and homes.				X	
Policy SF 6-9: Designate and ensure that routes transporting hazardous materials do not pass through residential or other sensitive areas, taking in account areas of projected new growth. Establish specific time periods for transport to reduce impact and accident risk during peak travel time periods.				X	
Goal SF 7-1. Ensure that the City is resilient and able to adapt to climate-related hazards.					
Policy SF 7-1: Collaborate with other cities, unincorporated communities, and special districts in Sutter County as well as with the Capital Region Climate Readiness Collaborative to develop and implement climate change adaptation and resilience initiatives.				X	
Policy SF 7-6: Promote and expand the use of drought-tolerant landscaping and green infrastructure including street trees and landscaped areas to maximize natural cooling of public and private spaces.		X			
Policy SF 7-7: Coordinate with water agencies and irrigation districts to improve and increase storage capacity and efficiency of water use.		X			
Policy SF 7-8: The City shall use natural resources and infrastructure to absorb the impacts of climate-related hazards and associated natural hazards, as feasible.		X			
Policy SF 7-9: Encourage that all critical infrastructure serving the City is resilient to climate-related hazards, including severe weather events.		X			
Policy SF 7-10: Work with partner agencies and non-profit groups to ensure that unhoused persons or groups in the City of Yuba City have access to temporary and/or emergency housing, food, and other essential living materials to keep them safe during anticipated hazard events.			X		
Policy SF 7-11: Work with partner agencies and non-profit groups to ensure that lower-income households have access to low-cost programs (e.g., subsidies for National Flood Insurance Program participation, air-conditioning, low-cost healthcare) to protect their homes and wellbeing from climate-related hazards.				X	
Policy SF 7-12: The City shall look for opportunities for workers in outdoor industries to have the training and resources to be adequately protected from environmental hazards, including extreme heat, poor air quality, and diseases.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal SF 8-1. Promote convenient access to fresh, healthy, and affordable food to eliminate food deserts, prioritizing access in disadvantaged communities.					
Policy SF 8-1: Increase access to fresh food, prioritizing access in disadvantaged communities, by allowing and encouraging safe local food production, micro agriculture, edible landscapes, rooftop gardens, community gardens, urban farms, farmers’ markets, food trucks, and community kitchens on vacant or underutilized lands, including City-owned land, to the extent legally permissible and provided that funding is available.			X		
Policy SF 8-2: Maximize multimodal access to fresh food in disadvantaged communities, prioritizing bicycle and pedestrian access, by encouraging grocery stores, healthy corner stores, community gardens, and outdoor markets at key transit nodes and within transit-oriented developments.			X		X
Policy SF 8-3: Provide temporary and/or permanent access to City locations and land in disadvantaged communities for farmers’ markets and community gardens.			X		
Policy SF 8-4: Update the Municipal Code to streamline permitting of grocery stores and markets, including co-ops, in disadvantaged communities and food deserts.			X		
Policy SF 8-5: Support efforts to improve food security and eliminate hunger, such as food assistance and nutrition programs.			X		
Policy SF 8-10: Identify funding opportunities to sustain and/or expand free and reduced-price meals programs for low-income youth year-round.			X		
Policy SF 8-11: Encourage the establishment of mobile farmers’ markets to serve food deserts, prioritizing disadvantaged communities, through such measures as identifying and eliminating barriers in the permitting process.			X		
NOISE ELEMENT					
Goal NO 1-1. Strive to achieve an acceptable noise environment for the present and future residents of Yuba City by incorporating noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.					
Policy NO 1-2: Require a noise study and mitigation for all projects that have noise exposure greater than “normally acceptable” levels. Noise mitigation measures include, but are not limited to, the following actions: • Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment, • Increase setbacks for noise sources from adjacent dwellings, • Retain fences, walls, and landscaping that serve as noise buffers,				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
- Use soundproofing materials and double-glazed windows, and - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.					
Policy NO 1-3: In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more DBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Figure 9-4 .				X	
Policy NO 1-4: Periodically conduct noise measurements throughout the community to monitor noise levels and provide base information for improvements.				X	
Policy NO 1-5: Provide appropriate buffers along major transportation facilities when adjacent to noise-sensitive land uses.				X	
Policy NO 1-6: Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing "normally acceptable" noise level standards for these uses.				X	
Policy NO 1-7: The construction of sound walls will be considered where noise mitigation to acceptable levels by other means is not feasible.				X	
CONSERVATION & OPEN SPACE ELEMENT					
Goal EC 6-1. Enhance the quality of surface water and groundwater resources and prevent their contamination.					
Policy EC 6-1: Establish conservation programs and measures for Yuba City employers, residents, and service providers.				X	
Policy EC 6-2: Comply with the Central Valley Regional Water Quality Control Board's regulations and standards to maintain and improve the quality of both surface water and groundwater resources.				X	
Policy EC 6-3: Continue to control stormwater pollution and protect the quality of the City's waterways, by preventing oil and sediment from entering the river.				X	
Policy EC 6-4: Continue to regularly monitor water quality to maintain high levels of water quality for human consumption and ecosystem health.				X	
Policy EC 6-5: Protect waterways by prohibiting the dumping of debris and refuse in and near waterways and storm drains.				X	
Policy EC 6-6: Require new construction to utilize best management practices such as site preparation, grading, and foundation designs for erosion control to prevent sediment runoff into waterways, specifically the Feather River.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy EC 6-7: If areas of groundwater contamination are identified, the City shall work with the appropriate agencies to limit further contamination and to protect public health.				X	
Goal EC 7-1. Make air quality a priority in land use planning by introducing concepts that reduce vehicle trips.					
Policy EC 7-1: Work with the Feather River Air Quality Management District to implement the regional Air Quality Management Plan, participate in emission and exposure reduction, and facilitate public education, engagement, and outreach programs that promote air quality, focusing on disadvantaged communities.	X				
Policy EC 7-2: Require the use of trees and plants in urban and street designs to reduce air pollutant levels.	X				
Policy EC 7-3: Support protection, restoration, and enhancement of natural landscapes in and near disadvantaged communities for their role in improving air quality and community health.	X				
Policy EC 7-4: Support the development of high-quality, local jobs within and near disadvantaged communities to reduce long commutes and resultant vehicle emissions and provide information to encourage the use of transportation modes that minimize motor vehicle use and resulting contaminant emissions.	X				
Policy EC 7-5: Evaluate new commercial and industrial development for potential handling, storage, and transport of hazardous materials to minimize public exposure to toxic air contaminants. The City can establish proper buffer zones between stationary sources of TACs and sensitive receptors such as residential areas.	X			X	
Policy EC 7-6: Require applicants whose development would result in construction-related fugitive dust emissions to control such emissions through the implementation of best practices as recommended by the Feather River Air Quality Management District.	X				
Policy EC 7-7: Require applicants whose development would result in construction-related exhaust emissions to minimize such emissions by maintaining equipment engines in good condition and in proper tune according to manufacturer's specifications and during smog season (May through October) by not allowing construction equipment to be left idling for long periods as recommended by the Feather River Air Quality Management District.	X				
Policy EC 7-8: Require that any mitigation of air quality impacts relying on offsets obtains the offsets from sources as near to the project site as possible.	X				
Policy EC 7-9: Require applicants whose development would result in potential carbon monoxide (CO) "hot spot" impacts to consult with the City to ensure that schools, hospitals, or day care facilities are not located near such "hot spots".	X				

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Policy EC 7-10: Require all new wood-burning stoves and fireplaces to comply with EPA standards and Feather River Air Quality Management District requirements.	X				
HOUSING ELEMENT					
Goal H 1-1. Provide regulatory incentives to ensure the construction and maintenance of safe and sanitary housing with adequate public services for existing and future residents of the city.					
Policy H 1-1: Conservation of Existing Housing. Continue to enforce City building, fire, health, and zoning codes to remedy existing pockets of blight and deterioration to conserve and improve the condition of existing affordable housing stock in coordination with rehabilitation and other infrastructure improvement programs. This includes continuing to offer Single-Family and Multifamily Rehabilitation Programs and continuing to partner with a rehabilitation housing consultant to offer the Housing Rehabilitation Program. The City will explore the feasibility of allowing the Owner Occupied Rehabilitation Program to pay for solar panels for low-income households, particularly seniors. Additionally, the City will meet with the Regional Housing Authority to identify and apply for funding opportunities to provide relocation assistance to residents at risk of displacement due to rehabilitation needs. The City will collaborate with the Housing Authority to target efforts in the rehabilitation assistance programs in areas of concentrated poverty, particularly in low resource areas, to reduce displacement risk for lower-income households due to housing condition or cost of repairs. The City will provide marketing materials in languages other than English, as needed. The City will create a program to prevent displacement and mitigate relocation impacts as a result of code enforcement activities.				X	
Policy H 1-2: Accessory Dwelling Units. Continue the City's policy that allows for accessory dwelling units (ADUs) within single-family residential neighborhoods by reducing lot coverage requirements and allowing for tandem parking when setback requirements are met. In addition, the zoning code will be amended to allow ADUs and Junior ADUs (JADUs) in all zones where residential structures are allowed (R-1, R-2, R-3, C-1, C-2, C-3 and C-O), in accordance with Assembly Bill (AB) 2299 and Senate Bill (SB) 1069. The City will also promote ADU construction through informational brochures on the permitting process and benefits of second unit development that will be available at City buildings and on the City's website. The City will identify and offer incentives for ADU development. The City will provide preapproved ADU plans. The City will emphasize the benefits of ADUs to property owners in high resource areas to encourage construction in these areas to improve mobility options for lower-income households and to increase housing supply to meet shortages of affordable units and housing overall as a result of displacement due to the Camp Fire. The intent of increasing the supply of ADUs is to aid in reducing displacement risk due to housing supply and costs.				X	

POLICY/IMPLEMENTATION STRATEGY	REDUCE POLLUTION EXPOSURE	IMPROVE PUBLIC FACILITIES	PROMOTE FOOD ACCESS	PROMOTE SAFE & SANITARY HOMES	PROMOTE PHYSICAL ACTIVITY
Goal H 3-1. Continue to work with Sutter County on actions to fulfill Yuba City's fair share of regional housing needs.					
Policy H 3-4: Water and Sewer for Lower-Income Housing. In compliance with Chapter 727, Statutes of 2004 (SB 1087), upon completion of the adopted Housing Element, the City will immediately deliver the Housing Element to local water and sewer providers, along with a summary of its regional housing needs allocation. a local government is responsible for immediately distributing a copy of the element to area water and sewer providers. In addition, water and sewer providers must grant priority for service allocations to proposed developments that include housing units affordable to lower-income households.				X	
Goal H 5-1. Encourage the use of energy-efficient materials and technology in new construction.					
Policy H 5-1: Energy Efficiency. The City will promote energy efficiency in existing housing and new development by: • Incorporating energy conservation measures as an integral part of housing rehabilitation programs. • Provide free information to residents on energy conservation and available programs at the Development Services Department counter and on the City's website, and feature energy conservation as an important part of the annual Housing Fair. • Encourage participation in Pacific Gas and Electric Company's (PG&E's) Community Resource Project Inc., home energy audits, weatherization, and minor home repair programs, particularly for extremely low-, very low-, and low-income households. • Provide brochures of information on PG&E programs at the Development Services Department counter, on the City's website, and at the annual Housing Fair.	X				

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Appendix 8-I: Vulnerability Assessment Results

The table below shows the results of the Vulnerability Assessment prepared for Yuba City, in accordance with the requirements of Senate Bill 379. For each population or asset that may be vulnerable to each climate-related hazard, the population or asset is scored on a scale of zero to five:

0: Not vulnerable

V1: Minimal vulnerability

V2: Low vulnerability

V3: Moderate vulnerability

V4: High vulnerability

V5: Severe vulnerability

The vulnerability scores reflect both the severity of climate-related impacts and the ability of populations and assets to resist and recover from these effects. Gray cells with a dash (-) indicate that a specific hazard is not applicable to a specific population or asset, and therefore was not scored. Refer to the “Climate Change” and “Vulnerable Populations and Assets” sections of the Safety Element for additional details on the Vulnerability Assessment method.

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Table A-1: Vulnerability Assessment Results

		Agricultural and Ecosystem Pests	Air Quality	Drought	Extreme Heat	Flooding	Human Health Hazards	Landslides	Severe Storms	Wildfire and Smoke
Populations	Children (under 10)	-	V3	-	V5	V3	V3	-	V3	V3
	Cost-burdened households	-	V4	V3	V4	V3	V3	-	V2	V2
	Households in poverty	-	V5	V4	V5	V5	V5	-	V4	V3
	Immigrant communities	-	V3	-	V5	V4	V5	-	V4	V3
	Linguistically isolated persons	-	V4	-	V3	V3	V3	-	V3	V3
	Low-income households	-	V5	V3	V3	V3	V3	-	V3	V3
	Outdoor workers	V4	V3	V4	V5	-	V4	-	V3	V4
	Overcrowded households	-	V5	V3	V3	V3	V3	-	V2	V3
	Persons experiencing homelessness	-	V3	-	V5	V5	V5	-	V5	V4
	Persons in mobile homes	-	V4	-	V5	V4	V3	-	V4	V3
	Persons with chronic illnesses and/or disabilities	-	V3	-	V5	V4	V5	-	V4	V4
	Persons without access to lifelines	-	V3	-	V3	V4	V3	-	V3	V3
	Renters	-	V5	-	V2	V3	V2	-	V2	V2
	Seniors (65+)	-	V5	-	V4	V3	V4	-	V3	V3
	Seniors living alone	-	-	-	V5	V4	V5	-	V4	V4
Buildings and Infrastructure	Bicycling and pedestrian trails	-	-	-	-	V3	-	V3	V2	V3
	Bridges	-	-	-	-	V3	-	V3	V4	V2
	Communication facilities	-	-	-	V2	-	-	-	V3	V3
	Community centers	-	-	-	V1	-	-	-	V2	V2
	Electrical transmission infrastructure	-	-	-	V4	-	-	V1	V4	V4
	Cooling centers	-	-	-	V1	-	-	-	V2	V3
	Flood control and stormwater infrastructure	-	-	-	-	V3	-	-	V3	V1
	Government administration facilities	-	-	-	V1	-	-	-	V2	V3
	Homes and residential structures	-	-	-	V3	V4	-	V2	V4	V3
	Libraries	-	-	-	V1	-	-	-	V2	V2
	Major roads and highways	-	-	-	V2	V4	-	V4	V3	V3
	Natural gas pipelines	-	-	-	V3	V2	-	V3	-	V4
	Parks and Open Space	V4	-	V3	V3	-	-	V2	V3	V3
	Public safety buildings	-	-	-	V1	-	-	-	V3	V2
	Schools	-	-	-	V3	-	-	-	V3	V2
	Transit facilities	-	-	-	-	V3	-	-	V2	V2
	Water and wastewater infrastructure	-	-	-	-	-	-	V2	V2	V2

		Agricultural and Ecosystem Pests	Air Quality	Drought	Extreme Heat	Flooding	Human Health Hazards	Landslides	Severe Storms	Wildfire and Smoke
Economic Drivers	Cropland	V4	-	V4	V3	V3	V4	-	V4	V4
	Pastures/grazing lands	-	-	V3	V3	V2	-	-	V4	V4
	Local businesses	-	-	-	V3	V4	V4	-	V4	V3
	Major employers	-	-	-	V3	V3	V2	-	V3	V3
Ecosystems and Natural Resources	Oak woodlands	V4	-	V3	V3	V2	-	V3	V3	V4
	Grassland	V4	-	V4	V2	V2	-	V2	V2	V3
	Riparian	V4	-	V4	V2	V3	-	V3	V4	V3
	Forested areas	V4	-	V4	V4	V2	-	V3	V2	V4
	Wetlands, bogs, and vernal pools	-	-	V5	V4	V1	-	V3	V3	V4
Key Services	Communication services	-	V3	-	V2	V3	-	-	V4	V2
	Emergency medical response	-	V1	-	V3	V3	V3	V2	V2	V3
	Energy delivery	-	-	V2	V4	V4	-	V2	V5	V4
	Government administration & community services	-	V3	-	V1	V2	V2	-	V2	V2
	Public safety response	-	V3	-	V3	V3	V3	V3	V2	V3
	Public transit access	-	-	-	V3	V4	V2	V3	V4	V3
	Solid waste removal	-	-	-	-	V3	-	V2	V3	V3
	Water and wastewater	-	-	V3	V3	V4	-	V2	V3	V4

¹ Bedsworth, Louise, Dan Cayan, Guido Franco, Leah Fisher, Sonya Ziaja. (California Governor's Office of Planning and Research, Scripps Institution of Oceanography, California Energy Commission, California Public Utilities Commission). 2018. Statewide Summary Report. California's Fourth Climate Change Assessment. Publication number: SUMCCCA4-2018-013.

² Alquist-Priolo Earthquake Fault Zones are regulatory zones surrounding the surface traces—a line on the Earth's surface defining a fault—of active faults in California.

³ Ibid., pg. 10-3.

⁴ Ibid., pg. 10-3.

⁵ Ibid., pg. 10-3.

⁶ County of Sutter General Plan 2015: Background Report, November 1996. pg. 10-1.

⁷ Ibid., pg. 10-1.

⁸ Ibid., pg. 10-8.

⁹ Ibid., pg. 10-8.

¹⁰ Ibid., pg. 10-9.

¹¹ Ibid., pg. 10-9.

¹² Ibid., pg. 10-11.

¹³ Kramer, Heather Anu; Mockrin, Miranda H.; Alexandre, Patricia M.; Radeloff, Volker C. 2019. High wildfire damage in interface communities in California. International Journal of Wildland Fire. 28(9): 641-. <https://doi.org/10.1071/WF18108>.

Appendix I I- I: Housing Element

The entire Housing Element can be found on the City's Website:

https://yubacity.net/departments/development_services/housing_cdbg/housing_element.php

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ATTACHMENT 2

November 2024 | General Plan EIR Addendum

ADDENDUM TO THE GENERAL PLAN EIR

SCH No. 2001072105

FOR THE

YUBA CITY GENERAL PLAN UPDATE 2040

City of Yuba

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City of Yuba

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1. Addendum to the Adopted General Plan EIR

1.1 BACKGROUND AND OVERVIEW

The proposed Yuba City General Plan Update 2040 (proposed project) would replace the existing 2004 General Plan which serves as the City of Yuba's (City's) guiding policy document. The proposed project is intended to update policies to remove old references, and to reflect changes in state law regarding level of service (LOS) and vehicle miles travelled (VMT). The existing general plan anticipated a much higher rate of growth than occurred between years 2004 and 2025. The resulting policies were intended to guide a city of 108,377 which is no longer projected by the 2040 horizon year of the proposed project. For continuity, the policy intent of the original document was kept with the proposed project although policies were revised to allow more flexibility in implementation. While the land use map has been revised to reflect annexations and general plan amendments that have occurred since adoption of the 2004 General Plan, there are no new changes to land use designations included as part of the proposed project.

This document serves as the environmental documentation for the City's proposed General Plan Update. This addendum to the City of Yuba's General Plan Environmental Impact Report (EIR) (certified in February 2004; State Clearinghouse Number 2001072105) demonstrates that the analysis in that EIR adequately addresses the potential physical impacts associated with implementation of the proposed project and that the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 calling for further environmental review.

1.2 PROPOSED PROJECT

The proposed project includes comprehensive updates to the required elements under the State Planning and Zoning Law, as well as other optional elements that the City has elected to include in its General Plan.

Growth and Economic Development. This element continues to support Yuba City by providing a framework of guiding goals and policies to foster a robust economy, ensuring its fiscal and financial stability, and collaborating with the private sector to ensure adequate infrastructure. This element continues similar policies as in the existing General Plan and updates its existing background to reflect the current conditions.

Land Use. This Element presents the framework for land use planning in Yuba City up to 2040, outlining the city's evolution, existing land use, objectives, General Plan Diagram, land use classification system, and the plan's buildout. The maps in the element were updated to reflect annexations in the southeast area of the City such as the Bogue-Stewart Specific Plan area bounded by Franklin Avenue to the north; the City's Sphere of influence to the east; Lincoln Road and Garden Highway (within the Bunce Road/Clark Avenue limits) to the south, Bunce Road, and Clark Avenue to the west.

1. Addendum to the Adopted General Plan EIR

Community Design. The Community Design Element in Yuba City aims to preserve and enhance the city's small town feel and rural heritage. It provides policies focusing on the rural/urban edge, key vehicular gateways, connections, corridors, urban activity centers, commercial and industrial areas, and neighborhoods. This element continues similar policies as in the existing General Plan.

Circulation. This element changed the Level of Service (LOS) from a requirement to overall goal reflecting the change in environmental significance from LOS to vehicle miles travelled (VMT). LOS remains a planning goal, but is no longer mandated giving the City flexibility in road design and application. VMT is added as a goal reflecting the state guidance.

Parks, Schools, and Community Facilities. This element details Yuba City's long-term plan for the development and maintenance of parks, schools, and community facilities. This element introduces Neighborhood Park as a new park type and sets its classification. This element also introduces policies that consider public facilities and disadvantaged communities in regard to new parkland.

Public Utilities. This element outlines policies and provisions for public utilities like water supply, wastewater treatment, and solid waste handling, emphasizing the importance of adequate facilities for successful implementation. This element continues similar policies as in the existing General Plan and updates its existing background to reflect the current conditions.

Safety. Under this proposed General Plan, this element is its own stand-alone chapter while in the existing General Plan is combined with Noise. The California Government Code's Section 65302(g) mandates the Safety Element to address natural and climate-related hazards in Yuba City. This element addresses various hazards such as seismic, geologic, flood, fire, agriculture, emergency preparedness, hazardous waste, climate-related hazards, and nutrition and food deserts. The maps updated to reflect hazards of concern such as flood zones, dam inundation zones, fire hazard severity and wildland-urban interface zones, and evacuation-constrained areas. This element also includes policies that prioritizing food access in disadvantaged communities.

Noise. Under this proposed General Plan, this element is its own stand-alone chapter while in the existing General Plan is combined with Safety. This element is closely linked to land use, circulation, and housing, guiding land use and transportation facilities due to their common sources of excessive noise levels. This element introduces a policy which mandates regular noise measurements in the community to monitor levels and inform improvements as well as another policy which mandates buffers along major transportation facilities near noise-sensitive land uses. This element continues similar policies as in the existing General Plan.

Conservation. This element addresses topics including open space, agriculture, cultural resources, biological resources, and air quality. This element adds additional policies aimed to implement agricultural buffer, protect rural lands and open space from future developments. This element also adds addition policies aimed to increase collaborate with Native American tribal and adhering to California Government Code Section 65352.3. The air quality section also adds policies that aim to protect disadvantage communities.

Housing. This element provides an understanding of the city's housing needs and the goals, policies and programs that have been developed to help meet those needs and how they are consistent with other policies of this General Plan. Under State law, the Housing Element is regularly updated in cycles and assessed as required by CEQA at that time. Currently, the Housing Element was most recently adopted on March 1, 2022. The next

1. Addendum to the Adopted General Plan EIR

update cycle for the Housing Element is scheduled to be due in 2029. The General Plan update does not include an update to the Housing Element as part of the project.

1.3 GENERAL PLAN EIR

The existing General Plan policies are designed to avoid or minimize environmental impacts, resulting in a self-mitigating Plan. As such, most of the impacts identified in the EIR are less than significant. However, the General Plan EIR determined that implementation of the General Plan would result in significant and unavoidable impacts related to the relative degradation of air quality and the loss of agricultural land. These impacts are summarized below.

Air Quality

Development under the General Plan could lead to increased emissions of carbon monoxide, ozone precursors, and particulate matter in Yuba City, and degradation of local air quality. Vehicle Miles traveled (VMT) in Yuba City is expected to increase at a faster rate than assumed for the Sacramento Valley as a whole. This may mean that, while overall air quality is expected to improve, the localized air quality in the Yuba City area may not improve as much, relative to the Sacramento Valley overall. Also, because of increased traffic volumes on city streets, increased emissions levels may degrade air quality alongside major streets, at intersections, and on adjacent sites. The General Plan includes many policies and provisions to reduce overall commuting, decrease vehicle use within the city and within new neighborhoods, and increase use of alternative transportation modes (such as buses and bicycles). Relative to the existing General Plan, a better jobs/housing balance would occur, resulting in fewer commuting miles overall. However, the substantial population growth that could occur under the proposed project would cause an increase in VMT, which in turn would increase criteria air pollutant emissions (Yuba 2004, pg. 5-1).

Agricultural

The General Plan would result in conversion of 5,882 acres of farmland to urban uses. Even though the County General Plan has not identified this land for long-term agricultural use, this loss of agricultural land would have a significant impact (Yuba 2004, pg. 5-1).

1.4 PROJECT SUMMARY

CEQA requires the City to evaluate the environmental impacts associated with direct and reasonably foreseeable indirect physical changes to the environment. The proposed project would ensure the City follows current State regulations and would address the current and future needs of Yuba City. The goals and policies in General Plan 2040 would guide development and conservation through 2040. The General Plan 2040 Update also includes minor edits to the remainder of the General Plan to revise the discussion of existing conditions, reflect changes to local and regional priorities, and ensure internal consistency with other elements and compliance with State law. Table 1-1, *Yuba City Sphere of Influence and Population at Plan Buildout*, shows the proposed project's population projections based on average buildout densities for new residential land uses and new housing units (Yuba 2023, pg. 3-15).

Table 1-1 Yuba City Sphere of Influence Population at Plan Buildout

1. Addendum to the Adopted General Plan EIR

	2020 Population	Additional Housing Units	Additional Population (2.96 persons per household)	Total Population at Buildout
Land Use Plan	77,080	9,350	27,660	104,740

Source: Yuba 2023

1. Addendum to the Adopted General Plan EIR

1.5 PURPOSE OF AN EIR ADDENDUM

According to CEQA Guidelines Section 15164(a), an addendum shall be prepared if some changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)–(3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations):

Section 15162

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (c) Mitigation Programs or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation Program or alternative; or
 - (d) Mitigation Programs or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation Program or alternative.

1.5.1 Rationale for Preparing an EIR Addendum

Since, there have been CEQA changes since 2004 in regard to analyzing environmental topics, this addendum serves to analyze the changes and determine whether the proposed project would result in significant changes that were not analyzed or considered in the EIR. Table 1-2, *High-Level CEQA Changes*, summarizes the high

1. Addendum to the Adopted General Plan EIR

level CEQA changes that have occurred after the adoption of the 2004 General Plan EIR. Table 1-2 also provides analysis of these changes to the proposed project.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR):

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

A copy of this addendum, and all supporting documentation, may be reviewed or obtained at the City of Yuba Development Services Department, 1201 Civic Center Blvd. Yuba City, California 95993.

1. Addendum to the Adopted General Plan EIR

Table 1-2 High-Level CEQA Changes

Topic	Date	Overview	Analysis
Tribal Consultation			
AB 52	2015	Amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). Applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.	This Addendum serves a previously certified EIR, in accordance with Section 15164 of the CEQA Guidelines. An Addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR or MND, have occurred. The Addendum addresses minor technical changes or additions and confirms that the proposed project is consistent with what was previously analyzed under the 2004 EIR. Therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required. Subsequent projects facilitated by the General Plan Update would still be required to follow AB 52 and other tribal regulations
SB 18	2005	Requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3).	This regulation would not change the impacts in the previous EIR but rather gives tribes the opportunity for consultation on the proposed project. Subsequent projects facilitated by the General Plan Update would still be required to follow SB 18 and other tribal regulations
Transportation			
SB 743	2013	Amended CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project. Evaluated by examining whether the project is likely to cause automobile delay at intersections and congestion on nearby individual highway segments, and whether this delay will exceed a certain amount (Level of Service analysis). Starting on July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.	As noted in Section 1.2, General Plan EIR, the General Plan EIR analyzes the General Plan VMT impact when evaluating Air Quality Impacts. The analysis provided adequately addresses the potential physical impacts associated with implementation of the proposed project as the General Plan EIR analyzed a higher population than that proposed for the General Plan update. Therefore, this analysis is conservative, any impacts of the proposed General Plan update would be qualitatively less, and the project will not have a more significant effect than previously assessed in the General Plan EIR.

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Parking	2010	Governor's Office of Planning and Research amended Appendix G of the CEQA Guidelines to remove the significance criterion about inadequate parking capacity.	This change removes an environmental impact that would be analyzed; therefore the proposed project would not result in any new changes.
Energy			
Amendments to the CEQA Guidelines	2019	The revised CEQA Guidelines also add a new impact category – “Energy” – to Appendix G, incorporating the changes to Section 15126.2(b). Section 15126.2(b) was added to the Guidelines to capture the requirements in Appendix F (Energy Conservation). The section requires an analysis of a project's energy use to determine if the project will result in significant effects due to wasteful, inefficient, or unnecessary use of energy. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project—a full “lifecycle” analysis that would account for energy used in building materials and consumer products will generally not be required. A new question was also added to the CEQA Checklist related to use of energy resources and potential conflicts with state or local plans for renewable energy or energy efficiency.	The General Plan EIR analyzes energy sources from new development under Section 5.2, <i>Irreversible Environmental Changes</i>, stating that new development under General Plan requires energy from existing sources, causing irreversible environmental change and increased nonrenewable resource usage. The 2040 General Plan Update's Safety Element includes energy policies for new development; however impacts regarding energy under the proposed project would be similar to those in the 2004 General Plan EIR. As a result, any impacts of the proposed General Plan update would not have a more significant effect than previously assessed in the General Plan EIR or result in a new significant impact.
Climate Change			
Amendments to the CEQA Guidelines	2019	Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions, has been amended in the following manner: Subsection (a) has been revised to replace the word “should” with “shall” with regard to a lead agency's duty to make a good faith effort to estimate or describe a project's greenhouse gas emissions. The Natural Resources Agency (“Agency”) made this change to clarify that lead agencies must not just provide information regarding climate change but decide of whether a project's GHG emissions are significant. Subsection (b) has been revised to add four new sentences. The first sentence clarifies that the focus of analysis must be on the project's <i>effect on</i> climate change, not simply a quantification of emissions and/or comparison of how a project's emissions compare to statewide or global emissions. The Agency also clarified that only a project's “reasonably	Greenhouse gas emissions are considered in the 2004 General Plan EIR when analyzing burning of fossil fuels for electricity, heat, and transportation. The 2004 General Plan EIR determined development under the existing General Plan requires energy from existing sources, causing irreversible environmental change and increased nonrenewable resource usage. The 2004 General Plan EIR also determined that the population growth under the existing General Plan would cause an increase in VMT, which in turn would increase criteria air pollutant emissions. The analysis provided adequately addresses the potential physical impacts associated with implementation of the proposed project since the General Plan EIR estimates a higher population and units than the proposed project; therefore this analysis is conservative. (see Section 2.1, Environmental Analysis below) As a result, any impacts of the proposed General Plan update would be qualitatively less, and the project will not have a more significant effect than previously assessed in the General Plan EIR.

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		foreseeable incremental contribution" to the effects of climate change need be evaluated, and that lead agencies need not and should not speculate. - The second sentence clarifies that a project's incremental contribution may be cumulatively considerable <i>even if it appears relatively small</i> compared to statewide, national or global emissions. - The third sentence requires lead agencies to consider a timeframe for the analysis that is appropriate for the project, perhaps driven by a project's intended life or by the length of time over which it will be implemented. - The fourth sentence clarifies that a lead agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes so as to "stay in step with evolving scientific knowledge and state regulatory schemes." Subsection (b)(3) was amended to clarify that in determining the significance of a project's impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is consistent with those plans, goals, or strategies. As the Court stated in <i>Center for Biological Diversity v. Dept. of Fish & Wildlife</i> (2015) 62 Cal.4th 204, 227, lead agencies must establish through substantial evidence "a quantitative equivalence" between a given statewide plan's comparison and the EIR's project-level comparison. Subsection (c) mainly reflects language previously located in subsection (a)(1) regarding a lead agency's discretion to select a model or methodology to quantify emissions. The Agency meant to clarify that models play a role not only in estimating a project's greenhouse gas emissions, but also in determining baseline emissions and applying thresholds. As noted by the Agency when a single quantitative method is used, the lead agency must research and document the quantitative parameters essential to that method. (<i>Center for Biological Diversity v. Dept. of Fish & Wildlife</i> (2015) 62 Cal.4th 204, 228)	
SB 32		SB 32 requires that California Air Resources Board (CARB) in its next update to the AB 32 Scoping Plan "ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030" (new Health and Safety Code Section 38566).	SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state As mentioned, this regulation does not directly affect GHG impacts but rather directs CARB to set GHG thresholds of significance with SB 32. It is up to the lead

1. Addendum to the Adopted General Plan EIR

		While not a CEQA bill, SB 32 relates to CEQA in that the 2030 target will also carry over to CEQA analyses and the CARB's emissions reduction target will figure into GHG thresholds of significance for CEQA documents at the lead agency level.	agency to establish thresholds for GHG impacts. Additionally, the General Plan EIR has already assessed GHG impacts as noted above.
Wildfire			
Amendments to the CEQA Guidelines	2019	A new Section XX has been added to Appendix G to address the need to evaluate wildfire impacts. This section focuses on whether projects located in or near state responsibility areas (where the state has financial responsibility of preventing and suppressing fires), or lands classified as very high fire severity zones by local agencies, would: - "Substantially impair an adopted emergency response plan or emergency evacuation plan;" - "Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;" - "Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;" or - "Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes." CalFire publishes Fire Hazard Severity Zone Maps for all regions. Lead agencies and project proponents can review the CalFire maps to determine whether a given project site will be subject to the new CEQA wildfire impacts analysis.	According to CALFIRE mapping, portions of Yuba City are within a Moderate Fire Hazard Severity Zone in Local Responsibility Areas (LRA) (CALFIRE 2007). Although the 2004 EIR does not analyze impacts in regard to wildfire, the City's existing Safety Element and 2007 Sutter County Multi-Hazard Mitigation Plan (MHMP) addressed wildfire impacts for the City of Yuba. The Sutter County MHMP states that wildfire was of limited concern to Yuba City since the city had no history of large damaging fires and considered moderately vulnerable to wildfires. No further analysis was conducted (Sutter 2007, pg. 221). Since the city is mapped as Moderate Fire Hazard Severity Zone, then the analysis in the Sutter County MHP would still apply. The existing Safety Element provides information for the protection of the community from unreasonable risk associated with the effects of wildland and urban fires. The Safety Element included policies that would address wildfire impacts such as Policy 9.4-I-1 which states to maintain the fire department performance objectives and response standards for structure and wildland fires; Policy 9.4-I-6 which reviewed proposed development for compliance with adopted fire safety standards and staffing ratios; Policy 9.4-I-7 which states to conduct building and fire code enforcement to ensure safe structures; and Policy 9.4-I-8 which requires to extend water distribution pipes to maintain and improve fire water flows. The proposed Safety Element acknowledges low wildfire risk in Yuba City, but drier weather and climate change are expected to increase wildfires in Sutter County and surrounding areas. The proposed Safety Element would include similar and additional policies aimed at reducing wildfire impacts. Impact 3.10b in the General Plan EIR analyzes if new development would interference with an existing emergency response plan or emergency evacuation plan. Impact 3.11a and 3.11b in the General Plan EIR analyzes if new development in Yuba City could be subject to the effects of geologic hazards. As a result, there is no new information of substantial importance that the General Plan update would result in any of the conditions of CEQA Guidelines section 15162(3) being triggered with regarding to wildfire impacts.

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SB 1260	2018	SB 1260 establishes additional requirements for local general plans and subdivisions relative to regulating new development in very high hazardous fire areas and the review of safety elements, regulatory standards, and subdivision maps by the State Board of Forestry and Fire Protection. This bill provides that the Board of Forestry and Fire Protection's Vegetation Treatment Program Programmatic EIR, when certified, will serve as the programmatic environmental document for prescribed fires initiated by a third party authorized by CalFire.	This would not affect Yuba City as the city is not within a Very High Fire Hazard Severity Zone designated by CalFire. (See discussion, above.)
SB 1241	2013	SB 1241 amends the general plan safety element requirements for state responsibility areas (SRAs) and very high fire hazard severity zones and require the safety element, at the next revision of the housing element on or after January 1, 2014, and thereafter upon each revision of the housing element, to be reviewed and updated as necessary to address the risk of fire in SRAs and very high fire hazard severity zones, considering specified considerations. SB 1241 requires OPR, on or after January 1, 2013, in cooperation with the Department of Forestry and Fire Protection, to prepare, develop, and transmit to the Secretary of the Natural Resources Agency recommended proposed amendments to the Initial Study checklist for the inclusion of questions related to fire hazard impacts for projects in SRAs and very high fire hazard severity zones. The Secretary will be required to adopt revisions to the Initial Study checklist in this regard.	This would not affect Yuba City as the city is not within a Very High Fire Hazard Severity Zone designated by CalFire. (See discussion, above.)
Housing/Land Use			
AB 1739		This bill is part of the 2014 groundwater management legislation package (other bills are SB 1168 and SB 1319) and addresses the formation and responsibility of "groundwater sustainability agencies." Water Code Section 10736.2 establishes a new statutory exemption for "any action or failure to act" by the State Water Resources Control Board under its authority to review proposed groundwater sustainability plans and to designate a basin as a probationary basin. CEQA would still apply to the adoption or amendment of an interim plan pursuant to Section 10735.8. Provides CEQA exemptions for the preparation and adoption of GSPs	As the proposed project is a General Plan Update, this regulation does not apply, nor does it affect impacts. The GP EIR analyzes groundwater under Impact 3-6a and 3-6b which both determined that the buildout from the existing General Plan would not result in significant impacts to groundwater resources. Given the proposed project would not result in land use changes nor an increase in population for the planning horizon year of 2040, the impacts determined in the General Plan EIR would be adequate for the proposed project. As a result, any impacts of the proposed General Plan update would be qualitatively not more than, or less than, that previously assessed, the project will not have a more significant effect than previously assessed in the General Plan EIR.
General Plan			
SB 1000	2016	Requiring local governments to identify environmental justice communities (called "disadvantaged communities" or "DACs") in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision making processes, reduce harmful pollutants and the associated health	The 2040 General Plan Update includes goals, policies, and objectives prioritizing improvements and programs to address the needs of DACs, particularly as they pertain to the following: civic engagement, food access, safe and sanitary housing, physical activity, pollution exposure, public facilities, and unique and compound health risks.

1. Addendum to the Adopted General Plan EIR

		risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation.	The inclusion of this Element would not either be part of a project subject to CEQA, or would be the communication and outreach requirements leading to a future action, the policies, actions, and goals. As such, it would not result in physical environmental impacts, would not result in any of the conditions of CEQA Guidelines section 15162(3) being met, and as a result no additional analysis is required by this Addendum.
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2. CEQA Analysis

2.1 ENVIRONMENTAL ANALYSIS

The proposed project contains policies related to agriculture, land use, circulation, climate change, housing, conservation, open space, economic development, historic resources, community design, environmental justice, air quality, noise, and safety. While the proposed update will incorporate the Housing Element approved as part of the most recent review cycle, the Housing Element has already been environmentally assessed through an Addendum to the General Plan EIR and no changes are being proposed to the same, and the proposed project will be consistent with the adopted Housing Element. The General Plan is largely designed to be self-mitigating by incorporating policies and implementation programs that address and mitigate environmental impacts related to implementing the General Plan.

As depicted in Table 1-1, the proposed project's projected population in 2040 is 104,740. The existing General Plan's projected population in 2025 was projected to be 108,377. According to the Department of Finance (DOF), the Yuba City Sphere of Influence (SOI), including the City of Yuba City and surrounding unincorporated areas, contained approximately 89,437 people as of 2023 (DOF 2023). As described in greater detail, above, the current (2023) and proposed (2040) population for the City and SOI are both below what is analyzed in the General Plan EIR, impacts analyzed under the General Plan EIR adequately addresses the potential physical impacts associated with implementation of the proposed project. While plan-to-plan analysis is generally not used, in this context it is appropriate because the growth anticipated in the existing General Plan and evaluated in the EIR has not yet materialized and will remain below the original projections. Therefore, the analysis in the EIR that anticipated development remains valid because the projected population with the proposed project is below the originally projected figures. Additionally, the policies and ordinances included with the existing General Plan remain in place to mitigate the impacts of the proposed project. Similarly, the development standards adopted to implement the existing General Plan that would help with drainage, road development, noise, dust control, and other construction impacts also remain in place and would apply to the proposed project. As a result, any impacts of the proposed General Plan update would be qualitatively less, the project will not have a more significant effect than previously assessed in the General Plan EIR, none of the conditions set forth in CEQA Guidelines Section 15163(a)(1-3), and an addendum is warranted consistent with CEQA Guidelines section 15164(a).

Table 1-2 provides a high-level overview of CEQA changes that have occurred since the adoption of the Yuba City General Plan EIR and certification of the General Plan EIR. Table 1-2 also provides analysis of these changes in regard to the proposed project. As shown in Table 1-2 the changes to CEQA since certification of the EIR would not significantly affect the proposed project or the impacts analyzed in the General Plan EIR.

2. CEQA Analysis

2.2 FINDINGS

The discussion in this addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that a project is “exempt” from CEQA review because the proposed General Plan Update is not exempt. Rather, the determination here is that the General Plan Update does not require major revisions to the General Plan EIR due to the involvement of new significant environmental impacts or substantial increases to the severity of previously identified significant environmental impacts. Among others, this is because the proposed update is focused on refining and refreshing policy issues to be consistent with the latest requirements and practice standards and does not propose changes to land use or other items that could have an impact greater than that which has already been fully assessed. Furthermore, future development projects facilitated by the General Plan Update would continue to be subject to the requirements of CEQA as to any project-level environmental review that may be required. In addition, the General Plan Update’s projected population for the horizon year is less than the projected population described in the General Plan EIR. Therefore, the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed General Plan.

There are no substantial changes in the circumstances or new information that was not known and could not have been known at the time of the adoption of the General Plan EIR. The proposed project consists entirely of land uses permitted by project sites’ existing General Plan land use designation and zoning and represents no change from the impacts that were assumed and analyzed by the General Plan EIR.

As a result, and for the reasons explained in this addendum, the project would not cause any new significant environmental impacts or substantially increase the severity of significant environmental impacts disclosed in the General Plan EIR. Thus, the proposed project does not trigger any of the conditions in CEQA Guidelines Section 15162 allowing the preparation of a subsequent EIR, and the appropriate environmental document as authorized by CEQA Guidelines Section 15164(b) is an addendum. This EIR addendum has been prepared accordingly.

The following identifies the standards set forth in Section 15162 of the CEQA Guidelines as they relate to the proposed project.

1. No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

No substantial changes are being proposed in the project as contemplated by this standard. Instead, this project merely proposes refinements to address the latest legal requirements and refreshes policies best practices for general plans, etc. As described in Table 1-2, which highlights and evaluates these refinements within the context of CEQA, these changes in law and best practices are not “substantial” as compared to the existing General Plan. Any modifications to an element that could potentially result in additional physical impacts to the environment (such as changes to land use, intensity of development, and potential resulting effects on noise, traffic, air quality, GHG, agricultural land conversion, etc.) are simply not present here. Instead, the proposed refinements essentially maintain at or below the existing status quo regarding environmental impacts. Further, there

2. CEQA Analysis

are no new significant environmental effects that were not previously assessed in the General Plan EIR. Given that the proposed project is not proposing substantial changes, the update would not result in physical changes more substantial than those already assessed, then no major revisions of the General Plan EIR are required. Likewise, the proposed refinements would not result in the severity of any previously identified significant effects that were assessed in the General Plan EIR.

2. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows:

a. The project will have one or more significant effects not discussed in the previous EIR.

As previously discussed, the proposed project would result in a smaller, less impactful, population and resulting buildout as compared to that currently anticipated by the current General Plan. This means that the proposed refinements would qualitatively result in environmental impacts at or below the existing status quo. These status quo effects have already been discussed and analyzed in the General Plan EIR. There is no substantial evidence in the record that the update to the General Plan will have one or more significant effects not previously assessed in the General Plan EIR.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

As previously discussed, the proposed project does not introduce new changes to land use, population, intensity of development, or other items which could have a substantially more severe impact. Instead, the proposed refinements would result in a reduction of approximately 3,600 people as part of the resulting buildout. Given the General Plan EIR analyzed a greater population and impacts, the proposed refinements would qualitatively result in environmental impacts at or below those assessed in the General Plan EIR. Further, there is no substantial evidence that any of the significant effects previously examined would be more severe than as shown in the General Plan EIR. Therefore, the assessment impacts in the General Plan EIR are adequate for the proposed project as contemplated by CEQA.

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

The 2004 General Plan did have mitigation and alternatives determined to be infeasible. With regard to alternatives, the “no project” alternative was not found to be not feasible in the EIR. The “no project” alternative remains infeasible for not only the reasons previously identified by the City when approving the General Plan in 2004, but also because there has been intervening development consistent with the 2004 General Plan and i) it is now not reasonably feasible to turn back time to original “no project” development under the prior (pre 2004) General Plan; and ii) the current “no project” would be to retain the existing 2004 General Plan which would not result in a General Plan consistent with state law. The same logic applies to Sketch Plan Alternative A and Sketch Plan Alternative B, both of which were identified as more environmentally impactful than the proposed 2004 General Plan. (See General Plan EIR p. 4-17.) The proposed project does not make any land use or policy changes that would reduce the environmental impacts to either Alternative A or Alternative B as

2. CEQA Analysis

evaluated in the General Plan EIR to a level where adopting them would make sense. There were no other alternatives identified in the General Plan EIR and as noted in this Addendum, there are no changes to the General Plan in the proposed project that would result in the need for a new alternative.

Additionally, the General Plan EIR acknowledged significant, unavoidable impacts created by full implementation of the General Plan for the relative degradation of air quality in the immediate Yuba City area and the loss of agricultural land. While several policies and other items served to reduce the impacts, no specific proposed mitigation was identified which was then found to be infeasible. General findings were made that no additional mitigation was feasible. (See General Plan EIR, p. 3-48, 3-83.)

Regardless, nothing has changed that would now render mitigation measures and alternatives feasible for the refinement to the General Plan for all of the same reasons previously identified by the City as part of approval of the General Plan and its EIR. As a result, the analysis for this item has been satisfied..

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

There are no mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR. Likewise, any such mitigation or alternatives would not reduce one or more significant effects of the significant impacts on agricultural or air quality. The proposed project would have the same, or slightly reduced significant impacts as the previously certified General Plan EIR, and all associated policies and mitigation measures identified in the General Plan EIR to reduce physical environmental effects would apply to all future development and have the same mitigating effect. As previously noted, this project merely proposes refinements to address the latest legal requirements and refreshes policies best practices for general plans, etc., while maintaining the same underlying land uses or otherwise reducing environmental impacts as compared to the existing General Plan. There would be no new significant impacts resulting from adoption of the General Plan Update; therefore, there would be no new mitigation measures or alternatives required for the proposed project.

2. CEQA Analysis

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ATTACHMENT 2

November 2024 | General Plan EIR Addendum

ADDENDUM TO THE GENERAL PLAN EIR

SCH No. 2001072105

FOR THE

YUBA CITY GENERAL PLAN UPDATE 2040

City of Yuba

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1. Addendum to the Adopted General Plan EIR

1.1 BACKGROUND AND OVERVIEW

The proposed Yuba City General Plan Update 2040 (proposed project) would replace the existing 2004 General Plan which serves as the City of Yuba's (City's) guiding policy document. The proposed project is intended to update policies to remove old references, and to reflect changes in state law regarding level of service (LOS) and vehicle miles travelled (VMT). The existing general plan anticipated a much higher rate of growth than occurred between years 2004 and 2025. The resulting policies were intended to guide a city of 108,377 which is no longer projected by the 2040 horizon year of the proposed project. For continuity, the policy intent of the original document was kept with the proposed project although policies were revised to allow more flexibility in implementation. While the land use map has been revised to reflect annexations and general plan amendments that have occurred since adoption of the 2004 General Plan, there are no new changes to land use designations included as part of the proposed project.

This document serves as the environmental documentation for the City's proposed General Plan Update. This addendum to the City of Yuba's General Plan Environmental Impact Report (EIR) (certified in February 2004; State Clearinghouse Number 2001072105) demonstrates that the analysis in that EIR adequately addresses the potential physical impacts associated with implementation of the proposed project and that the proposed project would not trigger any of the conditions described in CEQA Guidelines Section 15162 calling for further environmental review.

1.2 PROPOSED PROJECT

The proposed project includes comprehensive updates to the required elements under the State Planning and Zoning Law, as well as other optional elements that the City has elected to include in its General Plan.

Growth and Economic Development. This element continues to support Yuba City by providing a framework of guiding goals and policies to foster a robust economy, ensuring its fiscal and financial stability, and collaborating with the private sector to ensure adequate infrastructure. This element continues similar policies as in the existing General Plan and updates its existing background to reflect the current conditions.

Land Use. This Element presents the framework for land use planning in Yuba City up to 2040, outlining the city's evolution, existing land use, objectives, General Plan Diagram, land use classification system, and the plan's buildout. The maps in the element were updated to reflect annexations in the southeast area of the City such as the Bogue-Stewart Specific Plan area bounded by Franklin Avenue to the north; the City's Sphere of influence to the east; Lincoln Road and Garden Highway (within the Bunce Road/Clark Avenue limits) to the south, Bunce Road, and Clark Avenue to the west.

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Community Design. The Community Design Element in Yuba City aims to preserve and enhance the city's small town feel and rural heritage. It provides policies focusing on the rural/urban edge, key vehicular gateways, connections, corridors, urban activity centers, commercial and industrial areas, and neighborhoods. This element continues similar policies as in the existing General Plan.

Circulation. This element changed the Level of Service (LOS) from a requirement to overall goal reflecting the change in environmental significance from LOS to vehicle miles travelled (VMT). LOS remains a planning goal, but is no longer mandated giving the City flexibility in road design and application. VMT is added as a goal reflecting the state guidance.

Parks, Schools, and Community Facilities. This element details Yuba City's long-term plan for the development and maintenance of parks, schools, and community facilities. This element introduces Neighborhood Park as a new park type and sets its classification. This element also introduces policies that consider public facilities and disadvantaged communities in regard to new parkland.

Public Utilities. This element outlines policies and provisions for public utilities like water supply, wastewater treatment, and solid waste handling, emphasizing the importance of adequate facilities for successful implementation. This element continues similar policies as in the existing General Plan and updates its existing background to reflect the current conditions.

Safety. Under this proposed General Plan, this element is its own stand-alone chapter while in the existing General Plan is combined with Noise. The California Government Code's Section 65302(g) mandates the Safety Element to address natural and climate-related hazards in Yuba City. This element addresses various hazards such as seismic, geologic, flood, fire, agriculture, emergency preparedness, hazardous waste, climate-related hazards, and nutrition and food deserts. The maps updated to reflect hazards of concern such as flood zones, dam inundation zones, fire hazard severity and wildland-urban interface zones, and evacuation-constrained areas. This element also includes policies that prioritizing food access in disadvantaged communities.

Noise. Under this proposed General Plan, this element is its own stand-alone chapter while in the existing General Plan is combined with Safety. This element is closely linked to land use, circulation, and housing, guiding land use and transportation facilities due to their common sources of excessive noise levels. This element introduces a policy which mandates regular noise measurements in the community to monitor levels and inform improvements as well as another policy which mandates buffers along major transportation facilities near noise-sensitive land uses. This element continues similar policies as in the existing General Plan.

Conservation. This element addresses topics including open space, agriculture, cultural resources, biological resources, and air quality. This element adds additional policies aimed to implement agricultural buffer, protect rural lands and open space from future developments. This element also adds addition policies aimed to increase collaborate with Native American tribal and adhering to California Government Code Section 65352.3. The air quality section also adds policies that aim to protect disadvantage communities.

Housing. This element provides an understanding of the city's housing needs and the goals, policies and programs that have been developed to help meet those needs and how they are consistent with other policies of this General Plan. Under State law, the Housing Element is regularly updated in cycles and assessed as required by CEQA at that time. Currently, the Housing Element was most recently adopted on March 1, 2022. The next

1. Addendum to the Adopted General Plan EIR

update cycle for the Housing Element is scheduled to be due in 2029. The General Plan update does not include an update to the Housing Element as part of the project.

1.3 GENERAL PLAN EIR

The existing General Plan policies are designed to avoid or minimize environmental impacts, resulting in a self-mitigating Plan. As such, most of the impacts identified in the EIR are less than significant. However, the General Plan EIR determined that implementation of the General Plan would result in significant and unavoidable impacts related to the relative degradation of air quality and the loss of agricultural land. These impacts are summarized below.

Air Quality

Development under the General Plan could lead to increased emissions of carbon monoxide, ozone precursors, and particulate matter in Yuba City, and degradation of local air quality. Vehicle Miles traveled (VMT) in Yuba City is expected to increase at a faster rate than assumed for the Sacramento Valley as a whole. This may mean that, while overall air quality is expected to improve, the localized air quality in the Yuba City area may not improve as much, relative to the Sacramento Valley overall. Also, because of increased traffic volumes on city streets, increased emissions levels may degrade air quality alongside major streets, at intersections, and on adjacent sites. The General Plan includes many policies and provisions to reduce overall commuting, decrease vehicle use within the city and within new neighborhoods, and increase use of alternative transportation modes (such as buses and bicycles). Relative to the existing General Plan, a better jobs/housing balance would occur, resulting in fewer commuting miles overall. However, the substantial population growth that could occur under the proposed project would cause an increase in VMT, which in turn would increase criteria air pollutant emissions (Yuba 2004, pg. 5-1).

Agricultural

The General Plan would result in conversion of 5,882 acres of farmland to urban uses. Even though the County General Plan has not identified this land for long-term agricultural use, this loss of agricultural land would have a significant impact (Yuba 2004, pg. 5-1).

1.4 PROJECT SUMMARY

CEQA requires the City to evaluate the environmental impacts associated with direct and reasonably foreseeable indirect physical changes to the environment. The proposed project would ensure the City follows current State regulations and would address the current and future needs of Yuba City. The goals and policies in General Plan 2040 would guide development and conservation through 2040. The General Plan 2040 Update also includes minor edits to the remainder of the General Plan to revise the discussion of existing conditions, reflect changes to local and regional priorities, and ensure internal consistency with other elements and compliance with State law. Table 1-1, *Yuba City Sphere of Influence and Population at Plan Buildout*, shows the proposed project's population projections based on average buildout densities for new residential land uses and new housing units (Yuba 2023, pg. 3-15).

Table 1-1 Yuba City Sphere of Influence Population at Plan Buildout

1. Addendum to the Adopted General Plan EIR

	2020 Population	Additional Housing Units	Additional Population (2.96 persons per household)	Total Population at Buildout
Land Use Plan	77,080	9,350	27,660	104,740

Source: Yuba 2023

1. Addendum to the Adopted General Plan EIR

1.5 PURPOSE OF AN EIR ADDENDUM

According to CEQA Guidelines Section 15164(a), an addendum shall be prepared if some changes or additions to a previously adopted EIR are necessary, but none of the conditions enumerated in CEQA Guidelines Sections 15162(a)(1)–(3) calling for the preparation of a subsequent EIR have occurred. As stated in CEQA Guidelines Section 15162 (Subsequent EIRs and Negative Declarations):

Section 15162

When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or negative declaration was adopted, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (c) Mitigation Programs or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation Program or alternative; or
 - (d) Mitigation Programs or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation Program or alternative.

1.5.1 Rationale for Preparing an EIR Addendum

Since, there have been CEQA changes since 2004 in regard to analyzing environmental topics, this addendum serves to analyze the changes and determine whether the proposed project would result in significant changes that were not analyzed or considered in the EIR. Table 1-2, *High-Level CEQA Changes*, summarizes the high

1. Addendum to the Adopted General Plan EIR

level CEQA changes that have occurred after the adoption of the 2004 General Plan EIR. Table 1-2 also provides analysis of these changes to the proposed project.

As stated in CEQA Guidelines Section 15164 (Addendum to an EIR):

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

A copy of this addendum, and all supporting documentation, may be reviewed or obtained at the City of Yuba Development Services Department, 1201 Civic Center Blvd. Yuba City, California 95993.

1. Addendum to the Adopted General Plan EIR

Table 1-2 High-Level CEQA Changes

Topic	Date	Overview	Analysis
Tribal Consultation			
AB 52	2015	Amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). Applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.	This Addendum serves a previously certified EIR, in accordance with Section 15164 of the CEQA Guidelines. An Addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR or MND, have occurred. The Addendum addresses minor technical changes or additions and confirms that the proposed project is consistent with what was previously analyzed under the 2004 EIR. Therefore, the AB 52 procedures specified in PRC Sections 21080.3.1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required. Subsequent projects facilitated by the General Plan Update would still be required to follow AB 52 and other tribal regulations
SB 18	2005	Requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3).	This regulation would not change the impacts in the previous EIR but rather gives tribes the opportunity for consultation on the proposed project. Subsequent projects facilitated by the General Plan Update would still be required to follow SB 18 and other tribal regulations
Transportation			
SB 743	2013	Amended CEQA Guidelines to change how lead agencies evaluate transportation impacts under CEQA, with the goal of better measuring the actual transportation-related environmental impacts of any given project. Evaluated by examining whether the project is likely to cause automobile delay at intersections and congestion on nearby individual highway segments, and whether this delay will exceed a certain amount (Level of Service analysis). Starting on July 1, 2020, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.	As noted in Section 1.2, General Plan EIR, the General Plan EIR analyzes the General Plan VMT impact when evaluating Air Quality Impacts. The analysis provided adequately addresses the potential physical impacts associated with implementation of the proposed project as the General Plan EIR analyzed a higher population than that proposed for the General Plan update. Therefore, this analysis is conservative, any impacts of the proposed General Plan update would be qualitatively less, and the project will not have a more significant effect than previously assessed in the General Plan EIR.

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Parking	2010	Governor's Office of Planning and Research amended Appendix G of the CEQA Guidelines to remove the significance criterion about inadequate parking capacity.	This change removes an environmental impact that would be analyzed; therefore the proposed project would not result in any new changes.
Energy			
Amendments to the CEQA Guidelines	2019	The revised CEQA Guidelines also add a new impact category – “Energy” – to Appendix G, incorporating the changes to Section 15126.2(b). Section 15126.2(b) was added to the Guidelines to capture the requirements in Appendix F (Energy Conservation). The section requires an analysis of a project's energy use to determine if the project will result in significant effects due to wasteful, inefficient, or unnecessary use of energy. This analysis should include the project's energy use for all project phases and components, including transportation-related energy, during construction and operation. This analysis is subject to the rule of reason and shall focus on energy use that is caused by the project—a full “lifecycle” analysis that would account for energy used in building materials and consumer products will generally not be required. A new question was also added to the CEQA Checklist related to use of energy resources and potential conflicts with state or local plans for renewable energy or energy efficiency.	The General Plan EIR analyzes energy sources from new development under Section 5.2, <i>Irreversible Environmental Changes</i>, stating that new development under General Plan requires energy from existing sources, causing irreversible environmental change and increased nonrenewable resource usage. The 2040 General Plan Update's Safety Element includes energy policies for new development; however impacts regarding energy under the proposed project would be similar to those in the 2004 General Plan EIR. As a result, any impacts of the proposed General Plan update would not have a more significant effect than previously assessed in the General Plan EIR or result in a new significant impact.
Climate Change			
Amendments to the CEQA Guidelines	2019	Section 15064.4 Determining the Significance of Impacts from Greenhouse Gas Emissions, has been amended in the following manner: Subsection (a) has been revised to replace the word “should” with “shall” with regard to a lead agency's duty to make a good faith effort to estimate or describe a project's greenhouse gas emissions. The Natural Resources Agency (“Agency”) made this change to clarify that lead agencies must not just provide information regarding climate change but decide of whether a project's GHG emissions are significant. Subsection (b) has been revised to add four new sentences. - The first sentence clarifies that the focus of analysis must be on the project's <i>effect on</i> climate change, not simply a quantification of emissions and/or comparison of how a project's emissions compare to statewide or global emissions. The Agency also clarified that only a project's “reasonably	Greenhouse gas emissions are considered in the 2004 General Plan EIR when analyzing burning of fossil fuels for electricity, heat, and transportation. The 2004 General Plan EIR determined development under the existing General Plan requires energy from existing sources, causing irreversible environmental change and increased nonrenewable resource usage. The 2004 General Plan EIR also determined that the population growth under the existing General Plan would cause an increase in VMT, which in turn would increase criteria air pollutant emissions. The analysis provided adequately addresses the potential physical impacts associated with implementation of the proposed project since the General Plan EIR estimates a higher population and units than the proposed project; therefore this analysis is conservative. (see Section 2.1, Environmental Analysis below) As a result, any impacts of the proposed General Plan update would be qualitatively less, and the project will not have a more significant effect than previously assessed in the General Plan EIR.

1. Addendum to the Adopted General Plan EIR

		foreseeable incremental contribution” to the effects of climate change need be evaluated, and that lead agencies need not and should not speculate. - The second sentence clarifies that a project's incremental contribution may be cumulatively considerable <i>even if it appears relatively small</i> compared to statewide, national or global emissions. - The third sentence requires lead agencies to consider a timeframe for the analysis that is appropriate for the project, perhaps driven by a project's intended life or by the length of time over which it will be implemented. - The fourth sentence clarifies that a lead agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes so as to “stay in step with evolving scientific knowledge and state regulatory schemes.” Subsection (b)(3) was amended to clarify that in determining the significance of a project's impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is consistent with those plans, goals, or strategies. As the Court stated in <i>Center for Biological Diversity v. Dept. of Fish & Wildlife</i> (2015) 62 Cal.4th 204, 227, lead agencies must establish through substantial evidence “a quantitative equivalence” between a given statewide plan's comparison and the EIR's project-level comparison. Subsection (c) mainly reflects language previously located in subsection (a)(1) regarding a lead agency's discretion to select a model or methodology to quantify emissions. The Agency meant to clarify that models play a role not only in estimating a project's greenhouse gas emissions, but also in determining baseline emissions and applying thresholds. As noted by the Agency when a single quantitative method is used, the lead agency must research and document the quantitative parameters essential to that method. (<i>Center for Biological Diversity v. Dept. of Fish & Wildlife</i> (2015) 62 Cal.4th 204, 228)	
SB 32		SB 32 requires that California Air Resources Board (CARB) in its next update to the AB 32 Scoping Plan “ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030” (new Health and Safety Code Section 38566).	SB 32 required CARB to prepare another update to the Scoping Plan to address the 2030 target for the state As mentioned, this regulation does not directly affect GHG impacts but rather directs CARB to set GHG thresholds of significance with SB 32. It is up to the lead

1. Addendum to the Adopted General Plan EIR

		While not a CEQA bill, SB 32 relates to CEQA in that the 2030 target will also carry over to CEQA analyses and the CARB's emissions reduction target will figure into GHG thresholds of significance for CEQA documents at the lead agency level.	agency to establish thresholds for GHG impacts. Additionally, the General Plan EIR has already assessed GHG impacts as noted above.
Wildfire			
Amendments to the CEQA Guidelines	2019	A new Section XX has been added to Appendix G to address the need to evaluate wildfire impacts. This section focuses on whether projects located in or near state responsibility areas (where the state has financial responsibility of preventing and suppressing fires), or lands classified as very high fire severity zones by local agencies, would: - "Substantially impair an adopted emergency response plan or emergency evacuation plan;" - "Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;" - "Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;" or - "Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes." CalFire publishes Fire Hazard Severity Zone Maps for all regions. Lead agencies and project proponents can review the CalFire maps to determine whether a given project site will be subject to the new CEQA wildfire impacts analysis.	According to CALFIRE mapping, portions of Yuba City are within a Moderate Fire Hazard Severity Zone in Local Responsibility Areas (LRA) (CALFIRE 2007). Although the 2004 EIR does not analyze impacts in regard to wildfire, the City's existing Safety Element and 2007 Sutter County Multi-Hazard Mitigation Plan (MHMP) addressed wildfire impacts for the City of Yuba. The Sutter County MHMP states that wildfire was of limited concern to Yuba City since the city had no history of large damaging fires and considered moderately vulnerable to wildfires. No further analysis was conducted (Sutter 2007, pg. 221). Since the city is mapped as Moderate Fire Hazard Severity Zone, then the analysis in the Sutter County MHP would still apply. The existing Safety Element provides information for the protection of the community from unreasonable risk associated with the effects of wildland and urban fires. The Safety Element included policies that would address wildfire impacts such as Policy 9.4-I-1 which states to maintain the fire department performance objectives and response standards for structure and wildland fires; Policy 9.4-I-6 which reviewed proposed development for compliance with adopted fire safety standards and staffing ratios; Policy 9.4-I-7 which states to conduct building and fire code enforcement to ensure safe structures; and Policy 9.4-I-8 which requires to extend water distribution pipes to maintain and improve fire water flows. The proposed Safety Element acknowledges low wildfire risk in Yuba City, but drier weather and climate change are expected to increase wildfires in Sutter County and surrounding areas. The proposed Safety Element would include similar and additional policies aimed at reducing wildfire impacts. Impact 3.10b in the General Plan EIR analyzes if new development would interference with an existing emergency response plan or emergency evacuation plan. Impact 3.11a and 3.11b in the General Plan EIR analyzes if new development in Yuba City could be subject to the effects of geologic hazards. As a result, there is no new information of substantial importance that the General Plan update would result in any of the conditions of CEQA Guidelines section 15162(3) being triggered with regarding to wildfire impacts.

1. Addendum to the Adopted General Plan EIR

SB 1260	2018	SB 1260 establishes additional requirements for local general plans and subdivisions relative to regulating new development in very high hazardous fire areas and the review of safety elements, regulatory standards, and subdivision maps by the State Board of Forestry and Fire Protection. This bill provides that the Board of Forestry and Fire Protection's Vegetation Treatment Program Programmatic EIR, when certified, will serve as the programmatic environmental document for prescribed fires initiated by a third party authorized by CalFire.	This would not affect Yuba City as the city is not within a Very High Fire Hazard Severity Zone designated by CalFire. (See discussion, above.)
SB 1241	2013	SB 1241 amends the general plan safety element requirements for state responsibility areas (SRAs) and very high fire hazard severity zones and require the safety element, at the next revision of the housing element on or after January 1, 2014, and thereafter upon each revision of the housing element, to be reviewed and updated as necessary to address the risk of fire in SRAs and very high fire hazard severity zones, considering specified considerations. SB 1241 requires OPR, on or after January 1, 2013, in cooperation with the Department of Forestry and Fire Protection, to prepare, develop, and transmit to the Secretary of the Natural Resources Agency recommended proposed amendments to the Initial Study checklist for the inclusion of questions related to fire hazard impacts for projects in SRAs and very high fire hazard severity zones. The Secretary will be required to adopt revisions to the Initial Study checklist in this regard.	This would not affect Yuba City as the city is not within a Very High Fire Hazard Severity Zone designated by CalFire. (See discussion, above.)
Housing/Land Use			
AB 1739		This bill is part of the 2014 groundwater management legislation package (other bills are SB 1168 and SB 1319) and addresses the formation and responsibility of "groundwater sustainability agencies." Water Code Section 10736.2 establishes a new statutory exemption for "any action or failure to act" by the State Water Resources Control Board under its authority to review proposed groundwater sustainability plans and to designate a basin as a probationary basin. CEQA would still apply to the adoption or amendment of an interim plan pursuant to Section 10735.8. Provides CEQA exemptions for the preparation and adoption of GSPs	As the proposed project is a General Plan Update, this regulation does not apply, nor does it affect impacts. The GP EIR analyzes groundwater under Impact 3-6a and 3-6b which both determined that the buildout from the existing General Plan would not result in significant impacts to groundwater resources. Given the proposed project would not result in land use changes nor an increase in population for the planning horizon year of 2040, the impacts determined in the General Plan EIR would be adequate for the proposed project. As a result, any impacts of the proposed General Plan update would be qualitatively not more than, or less than, that previously assessed, the project will not have a more significant effect than previously assessed in the General Plan EIR.
General Plan			
SB 1000	2016	Requiring local governments to identify environmental justice communities (called "disadvantaged communities" or "DACs") in their jurisdictions and address environmental justice in their general plans. This new law has several purposes, including to facilitate transparency and public engagement in local governments' planning and decision making processes, reduce harmful pollutants and the associated health	The 2040 General Plan Update includes goals, policies, and objectives prioritizing improvements and programs to address the needs of DACs, particularly as they pertain to the following: civic engagement, food access, safe and sanitary housing, physical activity, pollution exposure, public facilities, and unique and compound health risks.

1. Addendum to the Adopted General Plan EIR

		risks in environmental justice communities, and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation.	The inclusion of this Element would not either be part of a project subject to CEQA, or would be the communication and outreach requirements leading to a future action, the policies, actions, and goals. As such, it would not result in physical environmental impacts, would not result in any of the conditions of CEQA Guidelines section 15162(3) being met, and as a result no additional analysis is required by this Addendum.
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2. CEQA Analysis

2.1 ENVIRONMENTAL ANALYSIS

The proposed project contains policies related to agriculture, land use, circulation, climate change, housing, conservation, open space, economic development, historic resources, community design, environmental justice, air quality, noise, and safety. While the proposed update will incorporate the Housing Element approved as part of the most recent review cycle, the Housing Element has already been environmentally assessed through an Addendum to the General Plan EIR and no changes are being proposed to the same, and the proposed project will be consistent with the adopted Housing Element. The General Plan is largely designed to be self-mitigating by incorporating policies and implementation programs that address and mitigate environmental impacts related to implementing the General Plan.

As depicted in Table 1-1, the proposed project's projected population in 2040 is 104,740. The existing General Plan's projected population in 2025 was projected to be 108,377. According to the Department of Finance (DOF), the Yuba City Sphere of Influence (SOI), including the City of Yuba City and surrounding unincorporated areas, contained approximately 89,437 people as of 2023 (DOF 2023). As described in greater detail, above, the current (2023) and proposed (2040) population for the City and SOI are both below what is analyzed in the General Plan EIR, impacts analyzed under the General Plan EIR adequately addresses the potential physical impacts associated with implementation of the proposed project. While plan-to-plan analysis is generally not used, in this context it is appropriate because the growth anticipated in the existing General Plan and evaluated in the EIR has not yet materialized and will remain below the original projections. Therefore, the analysis in the EIR that anticipated development remains valid because the projected population with the proposed project is below the originally projected figures. Additionally, the policies and ordinances included with the existing General Plan remain in place to mitigate the impacts of the proposed project. Similarly, the development standards adopted to implement the existing General Plan that would help with drainage, road development, noise, dust control, and other construction impacts also remain in place and would apply to the proposed project. As a result, any impacts of the proposed General Plan update would be qualitatively less, the project will not have a more significant effect than previously assessed in the General Plan EIR, none of the conditions set forth in CEQA Guidelines Section 15163(a)(1-3), and an addendum is warranted consistent with CEQA Guidelines section 15164(a).

Table 1-2 provides a high-level overview of CEQA changes that have occurred since the adoption of the Yuba City General Plan EIR and certification of the General Plan EIR. Table 1-2 also provides analysis of these changes in regard to the proposed project. As shown in Table 1-2 the changes to CEQA since certification of the EIR would not significantly affect the proposed project or the impacts analyzed in the General Plan EIR.

2. CEQA Analysis

2.2 FINDINGS

The discussion in this addendum confirms that the proposed project has been evaluated for significant impacts pursuant to CEQA. The discussion is meaningfully different than a determination that a project is “exempt” from CEQA review because the proposed General Plan Update is not exempt. Rather, the determination here is that the General Plan Update does not require major revisions to the General Plan EIR due to the involvement of new significant environmental impacts or substantial increases to the severity of previously identified significant environmental impacts. Among others, this is because the proposed update is focused on refining and refreshing policy issues to be consistent with the latest requirements and practice standards and does not propose changes to land use or other items that could have an impact greater than that which has already been fully assessed. Furthermore, future development projects facilitated by the General Plan Update would continue to be subject to the requirements of CEQA as to any project-level environmental review that may be required. In addition, the General Plan Update’s projected population for the horizon year is less than the projected population described in the General Plan EIR. Therefore, the General Plan EIR provides a sufficient and adequate analysis of the environmental impacts of the proposed General Plan.

There are no substantial changes in the circumstances or new information that was not known and could not have been known at the time of the adoption of the General Plan EIR. The proposed project consists entirely of land uses permitted by project sites’ existing General Plan land use designation and zoning and represents no change from the impacts that were assumed and analyzed by the General Plan EIR.

As a result, and for the reasons explained in this addendum, the project would not cause any new significant environmental impacts or substantially increase the severity of significant environmental impacts disclosed in the General Plan EIR. Thus, the proposed project does not trigger any of the conditions in CEQA Guidelines Section 15162 allowing the preparation of a subsequent EIR, and the appropriate environmental document as authorized by CEQA Guidelines Section 15164(b) is an addendum. This EIR addendum has been prepared accordingly.

The following identifies the standards set forth in Section 15162 of the CEQA Guidelines as they relate to the proposed project.

1. No substantial changes are proposed in the project which would require major revisions of the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

No substantial changes are being proposed in the project as contemplated by this standard. Instead, this project merely proposes refinements to address the latest legal requirements and refreshes policies best practices for general plans, etc. As described in Table 1-2, which highlights and evaluates these refinements within the context of CEQA, these changes in law and best practices are not “substantial” as compared to the existing General Plan. Any modifications to an element that could potentially result in additional physical impacts to the environment (such as changes to land use, intensity of development, and potential resulting effects on noise, traffic, air quality, GHG, agricultural land conversion, etc.) are simply not present here. Instead, the proposed refinements essentially maintain at or below the existing status quo regarding environmental impacts. Further, there

2. CEQA Analysis

are no new significant environmental effects that were not previously assessed in the General Plan EIR. Given that the proposed project is not proposing substantial changes, the update would not result in physical changes more substantial than those already assessed, then no major revisions of the General Plan EIR are required. Likewise, the proposed refinements would not result in the severity of any previously identified significant effects that were assessed in the General Plan EIR.

2. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows:

a. The project will have one or more significant effects not discussed in the previous EIR.

As previously discussed, the proposed project would result in a smaller, less impactful, population and resulting buildout as compared to that currently anticipated by the current General Plan. This means that the proposed refinements would qualitatively result in environmental impacts at or below the existing status quo. These status quo effects have already been discussed and analyzed in the General Plan EIR. There is no substantial evidence in the record that the update to the General Plan will have one or more significant effects not previously assessed in the General Plan EIR.

b. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

As previously discussed, the proposed project does not introduce new changes to land use, population, intensity of development, or other items which could have a substantially more severe impact. Instead, the proposed refinements would result in a reduction of approximately 3,600 people as part of the resulting buildout. Given the General Plan EIR analyzed a greater population and impacts, the proposed refinements would qualitatively result in environmental impacts at or below those assessed in the General Plan EIR. Further, there is no substantial evidence that any of the significant effects previously examined would be more severe than as shown in the General Plan EIR. Therefore, the assessment impacts in the General Plan EIR are adequate for the proposed project as contemplated by CEQA.

c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

The 2004 General Plan did have mitigation and alternatives determined to be infeasible. With regard to alternatives, the “no project” alternative was not found to be not feasible in the EIR. The “no project” alternative remains infeasible for not only the reasons previously identified by the City when approving the General Plan in 2004, but also because there has been intervening development consistent with the 2004 General Plan and i) it is now not reasonably feasible to turn back time to original “no project” development under the prior (pre 2004) General Plan; and ii) the current “no project” would be to retain the existing 2004 General Plan which would not result in a General Plan consistent with state law. The same logic applies to Sketch Plan Alternative A and Sketch Plan Alternative B, both of which were identified as more environmentally impactful than the proposed 2004 General Plan. (See General Plan EIR p. 4-17.) The proposed project does not make any land use or policy changes that would reduce the environmental impacts to either Alternative A or Alternative B as

2. CEQA Analysis

evaluated in the General Plan EIR to a level where adopting them would make sense. There were no other alternatives identified in the General Plan EIR and as noted in this Addendum, there are no changes to the General Plan in the proposed project that would result in the need for a new alternative.

Additionally, the General Plan EIR acknowledged significant, unavoidable impacts created by full implementation of the General Plan for the relative degradation of air quality in the immediate Yuba City area and the loss of agricultural land. While several policies and other items served to reduce the impacts, no specific proposed mitigation was identified which was then found to be infeasible. General findings were made that no additional mitigation was feasible. (See General Plan EIR, p. 3-48, 3-83.)

Regardless, nothing has changed that would now render mitigation measures and alternatives feasible for the refinement to the General Plan for all of the same reasons previously identified by the City as part of approval of the General Plan and its EIR. As a result, the analysis for this item has been satisfied.

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

There are no mitigation measures or alternatives that are considerably different from those analyzed in the General Plan EIR. Likewise, any such mitigation or alternatives would not reduce one or more significant effects of the significant impacts on agricultural or air quality. The proposed project would have the same, or slightly reduced significant impacts as the previously certified General Plan EIR, and all associated policies and mitigation measures identified in the General Plan EIR to reduce physical environmental effects would apply to all future development and have the same mitigating effect. As previously noted, this project merely proposes refinements to address the latest legal requirements and refreshes policies best practices for general plans, etc., while maintaining the same underlying land uses or otherwise reducing environmental impacts as compared to the existing General Plan. There would be no new significant impacts resulting from adoption of the General Plan Update; therefore, there would be no new mitigation measures or alternatives required for the proposed project.

2. CEQA Analysis

2.3 REFERENCES

California Department of Forestry and Fire Protection (CALFIRE). 2007. Draft Fire Hazard Severity Zones in LRA – Sutter County. chrome-extension://efaidnbmnnnibpcajpcgclefindmkaj/https://osfm.fire.ca.gov/media/6829/fhszl06_1_map51.pdf.

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Sutter, County of. 2007. Sutter County Multi-Hazard Mitigation Plan – Section 4.3 Jurisdictional Elements. chrome-extension://efaidnbmnnnibpcajpcgclefindmkaj/https://cdnsm5-hosted.civ-iclive.com/UserFiles/Servers/Server_239174/File/Public%20Works/Engineering/Technical%20Documents/Multi-Hazard%20Mitigation%20Plan/MultiHazardSection43JurisdictionalElements.pdf

Yuba, City of. 2004. Yuba City General Plan Draft Environmental Impact Report (SCH No. 2001072105).

_____.2024. Yuba City General Plan Update.

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Public Works
Presentation By: Ben Moody, Public Works & Development Services Director

Summary

Subject: City Wide Traffic Demand Model Update
Recommendation: Adopt a Resolution Accepting the Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers, updating the City's Travel Demand Model for General Plan Buildout conditions
Fiscal Impact: No immediate fiscal impacts are associated with this item. Costs for determined transportation improvements will be further analyzed and considered with a future update to the City's Road Impact Fee Nexus Study

Purpose:

To implement a comprehensive update of the City's travel demand model and Transportation Element of the General Plan to reflect changes and policies over the past two decades.

Council's Strategic Goals:

This item supports Council's Strategic Goals of *Fiscal Responsibility* and *Infrastructure* by ensuring that development constructs the appropriate roadway network to align with projected City growth.

Background:

An accurate, updated traffic model is very important to the City because it establishes the foundation for roadway and circulation needs to ensure that the City is systematically developing and constructing transportation infrastructure that aligns with the City's ultimate needs.

On March 5, 2019, Council authorized a professional services agreement with Fehr & Peers, a transportation consulting firm, to update the City's travel demand model.

Analysis:

The Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers (Attachment 2) analyzed the current City Sphere of Influence, including the Bogue Stewart Master Plan and the prior Lincoln East Specific Plan areas to reflect changes to land uses and transportation needs. City staff, in conjunction with the consultant, have thoroughly coordinated to update the City-wide travel demand model utilizing the best available data and criteria to meet the City's General Plan growth projections, key items of consideration in the report included:

- “Right” sizing roadways to avoid overdevelopment, which leads to higher costs to construct, maintenance, and unnecessary speeds.
- Updating the City’s growth boundary and land uses to reflect changes to the General Plan over the last two decades.
- Determining new data and criteria to align with new State laws to evaluate vehicle miles traveled, in addition to level of service criteria.

The resulting lane numbers and functional classification of the proposed roadway network are shown in Attachment 3. Staff has been utilizing the Travel Demand Model Report when analyzing new development since completion in 2020, with the report being the best available data for consideration. With the finalization of the General Plan Amendment, which includes updating the Circulation Element to reflect the Travel Demand Model findings, and with the report planned to be utilized as the basis for a future Road Impact Fee Nexus Study, staff recommends formally adopting the report.

Fiscal Impact:

No immediate fiscal impacts are associated with adopting the updated traffic model. However, the roadway network determined creates the basis for calculating Road Development Impact Fees. With the traffic model update, there are immediate changes that will affect costs, including the addition of areas in the Bogue Stewart Master Plan and lane number reductions where it has been determined that revised growth projections and vehicle miles traveled do not require the number of additional lanes in certain areas, to better align with actual needs.

Staff is currently coordinating an update to the Road Development Impact Fee Nexus study for ultimate Council consideration. Public Workshops to provide information and policy direction are anticipated to occur over the next few months.

Alternatives:

1. Do not adopt the traffic demand model update. This may lead to development delays associated with determining necessary infrastructure, financial, and environmental needs.
2. Delay or modify recommended action.

Recommendation:

Adopt a Resolution Accepting the Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers, updating the City’s Travel Demand Model for General Plan Buildout conditions.

Attachments:

1. Attachment 1 - Resolution - Traffic Model Update Adoption
2. Exhibit 1A - Travel Demand Model Development Report
3. Attachment 2 - Lane Numbers and Functional Classification Exhibit

Prepared By:

Benjamin K. Moody
Public Works and Development Services Director

Submitted By:

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ACCEPTING THE TRAVEL DEMAND MODEL DEVELOPMENT REPORT UPDATING THE
CITY'S TRAVEL DEMAND MODEL AND UPDATING THE GENERAL PLAN
TRANSPORTATION ELEMENT AND ASSOCIATED ROADWAY NETWORK**

WHEREAS, an accurate, updated traffic model is very important to the City because it establishes the foundation for roadway and circulation needs to ensure that the City is systematically developing and constructing transportation infrastructure that aligns with the City's ultimate needs; and,

WHEREAS, the City has contracted with Fehr & Peers, a transportation consulting firm, for the development of the City's travel demand model update; and

WHEREAS, the Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers (Exhibit A) analyzed the current City sphere of influence to reflect land use and transportation needs and changes; and

WHEREAS, City staff, in conjunction with Fehr & Peers, has thoroughly coordinated to update the City-wide travel demand model to provide the best available data and criteria to meet the City's General Plan growth projections and criteria; and

WHEREAS, the travel demand model update includes "right" sizing roadways to avoid overdevelopment, updating the City's growth boundary and land uses to reflect changes to the General Plan over the last two decades, and determining new data and criteria to align with new State laws.

NOW, THEREFORE, be it resolved by the City Council of the City of Yuba City as follows:

1. The City Council finds that all the facts set forth in the recitals above are true and current and incorporated herein.
2. The City Council does hereby accept the Travel Demand Model Development Report, dated October 2020 prepared by Fehr & Peers, updating the City's Travel Demand Model for General Plan Buildout conditions.
3. The City Council does hereby update the General Plan Transportation Element and associated Roadway Network, to reflect the updated Travel Demand Model Development Report determinations for roadway network functional classifications and number of travel lanes required for Buildout conditions.
4. The City Council has concurrently approved an Addendum to the 2004 General Plan EIR (SCH No. 2001072105) as part of the 2040 General Plan update. The 2040 General Plan included an update to the Circulation Element, which encompassed the travel demand model update. As such further CEQA is not required, as CEQA has been completed for this project.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 21st day of January, 2025.

AYES:

NOES:

ABSENT:

Dave Shaw, Mayor

ATTEST:

Ciara Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

Exhibit(s):

A. Exhibit 1A – Travel Demand Model Development Report

EXHIBIT 1A

City of Yuba City

Travel Demand Model Development Report

October 2020

Prepared By:

FEHR & PEERS

Prepared for



I. Base Year Model Development

To develop the updated base year (2020) travel demand model, Fehr & Peers began with the current version of the City's model and then made land use and roadway network adjustments. The base year model was originally developed to match 2004 conditions, but has since been updated occasionally by Fehr & Peers for project-level evaluations (e.g., El Margarita Master Plan). The following describes the process undertaken to update this model to a new 2020 (pre-COVID) base year.

The City of Yuba City travel demand model is a traditional three-step model (trip generation, distribution, assignment) that covers the entire City. The model includes the entirety of the City as well as City of Marysville portions of unincorporated Sutter County and Yuba County. It includes State Route 99, State Route 20, Highway 65 and Highway 70. It includes 21 "external gateways", which represent roads, highways, and freeways that extend beyond the model limits.

2020 LAND USE DEVELOPMENT

Several adjustments to the model's traffic analysis zone (TAZ) structure were initially made to reflect best practices in terms of TAZ boundaries, size, and centroid connections. Refer to Appendix A for TAZ map. The model's trip generation, distribution, and assignment modules were left unchanged because those procedures were found to still be valid (based on validation statistics presented later in this chapter).

The approach for developing existing (2020) land uses within the City of Yuba City was to collect a variety of available data, and then review/interpret/analyze this data. The following sources were used to estimate the residential dwelling units and occupied non-residential space within the City limits.

- Previous Base Year (2004) Yuba City travel demand model – data from this model was used for a variety of land use categories that have not likely changed much. This includes golf courses, mall, cemetery, hospitals, convention centers, fairgrounds, and parks. This data source is also used to compare the 2020 totals with 2004 land uses for reasonableness. It also provides helpful data regarding land use totals in more established areas of the City.
- Other Sources – Aerial imagery from Google Earth was reviewed and drive-by investigations were performed to confirm built / occupied buildings in various parts of the City. Additionally, investigations were conducted to determine the proper designation for several developed land use parcels, as to whether they were best classified as light industrial or office.

To confirm the accuracy of the 2020 land use totals, control total checks were made against the following sources:

- 2018 ACS – the most recent American Community Survey (2018)¹ estimates that the City of Yuba City has 24,071 housing units. Of this, almost 77 percent were single unit residents (attached and detached).

¹ [American Community Survey Data Table](#)

- LEHD Data – the most recent Longitudinal Employer-Household Dynamics (LEHD) data estimates that there were 19,181 primary jobs (21,122 total jobs) located within the City of Yuba City in 2017². A job density map indicated the greatest density of jobs were located along the State Route 20 corridor between Walton Avenue and Gray Avenue. The work location and home locations of the workers in Yuba City map shows that 35 percent of those employed within Yuba City live within the City limits.

Table 1 displays the existing (2020) land use totals within the City of Yuba City for key categories including single-family housing, multi-family housing, retail, mall, office, light industrial, and school uses.

TABLE 1: YUBA CITY LAND USE TOTALS UNDER EXISTING (2020) CONDITIONS

	Land Use Category	Unit	Yuba City
Residential	Single-Family Residential	DU	18,468
	Multi-Family Residential	DU	5,134
Schools	Elementary School	Students	7,380
	Middle School	Students	1,360
	High School	Students	3,700
	Other School	Students	1,263
Retail	Neighborhood Commercial	KSF	592
	Community Commercial	KSF	3,565
	Regional Commercial	KSF	1,235
Non-Retail	Office	KSF	1,126
	Light Industrial	KSF	4,681
	Manufacture ¹	KSF	0
	PQP	KSF	230

Notes:

¹ Base year model classifies manufacturing uses as light industrial.

kSF = thousand square feet of occupied space. du = dwelling unit.

Source: Fehr & Peers, 2020

Key findings from this table include the following:

- The 23,602 total dwelling units shown in Table 5 is 469 units less than the 2018 ACS total. This discrepancy of about two percent is fairly common when reviewing model land uses against control totals, and may be explained by timing of new construction, categorization of areas as within versus outside the City limits, and small errors in unit totals in individual TAZs.
- Of the 23,602 total dwelling units, an estimated 78 percent are single-family, which closely matches the ACS estimate of 77 percent.

² [On the Map LEHD Data](#)

Table 2 presents an estimate of the number of persons employed within the City of Yuba City based on the model's land use input. For each category, a typical employee unit yield is assumed. For schools, a value of 2,298 persons is shown based on employment by type data from the US Census. This table shows that the employee yield estimate is within one percent of the US Census value (for all jobs). It should be noted that the City's model uses building area (represented in thousand square feet, or ksf) versus employees as a land use input.

Among primary jobs within the City of Yuba City, 61 percent pay less than \$40,000 per year according to the US Census. The top five most common job types are:

- Health Care and Social Assistance
- Retail Trade
- Accommodation and Food Services
- Educational Services
- Public Administration

The City of Yuba City has an overall jobs-housing ratio of 0.88 (based on the 24,071 total dwelling units and 21,122 total jobs). As is discussed later, substantial proportions of Yuba City residents commute outside the City while substantial proportions of persons who work within the City limits commute from outside it.

TABLE 2: YUBA CITY EMPLOYMENT ESTIMATE UNDER EXISTING (2020) CONDITIONS

	Land Use Category	Amount	Unit Value Estimates	Total Employees
Retail	Neighborhood Commercial	592	@2 per ksf	1,184
	Community Commercial	3,565	@2 per ksf	7,130
	Regional Commercial	1,235	@2 per ksf	2,470
Non-Retail	Office	1,126	@ 3 per ksf	3,378
	Light Industrial	4,681	@ 1 per ksf	4,681
	PQP	230 ksf	@ 1 per ksf	203
	Educational Institutions	13,703 students	2,298 ¹	2,298 ¹
Total Employees Based on Unit Values				21,371
Primary Jobs in Yuba City (2017) ¹				19,181
All Jobs in Yuba City (2017) ¹				21,122

Notes: ¹ US Census Bureau, 2017

ksf = thousand square feet of occupied space

Source: Fehr & Peers, 2020

ROADWAY NETWORK DEVELOPMENT

The 2020 base year roadway network was developed from the previous 2004 base year network. Where necessary, adjustments to the number of lanes, capacities, free-flow speeds, and permitted turning movements (particularly for centroid connections to TAZs) were made to the model to replicate current conditions. The following sources were used to verify roadway network

- Aerial imagery, Google Earth and Open streets maps
- Field Visits
- Regional Centerline file, Sacramento Area Council of Governments (SACOG)

Figure 1 shows the number of travel lanes and functional class of existing roadways within the City. **Figure 2** displays the existing Average Daily Traffic (ADT) on these streets as well as portions of State Route 20 and 99.

MODEL VALIDATION

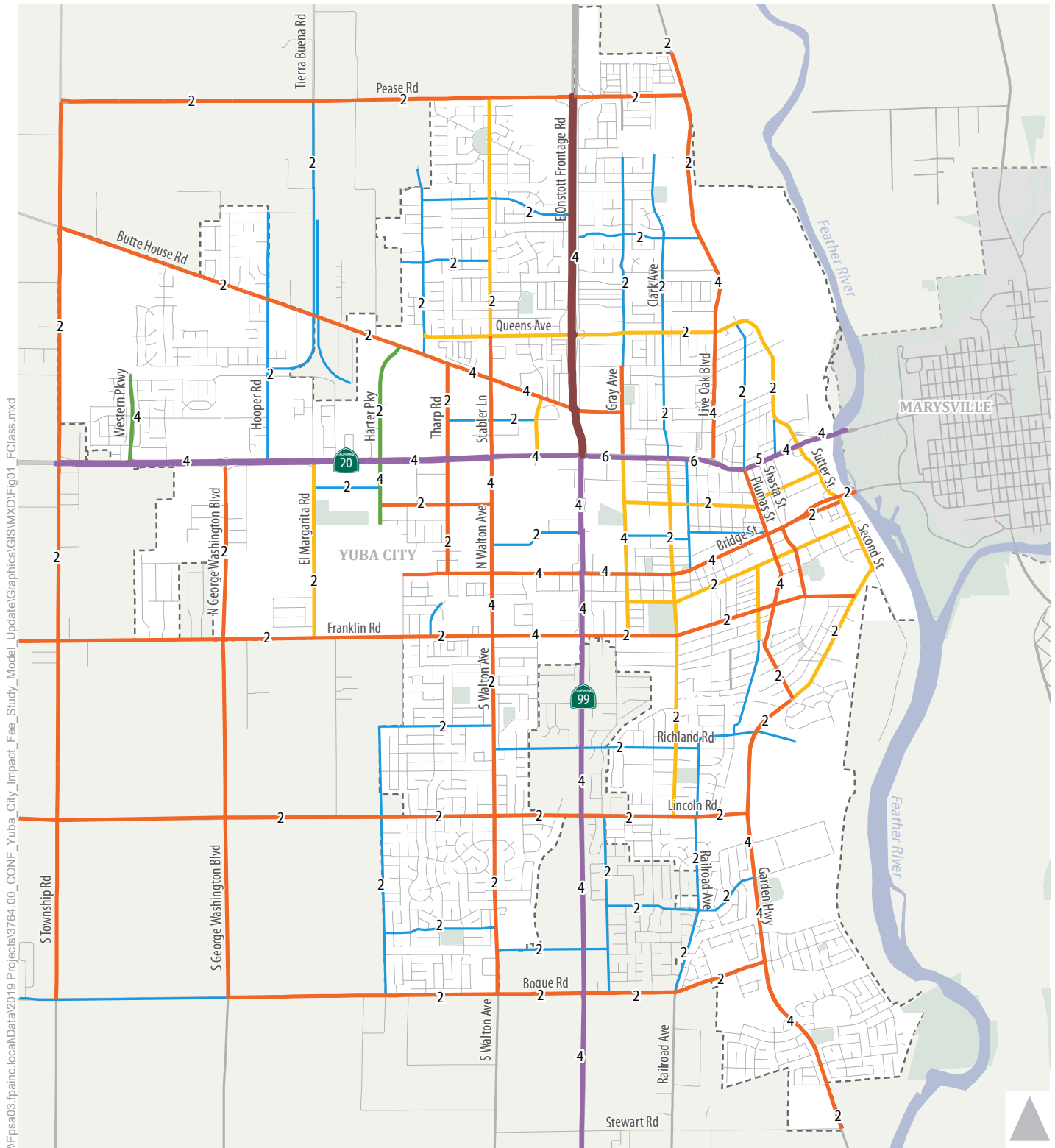
Model validation is the term used to describe model performance in terms of how closely the model's output matches existing travel data in the base year. The extent to which model outputs match existing travel data validates the assumptions of the inputs. This section presents the results of those validation tests for the updated City of Yuba City base year (2020) travel demand model. The intent is for the model to be validated so that it accurately predicts conditions in 2020, for a pre-COVID condition.

Traditionally, most model validation guidelines have focused on the performance of the trip assignment function in accurately assigning trips to the roadway network. This metric is called static validation, and it remains the most common means of measuring model accuracy.

Models, however, are seldom used solely for static applications. By far the most common use of models is to forecast how a change in inputs would result in a change in traffic conditions. Therefore, another test of a model's accuracy focuses on the model's ability to predict realistic differences in outputs as inputs are changed. This method is referred to as dynamic validation. This section describes the results of both the static and dynamic validation tests.

Static Validation

The *2010 Regional Transportation Plan (RTP) Guidelines* specify that travel demand models to be used in the preparation of RTPs should undergo a series of diagnostic tests to determine their ability to accurately estimate traffic volumes and other travel parameters. Fehr & Peers interprets this guidance to also extend to travel demand models being developed for other purposes such as fee programs, CIPs, LOS policy development, infrastructure studies, etc. In accordance with this guidance, the model's performance was evaluated using criteria described in the *Caltrans Travel Forecasting Guidelines*, 1992, *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, 1997, and Fehr & Peers' internal standards. In particular, the following validation measures were evaluated:



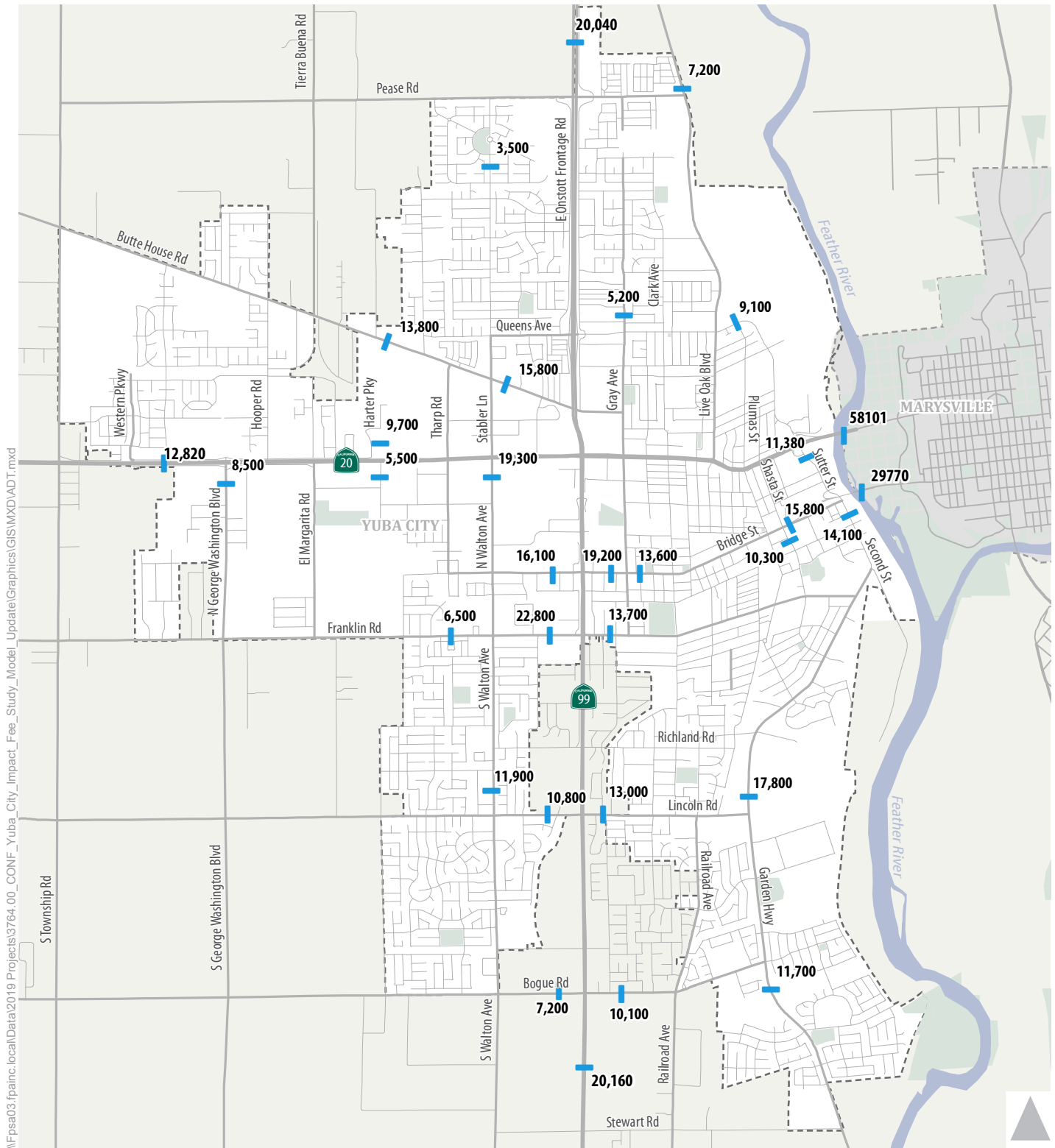
X Roadway Number of Lanes
(Excluding turn pockets or
center turn lanes)

Functional Classification

- Freeway
- Highway
- Major Arterial
- Parkway
- Minor Arterial
- Collector
- Local Street

Figure 1

Number of Lanes and Functional Classification - Existing Conditions



x,xxx Average Daily Traffic Volume
 — Average Daily Traffic Volume Location

Note: Traffic counts collected in March and April, 2019 while schools were in session.

Figure 2

Average Daily Traffic Volumes - Existing Conditions

- Volume-to-Count Ratio – Divides the model volume by the actual traffic count for individual roadways throughout the model.
- Percent of Links Within Caltrans Deviation Allowance – Calculated as the difference between the model and actual traffic count divided by the actual traffic count. Result is then evaluated against prescribed deviation thresholds.
- Correlation Coefficient – estimates the correlation (strength and direction of the linear relationship) between the actual traffic counts and the estimated volumes from the model.
- Percent Root Mean Square Error (% RMSE) – is the square root of the model volume minus the actual count squared divided by the number of counts. It is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

The model validation tests are performed for Daily, AM and PM peak hour conditions for a typical weekday in which schools are in session. Fehr & Peers identified 27 roadway segments within the City of Yuba City and six segments of SR 99 and SR 20 for use in the validation tests. The segments on City streets consist primarily of arterial roadways, which are situated at the City entry/exit points, across geographic boundaries (e.g., railroad or freeway overpasses), or on otherwise critical travel corridors throughout the City (e.g., overcrossings). Appendix A displays the existing weekday Daily, AM and PM peak hour volume on each segment based on traffic counts collected in Spring 2019. For each segment, the predicted traffic volume from the base year traffic model is also shown.

Table 3 displays the results of the Daily, AM and PM peak hour validation tests including the applicable criteria for acceptance (see Appendix A for detailed calculations). As shown, the City of Yuba City (2020) base year travel demand model passes all three validation tests that have measurable acceptance criteria for the Daily, AM and PM peak hour model network.



TABLE 3: BASE YEAR TRAVEL DEMAND MODEL VALIDATION TESTS

Validation Test	Criteria for Acceptance ¹	City of Yuba City (2020) Base Year Traffic Model
Daily Model Validation		
Volume-to-Count Ratio	Not Defined	0.98
Percent of Links Within Allowable Deviation	≥ 75%	100%
Correlation Coefficient	≥ 0.88	0.98
Percent Root Mean Squared Error (%RMSE)	≤ 40%	15%
AM Peak Hour Model Validation		
Volume-to-Count Ratio	Not Defined	0.97
Percent of Links Within Allowable Deviation	≥ 75%	97%
Correlation Coefficient	≥ 0.88	0.95
Percent Root Mean Squared Error (%RMSE)	≤ 40%	21%
PM Peak Hour Model Validation		
Volume-to-Count Ratio	Not Defined	0.98
Percent of Links Within Allowable Deviation	≥ 75%	97%
Correlation Coefficient	≥ 0.88	0.96
Percent Root Mean Squared Error (%RMSE)	≤ 40%	20%

Notes:

¹ Source of acceptance criteria is *Travel Forecasting Guidelines, Caltrans, 1992. 2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies, Caltrans, 2017*

Source: *Fehr & Peers, 2020*

DYNAMIC VALIDATION

Static validation provides information on a model's ability to reproduce a static condition. However, the most common use of models is to forecast how a change in inputs would result in a change in traffic conditions. Dynamic validation tests, recommended in the *2010 California Regional Transportation Plan Guidelines*, evaluate a model's response to changing inputs. The results of dynamic validation tests are inspected for reasonableness relative to the direction and magnitude of change.

Land Use Tests

The Yuba City Model has been developed, in part, to be used as a tool to evaluate land use scenarios in planning efforts such as EIRs, City General Plan Updates, etc. The specific dynamic validation tests completed for this model update are listed below.

- Add 10 and 100 dwelling units to a TAZ
- Add 10,000 and 100,000 square feet of retail to a TAZ
- Remove 10 and 100 dwelling units from a TAZ

- Remove 10,000 and 100,000 square feet of retail from a TAZ

The key model output variables involved in the dynamic validation tests are vehicle trips generated and vehicle miles of travel (VMT). These tests are intended to reveal whether the model output changes in the correct direction and magnitude. The dynamic validation results for the land use changes are summarized in **Table 4**.

TABLE 4: DYNAMIC VALIDATION TESTS-CHANGES IN LAND USES

Validation Test	TAZ level Changes		Model-wide Totals			
	TAZ Trip gen	Vehicle Trips/ HH or KSF	Vehicle Trips	Vehicle Trips/ HH or KSF	VMT	VMT/HH or ksf
Add 10 Housing Units	+103.5	10.39	601,360	15.38	2,791,306	71.37
Add 100 Housing Units	+1031.9	10.37	602,805	15.38	2,797,070	71.36
Remove 10 Housing Units	-103.6	10.39	601,038	15.38	2,790,072	71.38
Remove 100 Housing Units	-1036.3	10.42	599,592	15.37	2,784,403	71.40
Add 10 KSF Retail	+359.6	36.80	601,328	111.32	2,796,679	517.71
Add 100 KSF Retail	+3550.6	36.31	602,450	109.70	2,795,961	509.10
Remove 10 KSF Retail	-360.9	36.92	601,075	111.68	2,790,038	518.40
Remove 100 KSF Retail	-3657.7	37.45	599,926	113.36	2,787,284	526.70
<i>Note:</i> TAZ 145 and TAZ 415 were used for the housing unit validation tests, while TAZ 145 were used for the retail tests. Source: Fehr & Peers, 2020						

Table 4 shows that the model responds reasonably to changes in land uses. For example, when changing residential uses, the change in overall model vehicle trip generation and VMT is stable across the entire range and produces results that are reasonable (i.e., approximately 10.4 vehicle trips per household and 71.4 VMT per household). In addition, the change in trip generation at the TAZ level is as expected with the increase/decrease corresponding to the change in households. The magnitude of vehicle trip generation at the TAZ level is reasonable given the socioeconomic characteristics of the test area located in Yuba City.

Roadway Network Tests

The specific network dynamic validation tests performed on the model focused on what occurs when network capacity is increased or decreased via lane additions or new roadway segments. The specific tests are listed below.

- Add lanes to a roadway segment
- Remove lanes from a roadway segment
- Add a new roadway segment
- Remove a roadway segment

The dynamic validation results for the network tests are summarized in **Table 5**.

TABLE 5: DYNAMIC VALIDATION TESTS: CHANGES TO ROADWAY NETWORK

Validation Test	ADT Before Change		ADT After Change	
	Test Roadway	Screen-line	Test Roadway	Screen-line
Add 1 lane each direction on Lincoln Rd between Walton Ave and SR 99 ¹	9,025	52,960	9,539	53,670
Remove 1 lane each direction on Franklin Rd between Walton Ave and SR 99 ¹	20,992	52,960	13,238	52,257
New Extension- Harter Pkwy between Redheaven Ave and Franklin Rd ²	0	38,333	3,545	38,839
Remove Bridge St between Clark Ave and Cooper Ave ³	12,920	42,269	0	39,079
Source: 2010 California Regional Transportation Plan Guidelines ¹ Screen-line includes ADT on Sunsweet Blvd, Bridge St, Franklin Rd, Richland Rd, Lincoln Rd, and Bogue Rd west of SR 99 ² Screen-line includes ADT on Walton Ave, Tharp Rd, El Margarita Rd, Harter Pkwy, George Washington Rd, and Township Rd South of SR 20 ³ Screen-line includes ADT on Forbes Ave, Bridge Street, B St, Franklin Ave, and Morton St South of SR 20 Fehr & Peers, 2020				

As shown in **Table 5**, the model behaves as would be expected in response to changes in the roadway network. For example, the addition of a lane in each direction on Lincoln Road between Walton Avenue and SR 99 increases traffic on the link as well and the entire screen-line. Similarly, removing lanes from Franklin Rd between Walton Ave and SR 99 decreases traffic on the link and across the screenline. When a new extension of Harter Parkway between Redheaven Avenue and Franklin Road was added, the overall screenline volumes increased. However, the new roadway experienced more growth than the screenline as a whole. This result is reasonable, since the new roadway would provide an alternative to more parallel routes and would induce more traffic across the screen-line. When Bridge Street between Clark Avenue and Cooper Avenue is removed, the screenline volume decreases as people find alternate routes but the rate of decreases is much lower than the actual volume of the removed link. This is also an expected result of road closure.

As a whole, the model performs in a very reasonable manner in the validation tests.

Additional Validation Tests

In addition to the above standard validation tests, there are several other measures of validation that are relevant to the City's model. These measures are described below.



The following was obtained regarding work travel by Yuba City residents

- 72 percent of employed persons living within Yuba City commute to a job outside the City limits (source: US Census).
- The average travel time to work for Yuba City residents was 26.4 minutes, which is too long on average for those trips to remain within the City limits (source: 2018 ACS). Hence, the above conclusion that three of every four employed City residents commute to outside the City is confirmed by this travel time.
- 10.8% of the workforce in Yuba City, CA have "super commutes" in excess of 60 minutes.

This evaluation confirms that the model adequately replicates this commute pattern.

The model results show that about 27 percent of home-based trips are for work purposes. This trip purpose split is in line with generally accepted values and rules of thumb.



II. Cumulative Year Model Development

City staff requested that two distinct models be developed. One represents a “buildout condition” while the other represents market-absorption over the next 20 years. The buildout model is discussed first, followed by the market-absorption model, which effectively dials back the amount of land use and roadway network expansion assumed.

BUILDOUT MODEL

The buildout model for Yuba City assumes full buildout of all planning areas in the City. **Appendix B** includes the land use totals for each of these planning areas including a map of those planning areas.

Land Use Assumptions

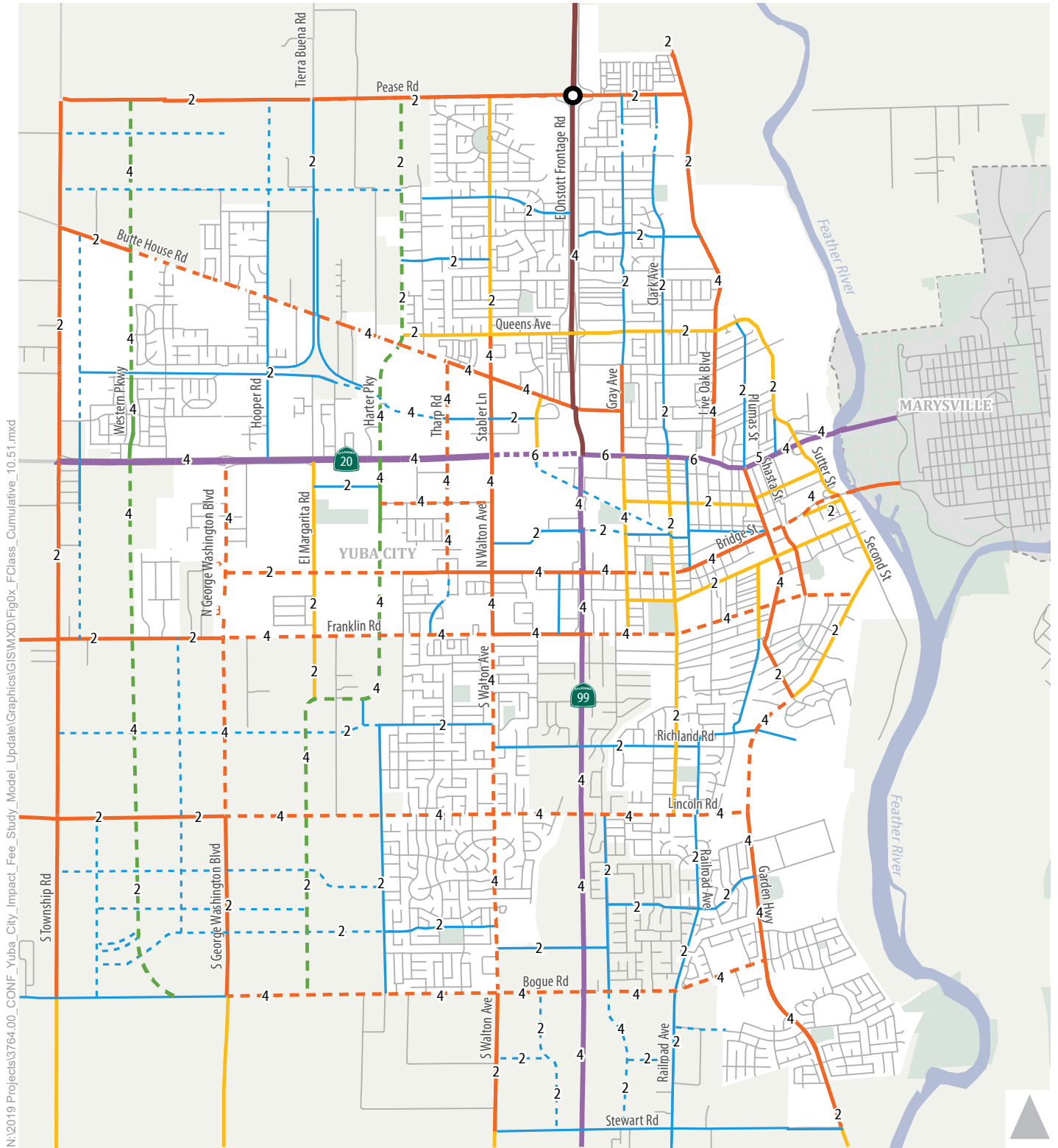
Table 6 displays the land use totals within the City for the primary trip-generating land use types under the buildout model. The following key findings are derived from this table:

- The City is expected to add approximately 28,500 new dwelling units at buildout. Single-family dwelling units represent 75.6 percent of the new units to be added. The total number of residential units in the City would increase by 117 percent over current conditions.
- An anticipated 13 million square feet of non-residential growth would occur. The growth will be similar in magnitude to that of residential growth, representing a 114 percent increase in added floor space over current conditions. Neighborhood, community, and regional commercial space totaling about 3.9 million square feet would be the largest contributor, representing 30 percent of the total.

Despite similar rates of overall residential and non-residential growth in the City, the jobs/housing ratio of the City is expected to increase to about 1.15 under cumulative buildout conditions. This is due to a large portion of the non-residential growth being in professional office, which has higher employee per square foot density than the other non-residential categories. Equally importantly, wages are often higher for professional office employees than other employment categories, which could lead to fewer Yuba City residents traveling externally for work.

Roadway Improvement Assumptions

The major roadway improvements assumed in the cumulative model are shown in **Figure 3**. As shown, a number of new roadways, widenings of existing roadways and other improvements are planned. **Figure 4** displays the resulting cumulative ADT forecasts based on the land use growth and planned roadway improvements.



X Roadway Number of Lanes
(Excluding turn pockets or
center turn lanes)

● New Interchange

Functional Classification

- | | | |
|----------------|----------------|------------------|
| Freeway | Parkway | Local Street |
| Highway | Minor Arterial | New/Widened Road |
| Major Arterial | Collector | |

Figure 3

Number of Lanes and Functional Classification - Buildout Conditions

TABLE 6: YUBA CITY FUTURE YEAR LAND USE TOTALS

	Land Use Category	Unit	Base Year	Buildout Scenario	Market Scenario
Residential	Single-Family Residential	DU	18,468	39,997	29,274
	Multi-Family Residential	DU	5,134	12,067	9,995
Retail	Neighborhood Commercial	KSF	592	1,240	1,101
	Community Commercial	KSF	3,565	5,685	5,133
	Regional Commercial	KSF	1,235	2,353	2,218
Non-Retail	Office	KSF	1,126	3,325	3,007
	Light Industrial	KSF	4,681	8,184	7,620
	Manufacture ¹	KSF	-	1,193	1,151
	PQP	KSF	230	2,511	1,916
Notes: ¹ Base year model classifies manufacturing uses as light industrial. kSF = thousand square feet of occupied space Source: Fehr & Peers, 2020					

MARKET-ABSORPTION MODEL

The market-absorption model for Yuba City assumed full buildout for some of the planning areas and partial/no buildout for others. **Appendix B** includes the land use totals by planning areas.

Land Use Assumptions

Table 6 displays the land use totals within the City for the primary trip-generating land use types under the cumulative model. Under this scenario, the City is expected to add approximately 15,600 new dwelling units, three million square feet of retail, 4.4 million square feet of office, and four million square feet of light industrial/manufacturing. These values are considerably lower than the buildout model, with the majority of excluded land uses being located in Planning Areas in the southwest and northwest portions of the City.

Roadway Improvement Assumptions

Figure 5 shows the planned roadways under the market-absorption model condition along with the ADT on key roadways. A comparison of Figures 4 and 5 shows a number of north-south roadways whose construction and/or widening is deferred until the buildout condition.

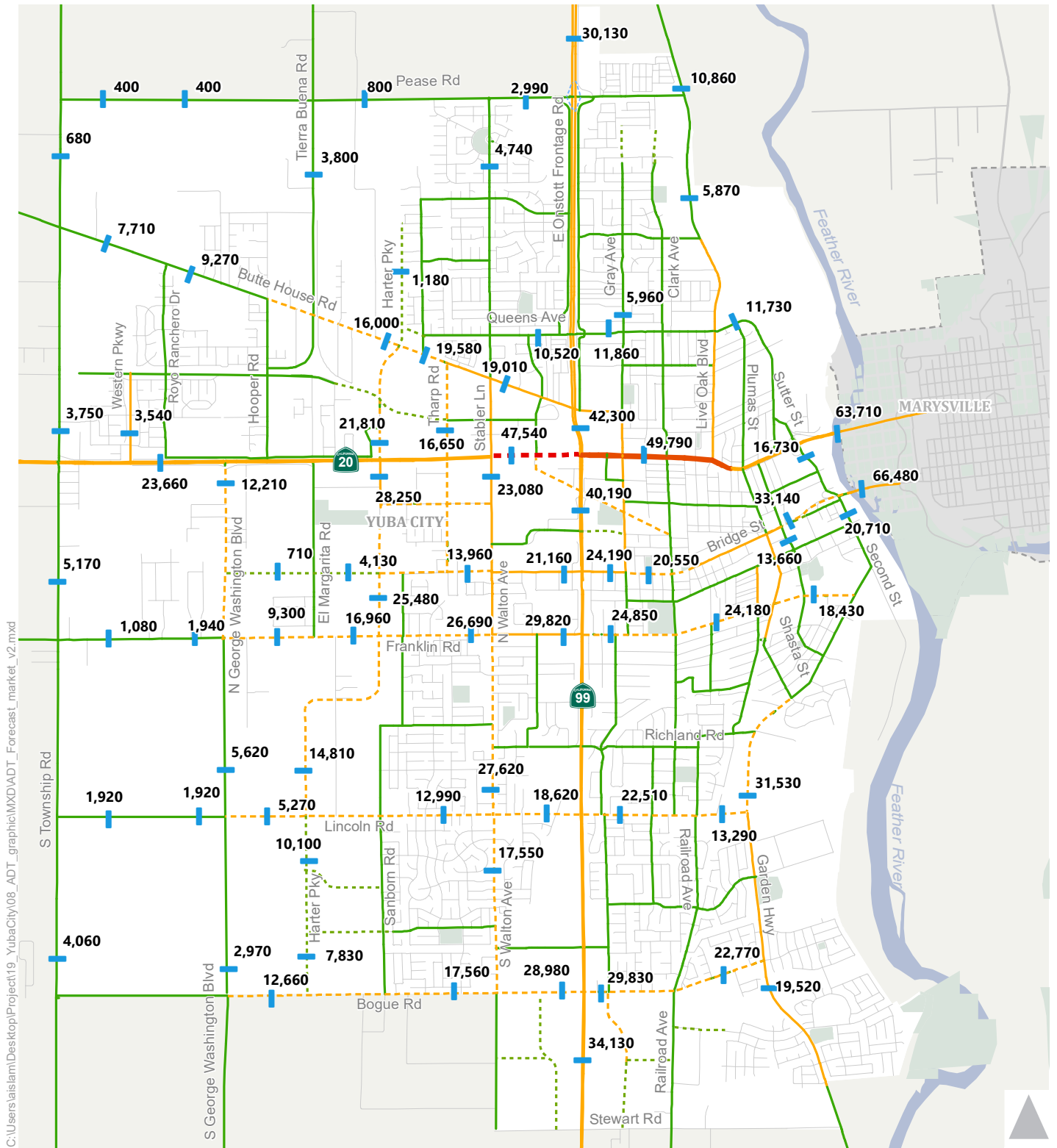


Figure 5

Average Daily Traffic Volumes - Market Conditions

Vehicle Miles of Travel (VMT)

One VMT is defined as one mile driven by a vehicle (regardless of the number of occupants). VMT is commonly expressed as a daily value for a typical weekday when schools are in session. The following describes the change in total VMT occurring on the City of Yuba City roadways (i.e., including SR 20 and SR 99 as they are integral travel routes to City land uses) under base year, market-absorption, and buildout conditions:

- Base Year Model = 856,600 VMT
- Market-Absorption Model = 1,438,700 VMT (68% increase over Base Year)
- Buildout Model = 1,732,700 VMT (102% increase over Base Year)

The above indicates significant VMT growth, particularly under the buildout condition. However, it is worth noting that the buildout condition also contains a substantial number of roadway improvements to accommodate that growth.

APPENDIX A

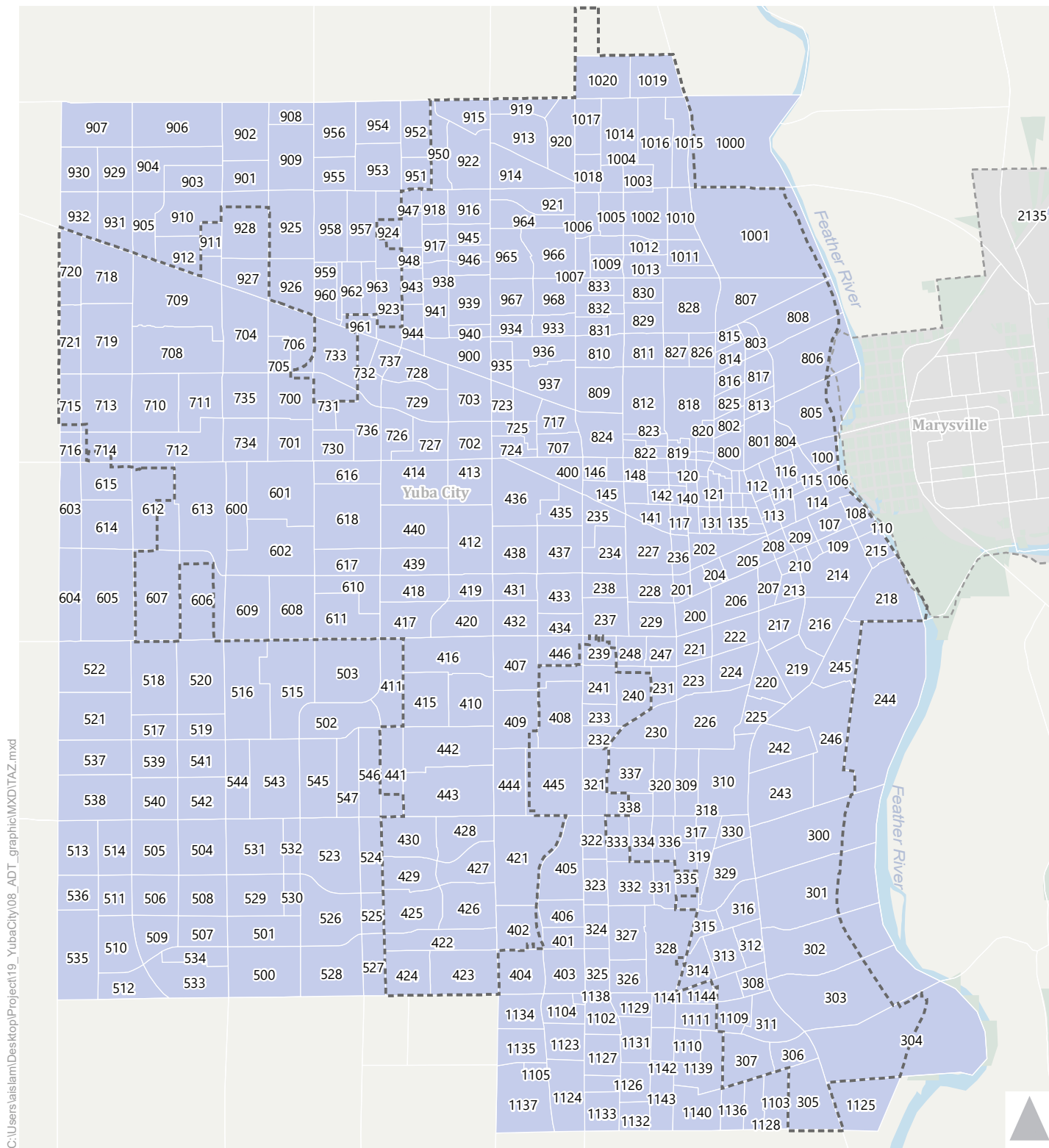


Figure 1

TAZ MAP



APPENDIX A

Yuba City Impact Fee Study Daily Validation

Yuba City Model- 2020 Update Static Model Validation - Two-Way Total

Roadway	Segment	Model Volume	Count Volume	Model / Count	% Deviation	Max Allowable % Deviation	Within Deviation	Model - Count	Difference Squared
George Washington Blvd	South of SR 20	6,805	8,522	0.80	20%	41%	Acceptable	-1,717	2,947,613
Walton Avenue	South of SR 20	19,345	19,344	1.00	0%	28%	Acceptable	2	3
Butte House Road	West of Harter Parkway	12,825	13,777	0.93	7%	31%	Acceptable	-951	904,659
Butte House Road	East of Stabler Lane	14,357	15,756	0.91	9%	30%	Acceptable	-1,398	1,954,554
Franklin Road	West of SR 99	23,777	22,830	1.04	4%	27%	Acceptable	947	896,828
Lincoln Road	West of SR 99	9,853	10,750	0.92	8%	36%	Acceptable	-897	803,887
Bogue Road	West of SR 99	7,139	7,212	0.99	1%	44%	Acceptable	-72	5,211
Walton Avenue	North of Lincoln Road	10,790	11,882	0.91	9%	34%	Acceptable	-1,092	1,191,562
Lincoln Road	East of SR 99	11,539	13,006	0.89	11%	33%	Acceptable	-1,466	2,150,410
Bogue Road	East of SR 99	9,650	10,051	0.96	4%	36%	Acceptable	-400	160,059
Garden Highway	South of Bogue Street	13,539	11,670	1.16	16%	34%	Acceptable	1,869	3,492,920
Garden Highway	North of Lincoln Road	15,925	17,846	0.89	11%	29%	Acceptable	-1,920	3,687,765
Franklin Road	East of SR 99	12,984	13,737	0.95	5%	33%	Acceptable	-753	567,330
Bridge Street	East of SR 99	17,773	19,166	0.93	7%	28%	Acceptable	-1,392	1,938,289
Bridge Street	West of Plumas St	13,580	15,790	0.86	14%	30%	Acceptable	-2,210	4,882,904
Second Street	South of Bridge Street	11,059	14,103	0.78	22%	31%	Acceptable	-3,043	9,260,556
Bridge Street	West of SR 99	17,773	16,135	1.10	10%	30%	Acceptable	1,639	2,685,585
Harter Parkway	North of SR 20	10,828	9,668	1.12	12%	38%	Acceptable	1,160	1,344,764
Harter Parkway	South of SR 20	4,288	5,450	0.79	21%	48%	Acceptable	-1,161	1,348,886
Stabler Lane	North of Tres Picos Dr	2,417	3,497	0.69	31%	58%	Acceptable	-1,080	1,166,202
Bridge Street	East of Tharp Rd	5,774	6,471	0.89	11%	44%	Acceptable	-696	484,590
Bridge Street	East of Gary Ave	11,557	13,608	0.85	15%	33%	Acceptable	-2,051	4,204,871
Gray Avenue	North of Queens Ave	4,179	5,190	0.81	19%	48%	Acceptable	-1,011	1,022,015
Sutter Street	North of Bridge St	8,067	11,380	0.71	29%	34%	Acceptable	-3,313	10,973,264
Queens Avenue	East of Live Oak Blvd	10,326	9,134	1.13	13%	38%	Acceptable	1,192	1,420,608
Live Oak Boulevard	North of Pease	6,131	7,232	0.85	15%	44%	Acceptable	-1,101	1,211,452
Shasta Street	South of Bridge St	8,477	10,277	0.82	18%	36%	Acceptable	-1,800	3,239,501
SR 20	West of Walton Ave	28,064	25,533	1.10	10%	26%	Acceptable	2,531	6,405,663
SR 20	West of Clark Avenue	38,407	34,296	1.12	12%	24%	Acceptable	4,111	16,900,803
SR 20	West of Shasta Street	36,410	32,352	1.13	13%	24%	Acceptable	4,058	16,464,067
SR 99	South of Franklin Ave	37,199	32,028	1.16	16%	24%	Acceptable	5,171	26,736,898
SR 99	South of Bogue Street	21,360	20,158	1.06	6%	28%	Acceptable	1,203	1,446,095
SR 99	North of Queens Ave	14,529	20,040	0.73	27%	28%	Acceptable	-5,511	30,367,741
	Total	476,729	487,882						
Model/Count Ratio				0.98					
Percent Within Caltrans Maximum Deviation (>75%)				100%					
Percent Root Mean Square Error (<40%)				15%					
Correlation Coefficient (>0.88)				0.98					
Notes: Criteria is consistent with Caltrans RTP Guidelines Fehr & Peers, 2019									

Yuba City Impact Fee Study
Yuba City Model- 2020Update
AM Peak Hour Validation
Static Model Validation - Two-Way Total

Roadway	Segment	Model Volume	Count Volume	Model / Count	% Deviation	Max Allowable % Deviation	Within Deviation	Model - Count	Difference Squared
George Washington Blvd	South of SR 20	506	630	0.80	20%	44%	Acceptable	-124	15,484
Walton Avenue	South of SR 20	1,291	1,036	1.25	25%	36%	Acceptable	255	65,138
Butte House Road	West of Harter Parkway	841	1,117	0.75	25%	36%	Acceptable	-276	76,175
Butte House Road	East of Stabler Lane	937	923	1.02	2%	38%	Acceptable	14	200
Franklin Road	West of SR 99	1,768	1,460	1.21	21%	31%	Acceptable	308	94,877
Lincoln Road	West of SR 99	677	857	0.79	21%	41%	Acceptable	-180	32,521
Bogue Road	West of SR 99	480	585	0.82	18%	48%	Acceptable	-105	11,053
Walton Avenue	North of Lincoln Road	788	825	0.96	4%	41%	Acceptable	-37	1,357
Lincoln Road	East of SR 99	947	881	1.08	8%	38%	Acceptable	66	4,406
Bogue Road	East of SR 99	565	713	0.79	21%	44%	Acceptable	-148	21,774
Garden Highway	South of Bogue Street	917	1,049	0.87	13%	36%	Acceptable	-132	17,424
Garden Highway	North of Lincoln Road	1,217	1,370	0.89	11%	33%	Acceptable	-153	23,394
Franklin Road	East of SR 99	1,064	966	1.10	10%	38%	Acceptable	98	9,519
Bridge Street	East of SR 99	1,096	1,002	1.09	9%	36%	Acceptable	94	8,892
Bridge Street	West of Plumas St	1,186	974	1.22	22%	38%	Acceptable	212	44,913
Second Street	South of Bridge Street	729	960	0.76	24%	38%	Acceptable	-231	53,503
Bridge Street	West of SR 99	1,096	848	1.29	29%	41%	Acceptable	248	61,651
Harter Parkway	North of SR 20	718	665	1.08	8%	44%	Acceptable	53	2,829
Harter Parkway	South of SR 20	452	640	0.71	29%	44%	Acceptable	-188	35,429
Stabler Lane	North of Tres Picos Dr	169	271	0.62	38%	58%	Acceptable	-102	10,378
Bridge Street	East of Tharp Rd	227	392	0.58	42%	52%	Acceptable	-165	27,260
Bridge Street	East of Gary Ave	815	710	1.15	15%	44%	Acceptable	105	10,940
Gray Avenue	North of Queens Ave	283	307	0.92	8%	58%	Acceptable	-24	554
Sutter Street	North of Bridge St	489	825	0.59	41%	41%	Acceptable	-336	112,831
Queens Avenue	East of Live Oak Blvd	630	608	1.04	4%	48%	Acceptable	22	483
Live Oak Boulevard	North of Pease	432	539	0.80	20%	48%	Acceptable	-107	11,451
Shasta Street	South of Bridge St	505	775	0.65	35%	41%	Acceptable	-270	73,136
SR 20	West of Walton Ave	2,149	2,068	1.04	4%	28%	Acceptable	81	6,595
SR 20	West of Clark Avenue	2,678	2,553	1.05	5%	26%	Acceptable	125	15,736
SR 20	West of Shasta Street	2,780	2,507	1.11	11%	26%	Acceptable	273	74,418
SR 99	South of Franklin Ave	2,605	2,386	1.09	9%	26%	Acceptable	219	47,941
SR 99	South of Bogue Street	1,582	1,696	0.93	7%	29%	Acceptable	-114	13,110
SR 99	North of Queens Ave	1,087	1,889	0.58	42%	28%	Low	-802	642,457
Total		33,706	35,027						
Model/Count Ratio				0.96					
Percent Within Caltrans Maximum Deviation (>75%)				97%					
Percent Root Mean Square Error (<40%)				21%					
Correlation Coefficient (>0.88)				0.95					

Yuba City Impact Fee Study
Yuba City Model- 2020 Update
PM Peak Hour Validation
Static Model Validation - Two-Way Total

Roadway	Segment	Model Volume	Count Volume	Model / Count	% Deviation	Max Allowable % Deviation	Within Deviation	Model - Count	Difference Squared
George Washington Blvd	South of SR 20	587	690	0.85	15%	44%	Acceptable	-103	10,510
Walton Avenue	South of SR 20	1,761	1,592	1.11	11%	30%	Acceptable	169	28,570
Butte House Road	West of Harter Parkway	1,053	1,220	0.86	14%	34%	Acceptable	-167	27,879
Butte House Road	East of Stabler Lane	1,204	1,466	0.82	18%	31%	Acceptable	-262	68,766
Franklin Road	West of SR 99	2,104	1,805	1.17	17%	29%	Acceptable	299	89,308
Lincoln Road	West of SR 99	743	992	0.75	25%	38%	Acceptable	-249	61,819
Bogue Road	West of SR 99	600	607	0.99	1%	48%	Acceptable	-7	43
Walton Avenue	North of Lincoln Road	834	1,015	0.82	18%	36%	Acceptable	-181	32,868
Lincoln Road	East of SR 99	1,061	1,121	0.95	5%	36%	Acceptable	-60	3,557
Bogue Road	East of SR 99	733	819	0.90	10%	41%	Acceptable	-86	7,341
Garden Highway	South of Bogue Street	1,109	987	1.12	12%	38%	Acceptable	122	14,948
Garden Highway	North of Lincoln Road	1,435	1,542	0.93	7%	30%	Acceptable	-107	11,413
Franklin Road	East of SR 99	1,106	1,113	0.99	1%	36%	Acceptable	-7	50
Bridge Street	East of SR 99	1,446	1,577	0.92	8%	30%	Acceptable	-131	17,114
Bridge Street	West of Plumas St	1,324	1,306	1.01	1%	33%	Acceptable	18	330
Second Street	South of Bridge Street	1,058	1,109	0.95	5%	36%	Acceptable	-51	2,604
Bridge Street	West of SR 99	1,446	1,310	1.10	10%	33%	Acceptable	136	18,545
Harter Parkway	North of SR 20	933	796	1.17	17%	41%	Acceptable	137	18,875
Harter Parkway	South of SR 20	321	506	0.63	37%	48%	Acceptable	-185	34,160
Stabler Lane	North of Tres Picos Dr	203	317	0.64	36%	58%	Acceptable	-114	12,976
Bridge Street	East of Tharp Rd	333	594	0.56	44%	48%	Acceptable	-261	68,134
Bridge Street	East of Gary Ave	1,031	1,049	0.98	2%	36%	Acceptable	-18	319
Gray Avenue	North of Queens Ave	364	464	0.78	22%	52%	Acceptable	-100	10,097
Sutter Street	North of Bridge St	713	944	0.76	24%	38%	Acceptable	-231	53,385
Queens Avenue	East of Live Oak Blvd	841	724	1.16	16%	44%	Acceptable	117	13,772
Live Oak Boulevard	North of Pease	508	625	0.81	19%	44%	Acceptable	-117	13,631
Shasta Street	South of Bridge St	708	986	0.72	28%	38%	Acceptable	-278	77,355
SR 20	West of Walton Ave	2,501	2,402	1.04	4%	26%	Acceptable	99	9,814
SR 20	West of Clark Avenue	3,380	2,858	1.18	18%	25%	Acceptable	522	272,434
SR 20	West of Shasta Street	3,375	2,696	1.25	25%	25%	Acceptable	679	461,330
SR 99	South of Franklin Ave	3,124	2,669	1.17	17%	25%	Acceptable	455	206,677
SR 99	South of Bogue Street	1,824	1,816	1.00	0%	29%	Acceptable	8	70
SR 99	North of Queens Ave	1,252	2,004	0.62	38%	28%	Low	-752	565,901
Total		41,018	41,721						
Model/Count Ratio				0.98					
Percent Within Caltrans Maximum Deviation (>75%)				97%					
Percent Root Mean Square Error (<40%)				20%					
Correlation Coefficient (>0.88)				0.96					

Appendix B

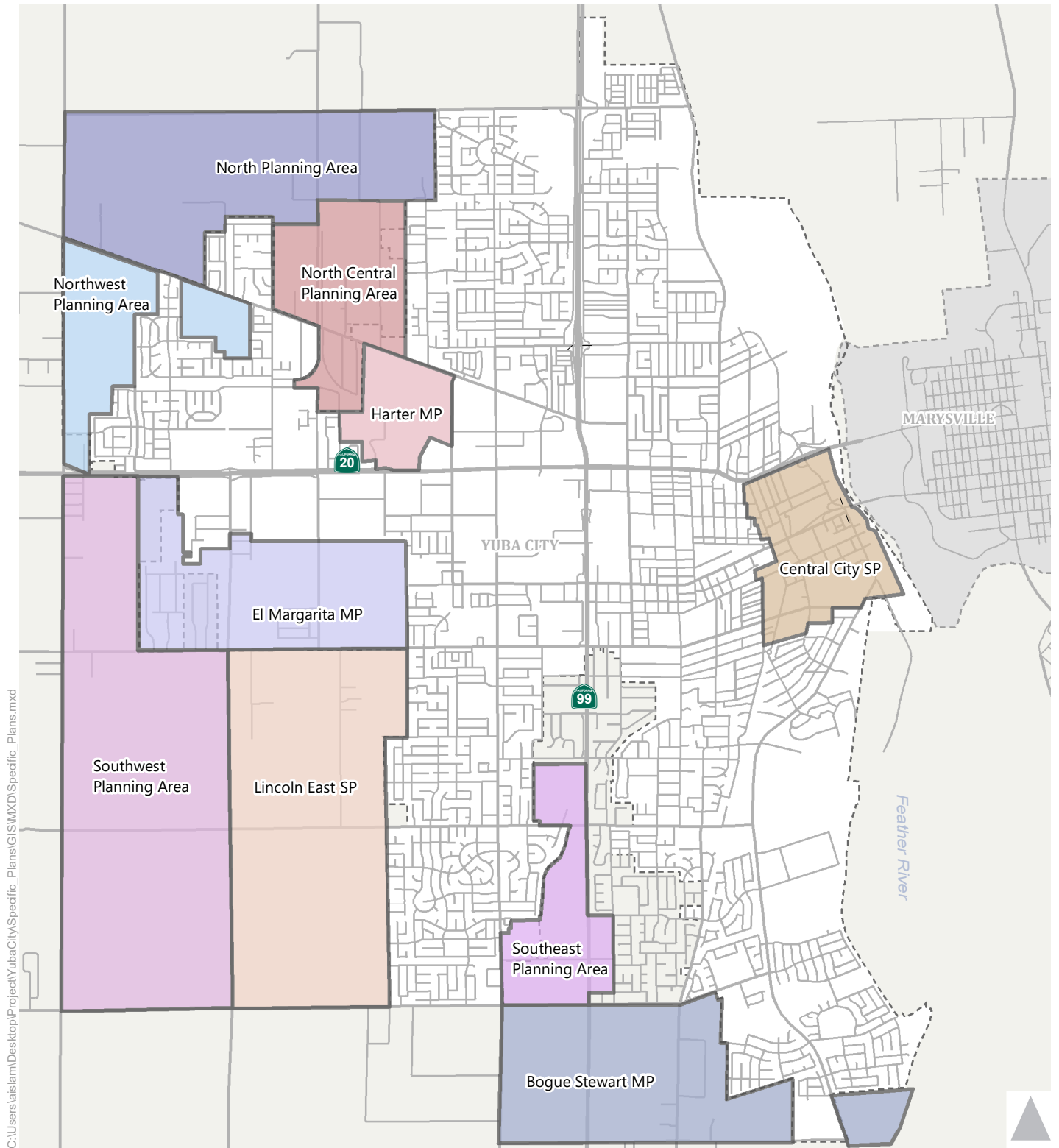


Figure 1
Yuba City Planning Areas

APPENDIX B

Base Year (2020) Land Use													
Planning Areas	Single-Family Residential	Multi-Family Residential	Elementary School	Middle School	High School	Other School	Neighborhood Commercial	Community Commercial	Regional Commercial	Office	Light Industrial	Manufacture	PQP
Bogue Stewart Plan Area	40	1	0	0	0	0	0	0	0	0	0	0	0
El Margarita Plan Area	284	41	0	0	0	0	27	0	0	0	132	0	64
Harter Plan Area	0	0	0	0	0	0	0	37	228	63	272	0	0
Lincoln East Plan Area	168	0	0	0	0	25	8	0	0	0	0	0	9
North Central Plan Area	323	10	0	0	0	0	0	10	0	0	1	0	0
Northwest Master Plan	268	16	0	0	0	0	0	0	0	0	6	0	0
Noth Specific Plan	63	0	0	0	0	0	0	0	0	0	1	0	0
Southeast Master Plan	136	56	0	0	0	20	4	0	0	0	28	0	0
Southwest Specific Plan	143	6	0	0	0	0	6	3	0	9	241	0	0
Rest of the City	17,043	5,004	7,380	1,360	3,700	1,218	547	3,515	1,007	1,054	4,000	0	157
Total	18,468	5,134	7,380	1,360	3,700	1,263	592	3,565	1,235	1,126	4,681	0	230

Buildout Scenario													
Planning Areas	Single-Family Residential	Multi-Family Residential	Elementary School	Middle School	High School	Other School	Neighborhood Commercial	Community Commercial	Regional Commercial	Office	Light Industrial	Manufacture	PQP
Bogue Stewart Plan Area	1,759	758	1,400	0	0	0	85	391	0	223	230	230	0
El Margarita Plan Area	1,168	342	0	0	0	0	29	0	227	55	501	163	0
Harter Plan Area	148	180	0	0	0	0	0	244	280	142	660	0	0
Lincoln East Plan Area	4,125	1,182	1,200	0	2,200	0	215	151	0	0	0	0	0
North Central Plan Area	1,353	10	0	0	0	0	0	114	0	0	1	0	0
Northwest Master Plan	1,133	16	1,110	0	0	0	0	0	0	0	6	0	0
Noth Specific Plan	2,951	0	2,220	0	0	0	63	127	0	0	1	0	0
Southeast Master Plan	901	189	0	0	0	0	20	0	35	48	600	42	0
Southwest Specific Plan	5,318	1,945	3,330	0	0	0	66	324	100	279	233	0	595
Rest of the City	21,141	7,445	7,775	3,519	5,521	1,630	762	4,334	1,711	2,578	5,952	758	1,916
Total	39,997	12,067	17,035	3,519	7,721	1,630	1,240	5,685	2,353	3,325	8,184	1,193	2,511

2040 Market Scenario													
Planning Areas	Single-Family Residential	Multi-Family Residential	Elementary School	Middle School	High School	Other School	Neighborhood Commercial	Community Commercial	Regional Commercial	Office	Light Industrial	Manufacture	PQP
Bogue Stewart Plan Area	1,759	758	1,400	0	0	0	85	391	0	223	230	230	0
El Margarita Plan Area	1,168	342	0	0	0	0	29	0	227	55	501	163	0
Harter Plan Area	148	180	0	0	0	0	0	244	280	142	660	0	0
Lincoln East Plan Area	4,125	1,182	1,200	0	2,200	0	215	151	0	0	0	0	0
North Central Plan Area	323	10	0	0	0	0	0	10	0	0	1	0	0
Northwest Master Plan	268	16	0	0	0	0	0	0	0	0	6	0	0
Noth Specific Plan	63	0	0	0	0	0	0	0	0	0	1	0	0
Southeast Master Plan	136	56	0	0	0	20	4	0	0	0	28	0	0
Southwest Specific Plan	143	6	0	0	0	0	6	3	0	9	241	0	0
Rest of the City	21,141	7,445	7,775	3,519	5,521	1,630	762	4,334	1,711	2,578	5,952	758	1,916
Total	29,274	9,995	10,375	3,519	7,721	1,650	1,101	5,133	2,218	3,007	7,620	1,151	1,916

ATTACHMENT 2

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Kristi Morales , Administrative Analyst

Summary

Subject: Amendments to the Community Sponsorship Policy
Recommendation: Adopt a Resolution amending the Administrative Policy for Community Sponsorships
Fiscal Impact: There is no fiscal impact associated with the proposed changes

Council's Strategic Goal:

Community Sponsorships provide needed support to local non-profit organizations and contribute the overarching strategic goal of quality of life in our community.

Purpose:

To update the City's Community Sponsorship Policy to ensure fair access to sponsorship funds, establish a structured application timeline, and provide clear guidelines for eligibility and application processes.

Background:

The City of Yuba City has long supported community events and non-profit programs that benefit its residents. These events contribute to cultural, athletic, and educational enrichment and promote the City of Yuba City. The Community Sponsorship Policy provides funding through monetary support or in-kind services for these events.

The current policy, as amended on January 18, 2022, outlines that applications for monetary sponsorships are reviewed quarterly at Council meetings in January, April, July, and October. The policy also specifies the conditions under which these sponsorships may be granted.

On October 1, 2024, the Mayor and City Council requested that staff update and revise the policy. Over time, staff has reviewed the policy's implementation and identified areas where updates could enhance clarity, fairness, and alignment with the City's goals. The proposed amendments aim to improve the overall fairness of the program by limiting eligibility for sponsorships and ensuring that sponsorship opportunities are distributed more effectively.

- A red-lined version of the policy is included as an attachment to this report.

Analysis:

The proposed changes to the Community Sponsorship Policy are as follows:

1. One-Year Eligibility Restriction:
 - Once an organization is awarded a sponsorship, they will not be eligible to apply for a new sponsorship for 12 months (one year) from the date of the last award. This ensures that multiple organizations have the opportunity to benefit from the sponsorship fund within the fiscal year.
 - Exception: The City Council may override this eligibility restriction with a 4/5th vote. This provides flexibility in extraordinary circumstances where an exception may be warranted.
2. Quarterly Application Process:
 - The policy already specifies that applications are reviewed quarterly at Council meetings in January, April, July, and October. This process ensures that sponsorship funds are allocated consistently throughout the year.
 - Change: Sponsorship requests will now be considered for the quarter in which the application is submitted, rather than the quarter in which the event occurs. This adjustment aligns the review process with the City's fiscal schedule, allowing for better planning and resource management.
 - Timeline for Collecting Sponsorships:
 - Applications for the January quarter will be due in December, allowing for review before the first Council meeting.
 - Applications for the April quarter will be due in March, prior to the next review meeting.
 - Applications for the July quarter will be due in June.
 - Applications for the October quarter will be due in September.
 - If no applications are submitted by the specified deadlines, the City Council may still consider applications in that quarter, provided there are remaining funds available. This ensures that unused resources can still be allocated to eligible requests within the fiscal year.

Alternatives:

1. Do not adopt the proposed amendments.
2. Adopt the policy with changes.

Recommendation:

Adopt a Resolution amending the Administrative Policy for Community Sponsorships.

Attachments:

1. Resolution - Administrative Policy Community Sponsorship
2. Amended Administrative Policy - Red-lined Community Sponsorship

Prepared By:

Submitted By:

Kristi Morales
Administrative Analyst

Diana Langley
City Manager

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADOPTING THE AMENDED GUIDELINES FOR CITY SPONSORSHIP
OF COMMUNITY EVENTS AND ORGANIZATIONS**

WHEREAS, the City Council recognizes the importance of providing support for community events primarily benefitting residents of the City of Yuba City and are consistent with the goals and mission of the City that serve a public purpose; and

WHEREAS, to ensure that a policy is set establishing the parameters for the approval of City Sponsorships for community events conducted by local organizations, including a 12-month eligibility restriction for organizations receiving sponsorships, quarterly application reviews, and first-come, first-served processing;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Yuba City as follows:

Approve the attached Amended Administrative Policy - Community Sponsorships

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on January 21, 2024 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Dave Shaw, Mayor

Cira Wakefield, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

ATTACHMENT 2

AMENDED COMMUNITY SPONSORSHIP POLICY

OVERVIEW:

The City of Yuba City recognizes the importance of providing support for community events, or non-profit programs for the following purposes:

- Support of non-profit organizations serving Yuba City residents/community;
- Cultural, athletic and educational enrichment;
- Promotion of the City of Yuba City

The City of Yuba City provides limited assistance, through in-kind sponsorships or monetary funding, to local organizations in support of community events consistent with the City's goals and mission and that serve a public purpose.

City sponsorship reflects the support of specific events by an organization. The intent is that the public will receive some intrinsic cultural, economic, educational, or entertainment value from the event.

PURPOSE:

The purpose of this policy is to set parameters for the waiver of City facility and support services as in-kind donations and cash sponsorships for community programs conducted by local organizations seeking sponsorships that are not currently in the City's budget.

To improve fairness and ensure broader community participation, the policy has been updated. A 12-month eligibility restriction has been introduced, meaning organizations that receive a sponsorship will not be eligible to apply for a new sponsorship within 12 months from the date of the last award. Additionally, applications will now be reviewed on a quarterly basis, aligning with the City's fiscal year. These changes aim to enhance the distribution of sponsorship opportunities and ensure that funding is available to a wider range of community organizations.

GENERAL POLICY:

The budget for the Community Sponsorship Program shall be established by City Council each year during the annual budget process. The fiscal year shall begin July 1 of each year and end on June 30 the following year. Applications will now be processed quarterly. Applications will be reviewed for the quarter in which they are submitted, rather than the quarter in which the event occurs. Sponsorship requests will be considered on a first-come, first-served basis. Applications will be processed on a first-come, first-serve basis.

Applications will be considered for events and organizations meeting the eligibility criteria stated in this policy. The City Manager's Office will review sponsorship applications and make recommendations to City Council for final approval. The City Manager's Office shall be responsible for accounting for the Community Sponsorship account; shall keep a listing of all organizations and programs receiving sponsorships, and maintain a balance of funds available. Organizations that have received a sponsorship will not be eligible to apply for a new sponsorship within 12 months from the date of the last award.

Exception: The City Council may, by a 4/5th vote, approve an exception to the 12-month eligibility restriction in extraordinary circumstances.

Conditions of use for facilities and equipment, insurance, and other requirements shall be followed according to City policies, codes, and ordinances.

IN-KIND SERVICES:

In-kind donations is a non-cash contribution made to a non-profit organization for City services such as those services provided by Public Works like road closures for events, or waiver of facility rental fees. In-kind donations help non-profits access City Services that would otherwise be unaffordable, or free up resources to be spent on something else.

FACILITY FEE WAIVER:

Financial support, by way of reduced fees or fee waiver, may be approved by the City Manager in cases of hardship for facility use through this program on costs less than \$1,000.00. Fee waiver requests over \$1,000.00 will go before City Council for approval.

The Community Sponsorship policy does not preclude individual departments supporting events and organizations directly in support of their missions directly through their budgets.

MONETARY FUNDING:

All monetary requests for events or non-profit programs made through the City's Community Sponsorship program will go before City Council at a regular Council meeting. The Sponsorship Applications will be presented to Council quarterly on a first come first serve basis. In most cases this would occur at the first Council meeting in January, April, July, and October.

FUNDRAISER GIFT BASKET:

The Fundraiser Gift Basket Community Sponsorship request has been established for non-profit organizations that meet the requirements below. This will provide additional Capital Campaign or fundraising support for non-profits at their event with local products and City Logo items gift basket. Gift basket requests will be submitted to the City Manager's Office for approval.

APPLICATION REQUIREMENTS AND PROCESS:

A community sponsorship application must be submitted on the attached form indicating:

- Name and contact information for the event organizer(s)
- The local office/headquarters of the organization
- Organization's purpose/mission
- Event date(s), and time(s)
- Expected number of participants
- A statement that the event will be open to the general public
- Purpose of the event

- How the organization and proposed event benefits the residents of Yuba City and meet the criteria within this policy
- Indication of what type of sponsorship is needed for the program
- Outline of the event marketing plan

APPLICATION REVIEW/APPROVAL:

Cash sponsorship applications will be processed quarterly and submitted to the City Council for approval. Applications will be reviewed for the quarter in which they are submitted, rather than the quarter in which the event occurs. The City Manager's Office will advise the organizer when the request will go before the City Council. The organizer should be present at the City Council meeting to respond to questions in most cases. Sponsorship approval is determined on a case-by-case basis related to each independent event's eligibility requirements, purpose, and goals.

Factors that will be considered during the approval process include:

- Resources available (e.g., budget, staff, workload capacity, etc.)
- Compatibility with the strategic goals of the City Council and mission of Yuba City.
- Impact of the event on City facilities
- Risk to the City
- The ability of the organization to obtain liability insurance naming the City as additional insured
- The benefit to the community

Upon receipt of the Community Sponsorship Request, the City Manager's office will review to ensure applicability and consistency with said policy. Organizations that have received a sponsorship will not be eligible to apply for a new sponsorship within 12 months from the date of the last award. The City Manager's Office will advise the applicant of their application status within ten (10) business days of application submittal. The City Council may override the eligibility restriction with a 4/5th vote.

ELIGIBILITY CRITERIA:

Event or Program Types

- Events or programs providing a benefit to Yuba City residents
- Fundraising events for non-profit organizations that primarily serve Yuba City residents
- Events or programs that contribute positively to the recognition and image of Yuba City
- Events or programs that are open to the general public
- Organizations that demonstrate that they can meet the necessary requirements of the agreement

1. For-profit organizations holding fundraiser programs must identify a 501(c)(3) or California not-for-profit corporation as a recipient of the program proceeds and provide acknowledgment of receipt of said proceeds from that non-profit organization with the post-program financial affidavit.

2. Programs must be open to the public and free of charge, except programs may charge

participant fees, but not admission fees (gate, parking, ticket, or otherwise).

3. The sponsoring organization must also agree to do the following (failure to do so will result in future ineligibility):

- a. Obtain all required permits, clearances, insurances, and program authorizations within time restraints in compliance with the City of Yuba City Code, policies, and Special Events Policy requirements.
- b. When applicable, allow the City of Yuba City to have a sponsor booth at the program/event if the City so desires (at programs/events where a sponsorship booth is appropriate) to distribute information regarding City services and community programs. This booth shall be provided at no cost to the City.
- c. Provide the City with whatever benefits are afforded other sponsors of similar sponsorship levels (i.e., logo display, sponsor table, advertising benefits, etc.).

Not eligible

The City will not award sponsorships to any religious church, creed or sectarian organization to promote religious purposes. Religious organizations are not excluded from sponsorships; however, the purpose of the event shall not serve to promote a religious message.

- City Sponsorship shall be consistent with the restrictions of State and federal law.
- Political organizations and/or individual campaigns.
- Organizations that discriminate on the basis of age, race, sex, sexual orientation, marital status, disability, or national origin.
- For-profit organizations for which the organization/corporation or its employees or officers will gain personal benefit.
- Organizations that have received a sponsorship will not be eligible to apply for a new sponsorship within the same fiscal year, effective from the date of the last sponsorship award.

CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Diana Langley, City Manager

Summary

Subject: Measure D - Voting Results
Recommendation: Receive a summary presentation on voting results for the City's proposed Transactions and Use Sales Tax Measure, identified as Measure D
Fiscal Impact: None

Purpose:

To review voter data and receive feedback on the City's proposed Transactions and Use Sales Tax Measure, identified as Measure D.

Council's Strategic Goal:

The information provided will help form Council's next steps related to a future Transactions and Use Sales Tax Measure.

Background:

Over a two year period leading up to the November 2024 election, the City Council identified several operational priorities that require additional funding, established the tasks, objectives, composition, and qualifications for a Citizens' Oversight Committee, unanimously approved placing a 1% general sales tax measure, Measure D, on the November 5, 2024, ballot, and authorized the execution of a Revenue Sharing Agreement with Sutter County if Measure D passed. The identified priorities included:

1. Roads - Address \$150 million in deferred maintenance
2. Fire Operations
 - a. Maintain critical staffing levels and response times
 - b. Replace Fire Station 1 (824 Clark Avenue) to accommodate two engine companies
3. Police Operations
 - a. Add dedicated Homelessness Response personnel
 - b. Create a city-wide "Clean Team" to support small businesses and remove illegal dumping and biohazards
 - c. Provide police services to the Walton/Happy Park area residents (incorporated area south of Franklin Road and west of Highway 99)

As part of the November 2024 election, Yuba City voters were asked to consider the following ballot question:

To support vital city services such as: road repairs; increasing police and fire protection; protecting 911 emergency response times; addressing homelessness; and funding other general services and essential activity; shall an ordinance establishing a 1 percent sales tax in Yuba City, providing approximately \$17,500,000 annually until ended by voters, requiring accountability, citizens' oversight and annual audits, with all funds staying local, be adopted?

Voters rejected Measure D, with 11,480 votes in favor (46.07%) and 13,440 votes against (53.93%).

Analysis:

Donna Johnston, the Sutter County Registrar of Voters, provided the attached map that shows how Yuba City residents voted on Measure D. The map shows Council Districts and voter precincts. Measure D passed by voters in Council District 1 and a portion of Council District 3, and failed in all other areas of the City.

Fiscal Impact:

The failure of Measure D will have significant impact on the City's current and future operations and ability to maintain the roads.

Alternatives:

None.

Recommendation:

Receive a summary presentation on voting results for the City's proposed Transactions and Use Sales Tax Measure - Measure D.

Attachments:

1. YC Measure D Results Map

Prepared By:
Diana Langley
City Manager

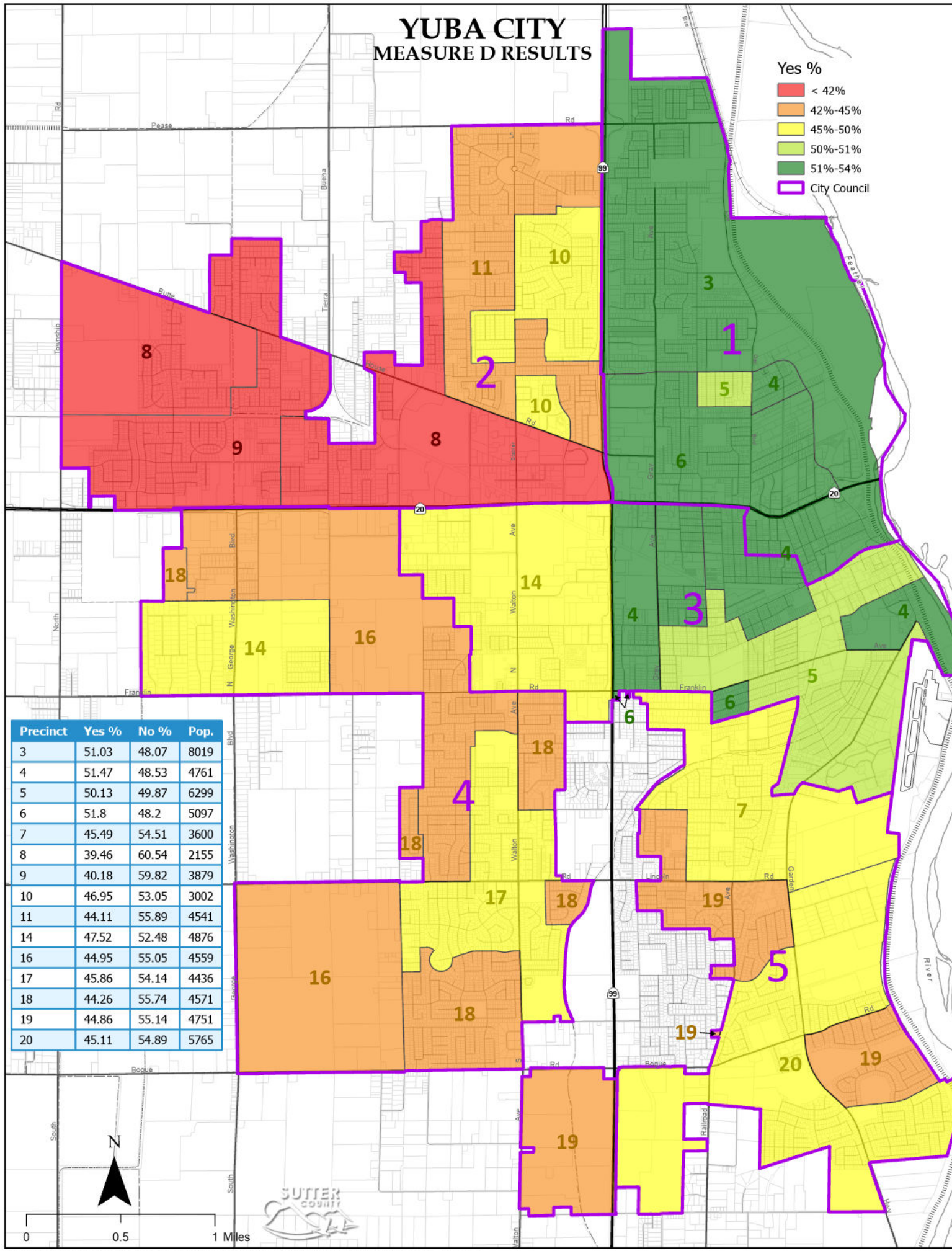
Submitted By:
Diana Langley
City Manager

ATTACHMENT 1

YUBA CITY MEASURE D RESULTS



Precinct	Yes %	No %	Pop.
3	51.03	48.07	8019
4	51.47	48.53	4761
5	50.13	49.87	6299
6	51.8	48.2	5097
7	45.49	54.51	3600
8	39.46	60.54	2155
9	40.18	59.82	3879
10	46.95	53.05	3002
11	44.11	55.89	4541
14	47.52	52.48	4876
16	44.95	55.05	4559
17	45.86	54.14	4436
18	44.26	55.74	4571
19	44.86	55.14	4751
20	45.11	54.89	5765



CITY OF YUBA CITY
STAFF REPORT

Date: January 21, 2025
To: Honorable Mayor & Members of the City Council;
From: Administration Department
Presentation By: Dave Shaw, Mayor

Summary

Subject: Appointments to City Council Regional Boards and Committees
Recommendation: Approve the City Council Assignments to Regional Boards and Committees for Calendar Year 2025
Fiscal Impact: None

Below are the City Council Assignments to Regional Boards and Committees for Calendar Year 2025:

Dave Shaw	Marc Boomgaarden	Toni Cole	Wade Kirchner	Michael Pasquale
Advisory Board Screening Committee	Advisory Board Screening Committee	Blue Zones	County-Wide RDA Oversight Board* (Alt)	County-Wide RDA Oversight Board*
Beale Military Liaison	Beale Military Liaison (Alt)	Gov't Affairs Committee for Sutter Yuba Homeless Consortium (Alt)	Feather River Air Quality Management District (Alt)	Downtown Business Association
Downtown Business Association	Local Agency Formation District (LAFCO)	Regional Waste Management Authority (RWMA) (Alt)	Gilzizer Drainage District	Feather River Air Quality Management District
Gilzizer Drainage District	Regional Housing Authority	Sacramento Area Council of Government (SACOG) (Alt)**	North Sac Valley Integrated Regional Water Mgmt Group	Gilzizer Drainage District (Alt)
Greater Sacramento Economic Council (GSEC)	Sacramento Area Council of Government (SACOG)**	Sutter Animal Services Authority (SASA)	Regional Water Authority (RWA)	Gov't Affairs Committee for Sutter Yuba Homeless Consortium
Local Agency Formation District (LAFCO) (Alt)	Sutter Butte Flood Control Agency (SBFCA)	Sutter Butte Flood Control Agency (SBFCA) (Alt)	School District Liaison	Greater Sacramento Economic Council (GSEC)
Regional Waste Management Authority (RWMA)	Yuba-Sutter Transit Authority (YSTA) (Alt)	Sutter County Children and Families Commission	Sutter Animal Services Authority (Alt)	Sutter Animal Services Authority (SASA)
School District Liaison (Alt)	Revenue Ad Hoc	Yuba-Sutter Transit Authority (YSTA)	Sutter Yuba Mosquito Vector District	Sutter Butte Flood Control Agency (SBFCA) (Alt)
Sutter Butte Flood Control Agency (SBFCA)	Sikh Parade Ad Hoc	Habitat for Humanity Ad Hoc	Yuba-Sutter Transit Authority (YSTA)	Yuba Sutter Arts
Yuba-Sutter Transit Authority (YSTA) (Alt)	Tierra Buena Traffic Ad Hoc		Revenue Ad Hoc	Yuba-Sutter Economic Development Corp (YSEDC)**
Budget Oversight Ad Hoc				Budget Oversight Ad Hoc
Community Outreach Ad Hoc				Community Outreach Ad Hoc
Sikh Parade Ad Hoc				Habitat for Humanity Ad Hoc
Tierra Buena Traffic Ad Hoc				Water Tower Naming Ad Hoc
Water Tower Naming Ad Hoc				

*=Mayoral Appointment ** = Recommendation Grey = Ad Hoc Committee

Items marked with an asterix (*) are Mayoral appointments; items with a double asterix (**) are

recommendations.

Attachments:

1. 2025 - Council Assignments 01.21.25

Prepared By:
Ciara Wakefield
City Clerk

Submitted By:
Diana Langley
City Manager

ATTACHMENT 1



City Council 2025 Board and Committee Assignments

Commission	Members	Date/Time/Location	Contact	700 Form	Stipend
Advisory Board Screening Committee	Dave Shaw (Mayor) Marc Boomgaarden (Vice-Mayor)	As needed – to fill term ending dates June & Dec 1201 Civic Center Blvd YC	Ciara Wakefield City Clerk Administrator (530) 822-4817 cwakefield@yubacity.net	NO	None
Beale Military Liaison	Dave Shaw Marc Boomgaarden (Alt)	Volunteer/Advocacy As needed	Janice Nall – Beale AFB (530) 218-2121 jsn@c-mp.com	N/A	None
Blue Zones	Toni Cole	TBD / As needed	Marni Sanders Executive Director marni.sanders@sharecare.com	NO	None
Downtown Business Association Representatives	Dave Shaw Michael Pasquale	8:30 a.m. First Thursday Monthly & As needed	(530) 755-1620 info@yubacitydowntown.com	NO	None
Countywide Redevelopment Oversight Board* (Mayoral appointment)	Michael Pasquale Wade Kirchner (Alt)	As needed - Sutter County 1160 Civic Center Blvd Yuba City, CA 95993	Steve Smith, Assistant CAO (530) 822-7100 SMSmith@co.sutter.ca.us	YES	None
Feather River Air Quality Management District (FRAQMD)	Michael Pasquale Wade Kirchner (Alt)	4:00 p.m. First Monday Every other Month 541 Washington Ave, YC	Shelley Channel and Maria Ramos - FRAQMD (530) 634-7659 Ext 204 schannel@fragmd.org mramos@fragmid.org	YES	\$100/meeting
Gilsizer Drainage District	Dave Shaw (Mayor) Wade Kirchner Michael Pasquale (Alt)	4:00 p.m. Monthly Every 2 nd Wednesday 1201 Civic Center Blvd YC	Tammi Gaschke – Sutter Co (530) 822-7450 TGaschke@co.sutter.ca.us	YES	None
Gov't Affairs Committee for Sutter Yuba Homeless Consortium	Michael Pasquale Toni Cole (Alt)	When called Via Zoom	Johnny Burke (530) 632-5761 director@syhomelessconsortium.org	YES	None
Greater Sacramento Economic Development Council (Recommendation)	Michael Pasquale Dave Shaw	9:00 a.m. Quarterly 400 Capitol Mall #2520	Brittany Jones (916) 287-9082 bjones@selectsacramento.com	NO	None



City Council 2025 Board and Committee Assignments

Commission	Members	Date/Time/Location	Contact	700 Form	Stipend
Local Agency Formation Commission (LAFCO)	Marc Boomgaarden Dave Shaw (Alt)	2:00 p.m., 2 nd Thursdays Jan, Mar, May, July, Sep, Nov 1201 Civic Center Blvd YC	Doug Libby, Executive Director (530) 822-3231 dlibby@yubacity.net	YES	None
North Sacramento Valley Integrated Regional Water Management Group	Wade Kirchner	9:00 a.m. Mondays TBD 210 N. Lassen St City Hall - Willows	Guadalupe Rivera (530) 822-7400 GRivera@co.sutter.ca.us	YES	None
Regional Housing Authority	Marc Boomgaarden	12:15 p.m. Twice /Month 1 st & 3 rd Wednesdays 1455 Butte House Rd, YC	Jennifer Ruiz – Housing Authority (530) 671-0220 Ext 122 j.ruiz@regionalha.org	YES	\$50/meeting
Regional Waste Management	Dave Shaw Toni Cole (Alt)	4:30 p.m. Monthly Every 3 rd Thursday 915 8 th Street, Msvl	Scott Scholz & Lisa O'Leary (530) 634-6890 scott@yubasutterrecycles.com lisa@yubasuttertransit.com	YES	\$100/meeting
Regional Water Authority	Wade Kirchner Ben Moody	9:00 am 2 nd Thursday every other month in various locations	Ashley Flores, Executive Assistant & Board Secretary (916) 967-7692 x2000 Aflores@rwah2o.org	YES	None
Sacramento Area Council of Governments (SACOG)	Marc Boomgaarden Toni Cole (Alt)	9:00 a.m. Monthly Every 3 rd Thursday 1415 L St #300, Sacto	Lanette Espinoza - SACOG (916) 340-6232 LEspinoza@sacog.org	YES	\$100/meeting
School District Liaison	Wade Kirchner Dave Shaw (Alt)	Quarterly Thursdays @ 3:00 750 Palora Ave, YC	Lora Broad – YCUSD (530) 822-7601 lbroad@ycusd.k12.ca.us	NO	None
Sutter Animal Services Authority (SASA)	Michael Pasquale Toni Cole Wade Kirchner (Alt)	4:00 p.m. Monday Jan-Apr-Jun-Sep-Nov. 1201 Civic Center Blvd, YC	Ann Gillen – Yuba City (530) 822-4652 agillen@yubacity.net	YES	None
Sutter Butte Flood Control Agency (SBFCA)	Dave Shaw Marc Boomgaarden Michael Pasquale (Alt) Toni Cole (Alt)	1:00 p.m. Monthly Every 2 nd Wednesday 1201 Civic Center Blvd, YC	Terra Yaney – SBFCA (530) 755-9859 admin@sutterbutteflood.org	YES	None



City Council 2025 Board and Committee Assignments

Commission	Members	Date/Time/Location	Contact	700 Form	Stipend
Sutter County Children & Families Commission	Toni Cole	Quarterly Location TBD	Julie Price (530) 822-7505 JPrice@co.sutter.ca.us	YES	None
Sutter Yuba Mosquito Vector District	Wade Kirchner	4:00 p.m. Monthly Every 2 nd Thursday 701 Bogue Road, YC	Stephen Abshier & Jessica Farrell (530) 674-5456 steve@sutter-yubamvcd.org jfarrell@sutter-yubamvcd.org	YES	\$100/meeting
Yuba Sutter Arts	Michael Pasquale	6:00 p.m. Monthly Every 4 th Wednesday 624 E Street, Msvl	David Read, Executive Director (530) 742-2787 email@yubasutterarts.org	YES	None
Yuba Sutter Economic Development Corporation (Recommendation)	Michael Pasquale Diana Langley	Meets Quarterly 950 Tharp Road, #1303, YC	Brynda Stranix, CEO (530) 751-8555 bstrannix@ysedc.org	NO	None
Yuba-Sutter Transit Authority (YSTA)	Toni Cole Wade Kirchner Marc Boomgaarden (Alt) Dave Shaw (Alt)	4:00 p.m. Monthly Every 3 rd Thursday 915 8 th Street, Msvl	Matthew Mauk & Lisa O'Leary (530) 634-6880 matt@yubasuttertransit.com lisa@yubasuttertransit.com	YES	\$100/meeting



City Council 2025 Board and Committee Assignments

Ad Hoc Committees	Members
Budget Oversight	Dave Shaw Michael Pasquale
Community Outreach	Dave Shaw Michael Pasquale
Habitat for Humanity	Michael Pasquale Toni Cole
Revenue	Marc Boomgaarden Wade Kirchner
Sikh Parade	Dave Shaw Marc Boomgaarden
Tierra Buena Traffic	Dave Shaw Marc Boomgaarden
Water Tower Park Naming	Dave Shaw Michael Pasquale



City Council 2025 Board and Committee Assignments

Dave Shaw	Marc Boomgaarden	Toni Cole	Wade Kirchner	Michael Pasquale
Advisory Board Screening Committee	Advisory Board Screening Committee	Blue Zones	County-Wide RDA Oversight Board* (Alt)	County-Wide RDA Oversight Board*
Beale Military Liaison	Beale Military Liaison (Alt)	Gov't Affairs Committee for Sutter Yuba Homeless Consortium (Alt)	Feather River Air Quality Management District (Alt)	Downtown Business Association
Downtown Business Association	Local Agency Formation District (LAFCO)	Regional Waste Management Authority (RWMA) (Alt)	Gilsizer Drainage District	Feather River Air Quality Management District
Gilsizer Drainage District	Regional Housing Authority	Sacramento Area Council of Government (SACOG) (Alt)**	North Sac Valley Integrated Regional Water Mgmt Group	Gilsizer Drainage District (Alt)
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Local Agency Formation District (LAFCO) (Alt)	Sutter Butte Flood Control Agency (SBFCA)	Sutter Butte Flood Control Agency (SBFCA) (Alt)	School District Liaison	Greater Sacramento Economic Council (GSEC)
Regional Waste Management Authority (RWMA)	Yuba-Sutter Transit Authority (YSTA) (Alt)	Sutter County Children and Families Commission	Sutter Animal Services Authority (Alt)	Sutter Animal Services Authority (SASA)
School District Liaison (Alt)	Revenue Ad Hoc	Yuba-Sutter Transit Authority (YSTA)	Sutter Yuba Mosquito Vector District	Sutter Butte Flood Control Agency (SBFCA) (Alt)
Sutter Butte Flood Control Agency (SBFCA)	Sikh Parade Ad Hoc	Habitat for Humanity Ad Hoc	Yuba-Sutter Transit Authority (YSTA)	Yuba Sutter Arts
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Tierra Buena Traffic Ad Hoc				Water Tower Naming Ad Hoc
Water Tower Naming Ad Hoc				

*=Mayoral Appointment

** = Recommendation

Grey = Ad Hoc Committee

CITY OF YUBA CITY

Future Agenda Items

- Councilmember Kirchner
- Councilmember Pasquale
- Councilmember Cole
- Vice Mayor Boomgaarden
- Mayor Shaw

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Manager's Report

CITY OF YUBA CITY

Reports and Communications

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

City Council Reports

- Councilmember Kirchner
- Councilmember Pasquale
- Councilmember Cole
- Vice Mayor Boomgaarden
- Mayor Shaw

Adjournment