

CITY OF YUBA CITY  
STAFF REPORT

**Date:** October 19, 2021  
**To:** Honorable Mayor & Members of the City Council  
**From:** Development Services Department  
**Presentation By:** Benjamin Moody, Development Services Director

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**Summary**

**Subject:** Rescission of the Lincoln East Specific Plan

**Recommendation:** Adopt an Ordinance of the City Council of the City of Yuba City rescinding Ordinance No 006-10, for adoption of the Lincoln East Specific Plan (SP 04-02), and waive the second reading

**Fiscal Impact:** No fiscal impact

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**Purpose:**

Consider rescinding the City's Lincoln East Specific Plan (LESP) to reduce barriers to development.

**Background:**

*Adoption of the Lincoln East Specific Plan:* In early 2005, the City Council adopted Resolution 05-049, establishing boundaries for the development of Specific Plans and Master Plans, and instituted twelve "Growth Policies" to govern the development of property within the City's Sphere of Influence. In 2005, the City also entered into a contract with RRM Design Group for the preparation of the Lincoln East Specific Plan (LESP) and the LESP Environmental Impact Report (EIR).

The LESP was prepared in response to these anticipated growth pressures involving lands at the southwest edge of the City limits. The Lincoln East Specific Plan, which provides for the development of 1,160 acres located west of the City Limits, east of George Washington Boulevard, south of Franklin Road, and north of Bogue Road, was recommended for approval to the City Council by the Planning Commission on May 12, 2010. The City Council approved the Lincoln East Specific Plan (Ordinance Number 006-10) on August 3, 2010.

The original intent of the Lincoln East Specific Plan was to facilitate successful growth in the Sphere of Influence, and provide specific design guidelines for development. In particular, the LESP provided for the development of 1,160 acres in a planned development with a mix of residential and commercial uses, park and recreational sites, and public facilities (including two public school sites). The land use provided for 4,865 residential units; 370,000 sq. ft of commercial/retail use, 82 acres for public and recreational facilities, and 2 school sites for a K-8 school and a new high school. Additionally, the LESP would require corollary improvements to roadways and area infrastructure in support of new development, and also require preparation of

development agreements for many of the new projects along with infrastructure master planning. The LESP sets a goal of allocating 10% of all housing units (or 486 units) to meet affordability requirements.

A Public Facilities Finance Plan (PFFP) was also adopted as part of the actions related to LESP adoption. The PFFP addressed sources of financing available to develop the LESP lands, as well as identified costs for various infrastructure and related improvements.

In 2000, the City had a population of 36,758 with growth proceeding rapidly. From 2000 – 2005, there was an increase of over 21,000 new Yuba City residents in the preceding 5-year period from 2000 – 2005. This also included a City peak for new housing production in 2004, when 1,008 new housing units were produced. However, between 2005 – 2010 the City's population increased by only 6,950. This decrease coincided with the slowing of the housing market in general in California.

In 2020, the City issued a total of 62 building permits for new housing units. Today, the City's estimated 2021 population is 67,640. This represents a population gain of about 3 percent over the last decade, or about 240 new residents per year.

Additionally, on May 18, 2021, City Council voted to rescind Resolution 05-049, approved in 2005 and which identified a need to prepare guiding master and specific plan documents and which included the 12 Growth Policies, finding that the provisions were no longer necessary to address future growth.

On September 22, 2021, the Planning Commission conducted a Public Hearing regarding the proposed Lincoln East Specific Plan Rescission and voted 4-0 to approve the recommendation (with three Commissioners recusing themselves due to geographical conflicts).

### **Analysis:**

**Recent Development Activity in the LESP Area and Citywide:** No lands within the boundaries of the LESP have been annexed to or developed in the City. Only recently has there been interest in annexing and subdividing a small portion of the LESP area (95 acres, for residential development). However, lack of any other development activity in the LESP, combined significant and challenging implementation provisions related to growth phasing, use of development agreements, and infrastructure planning, has effectively resulted in the LESP functioning as a deterrent to new growth, and therefore appears contrary to City Council direction regarding removing of impediments to new growth.

**LESP Impact on Future Development:** With the passing of time, completion of applicable studies, and with the implementation of new policies, the Lincoln East Specific Plan has been found to hinder development instead of supporting it. This is supported with the fact that the residential market has been strong, yet there has been no development within the plan area to date.

The proposed rescission of the Lincoln East Specific Plan will facilitate planned development within the Sphere of Influence by allowing for individual annexation and development projects to come forward for City consideration without constraints that would otherwise occur with application of the Lincoln East Specific Plan implementation requirements. Pre-annexation zoning, land use, and other items considered or approved in association with the original approval of the Lincoln East Specific Plan are not proposed to be rescinded; there will be errata

clarifications to remove references to the rescinded Lincoln East Specific Plan or “LESP” notations, and the Plan area rezoning would remain subject to and consistent with the City’s General Plan.

*Impacts to the General Plan from Rescinding the LESP:* The City’s General Plan addresses and regulates City growth through a series of Guiding and Implementing Policies in the various General Plan Elements. Key among these policies relating to planning and development of the LESP area lands are:

Land Use:

3.4-G-2 Maintain a well-defined compact urban form, with a defined urban growth boundary and urban development intensities on land designated for urban uses.

3.4-I-3 Require preparation of City initiated Specific Plan or developer master plans for strategic new growth areas with complex land use programs.

3.8-I-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.

Community Design:

4.2-G-1 Establish a clear distinction between the urban growth area and the surrounding rural and agricultural land.

4.4-I-1 Design new residential streets with sidewalks, planting strips and traffic-calming elements to create a pedestrian-friendly environment.

Transportation:

5.2-G-5 Maintain acceptable levels of service and ensure that future development and circulation are in balance.

5.2-I-5 Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements based on traffic generated and impacts on service levels.

5.2-I-6 Require city-wide traffic impact fees on all new development to ensure that transportation improvements keep pace with new development.

Parks, Schools and Community Facilities:

6.1-G-3 Ensure adequate funding for parks and recreation facilities acquisition, development, and maintenance.

6.1-I-3 Require residential developers to either build parks or pay in-lieu fees in order to contribute to the City’s park system.

6.2-G-2 Ensure that adequate school sites are made available in conjunction with new growth in the planning area.

6.2-I-3 Cooperate with school districts to ensure that, within the limits of the law, educational facilities with sufficient permanent capacity are constructed to meet the needs of current and projected enrollment.

6.2-I-4 Require that residential development pay fees to school districts for the acquisition of school sites to provide adequate, permanent classroom space or, alternatively, provide land.

6.3-I-13 Use existing City collected, library-specific impact fees for the development of new library facilities.

Public Utilities:

7.1-G-2 Ensure that necessary water supply infrastructure and storage facilities are in plan prior to construction of new development.

7.1-I-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.

7.1-I-4 Establish equitable methods for distributing costs associated with providing water service to development, including impact mitigation fees where warranted.

7.2-G-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.

7.2-I-5 Establish equitable methods for distributing costs associated with providing wastewater services to development, including impact mitigation fees where warranted.

Environmental Conservation:

8.2-I-2 Facilitate the continuance of agricultural activities within the City's urban growth area until the land is needed to accommodate population and employment growth. During this interim, minimize conflicts between agricultural uses and urban/suburban uses through site design techniques (not necessarily structural barriers).

The General Plan, based on these growth-related policies, seeks to adequately anticipate and offset any potentially adverse impacts related to new development through regulation of land use and new development, and corresponding programs to ensure development of the necessary supporting physical infrastructure and public services, including requirements for new development to pay its fair share of these costs. These policies continue to be applied by the City in response to new development applications. Therefore, rescinding the LESP would not impact or otherwise reduce the application of these policies to new development and annexation projects that may be proposed in the LESP area. Rescinding the LESP would leave General Plan land uses for the area that are consistent with General Plan policies. Zoning districts for the LESP area, approved as rezoning when the LESP was adopted, would remain unchanged, though reference to the LESP would be removed.

*Impacts to Planned Land Uses and Infrastructure from Rescinding the LESP:* Staff believes the City Council could act to rescind the LESP while still ensuring appropriate regulation of future growth, noting:

- The pace of new development has slowed dramatically since 2010, reducing many of the growth-related pressures the City experienced during the rapid growth years leading up to 2010 and the approval of the LESP.
- The LESP requires use of development agreements for project sites exceeding 10 acres or 40 residential units. But not all new development projects will warrant the use of a development agreement, depending on the significance of the development. Standard conditions of approval for Tentative Maps also address most key issues associated with new development and provision of necessary infrastructure. Additionally, requiring use of development agreements adds time and costs to the development process without adding substantially to the quality or implementation aspects of new development or addition of

community benefit.

- New development projects are thoroughly reviewed and conditions and/or mitigation measures imposed to ensure development pays its fair share towards City programs, maintenance of public improvements and with respect to on- and off-site infrastructure improvements.
- All new developments are also required to pay impact fees that help fund City planned capital improvements for roadways, water, sewer, storm drain and other key improvements.
- The proposed rescission of the LESP would also include rescinding the LESP Public Facilities Finance Plan (PFFP). The PFFP addresses finance options and infrastructure costs associated with LESP development. However, the City typically requires developer participation in Community Facilities Districts as a financing tool to help ensure construction of all necessary infrastructure improvements and to help address needed City services.
- The City already utilizes Master Plans for guiding roadway, water, sewer, storm drains and other key infrastructure improvements, and applies these Master Plans to evaluation of new development. Use of the LESP may therefore be repetitive and unnecessary. Additionally, major new development projects are required to submit detailed improvement plans as part of the application review process, in addition to additional analysis as part of project environmental (CEQA) reviews.
- School fees are paid by new development directly to the School District. Developers are required to meet YCUSD and State requirements regarding satisfying school infrastructure needs, and mitigating any impacts to the school district resulting from future students generated by the project that they may voluntarily agree to with the district. The intent of this policy is met as the City requires evidence from affected school districts that developers have paid applicable school fees prior to issuance and/or finalizing building permits.
- Yuba City remains an affordable community for new housing in comparison to the Sacramento region. Additionally, the City is currently updating its Housing Element, addressing a housing cycle from 2021 – 2029. The updated Housing Element is required to be adopted in 2021. The General Plan Housing Element update will further discuss and address affordable housing issues and policies in the City.
- Requirements for implementation actions under the LESP can place additional costs on new development, and result in significant time delays to developers for completion of their plans. This includes when detailed infrastructure master plans and development agreements are required by the LESP.

### **Environmental Considerations:**

In November 2009, the Environmental Impact Report (EIR) for the LESP (SCH#2006082094) was approved by City Council. This environmental document is not included in the proposed rescission action. Additionally, staff has performed a preliminary environmental assessment and has determined that the rescission of LESP-approving Ordinance is not a “project” for the purposes of the California Environmental Quality Act (CEQA) Guidelines Section 15378, as there has been no development under the Lincoln East Specific Plan and it is essentially a “paper” plan, under these circumstances the mere rescission of the Ordinance and associated LESP is merely a transactional matter, the current practice and regulations regarding planned development are maintained, and as the rescission will not result in either direct or indirect physical changes in the

environmental baseline. Additionally, if the enacting Ordinance had not been originally approved, then CEQA would not have been required for said denial of the Plan. As the currently proposed rescission of the Ordinance essentially re-establishes the status quo to immediately prior to adoption of the enactment Ordinance, it has the functional effect of a denial and would likewise not be subject to CEQA. Further, even if this matter were a “project” for the purposes of CEQA, it would be exempt per CEQA Guidelines Section 15061(b)(3) as there is not a reasonable possibility that this project may have a significant adverse effect on the environment given the complete lack of development, and both the baseline at the time of adoption and current baseline. Therefore, this matter is not subject to CEQA.

Noted is that as any new projects for development and annexation come forward to the City for processing, the projects would be subject to evaluation under CEQA to determine the potential for creation of any potentially significant environment impacts. The CEQA analyses may utilize technical information and findings from the previously certified LESP EIR in helping to complete the CEQA studies for these future projects.

**Alternatives:**

Deny or modify the recommendation.

**Recommendation:**

Adopt an Ordinance of the City Council of the City of Yuba City rescinding Ordinance No 006-10, for adoption of the Lincoln East Specific Plan (SP 04-02), and waive the second reading.

**Attachments:**

1. City Council Ordinance to Rescind Ordinance 006-10  
Exhibit A – Ordinance 006-10
2. Lincoln East Specific Plan Vicinity Map
3. Lincoln East Specific Plan

Prepared By:

Submitted By:

\_\_\_\_\_  
Ashley Potočnik  
Assistant Planner

\_\_\_\_\_  
Dave Vaughn  
City Manager

**Reviewed by:**

Department Head

City Attorney

# ATTACHMENT 1

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
YUBA CITY RESCINDING ORDINANCE NO 006-10, FOR  
ADOPTION OF THE LINCOLN EAST SPECIFIC PLAN (SP 04-02)**

WHEREAS, the City Council approved the Lincoln East Specific Plan, SP 04-02 (LESP) (Ordinance Number 006-10) on August 3, 2010. The original intent of the LESP was to facilitate successful growth in the Sphere of Influence, and provide specific design guidelines for development. In particular, the LESP provided for the development of 1,160 acres in a planned development with a mix of residential and commercial uses, park and recreational sites, and public facilities (including two public school sites); and

WHEREAS, with the passing of time, completion of new applicable studies, along with a dramatic slowing of the City's growth rate experienced since 2005, the LESP is no longer necessary in order to address and process new development proposals; and

WHEREAS, implementation of the LESP would serve as impediment to desired future City growth by imposing a restrictive, costly and time-consuming series of actions to the development community, including preparation of development agreements and infrastructure master plans which the City has found to be unnecessary; and

WHEREAS, recognizing the LESP is longer needed, the City Council now desires to rescind Ordinance No. 006-10; and

WHEREAS, the Planning Commission considered the rescission of Ordinance 006-10 at a public hearing held on September 22, 2021, and recommended to the City Council rescinding the LESP by rescinding Ordinance 006-10; and

WHEREAS, the proposed Ordinance was presented to the Council for a public hearing and consideration at its regular meeting of October 5, 2021; and

WHEREAS, after receiving the recommendation of the Planning Commission and considering all public testimony and presentation by City Staff, the City Council waived the first reading and introduced the proposed Ordinance by title only; and

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

Section 1. Based on its independent judgement and assessment, the City Council finds that on November 2009, the Environmental Impact Report (EIR) for the LESP (SCH#2006082094) was approved by City Council. This environmental document is not included in the proposed rescission action. The rescission of LESP-approving Ordinance is not a "project" for the purposes of the California Environmental Quality Act (CEQA) Guidelines Section 15378, as there has been no development under the Lincoln East Specific Plan and it is essentially a "paper" plan, under these circumstances the mere rescission of the Ordinance and associated LESP is merely a transactional matter, the current practice and regulations regarding planned development are maintained, and as the rescission will not result in either direct or indirect physical changes in the



environmental baseline. Additionally, if the enacting Ordinance had not been originally approved, then CEQA would not have been required for said denial of the Plan. As the currently proposed rescission of the Ordinance essentially re-establishes the status quo to immediately prior to adoption of the enactment Ordinance, it has the functional effect of a denial and would likewise not be subject to CEQA. Further, even if this matter were a “project” for the purposes of CEQA, it would be exempt per CEQA Guidelines Section 15061(b)(3) as there is not a reasonable possibility that this project may have a significant adverse effect on the environment given the complete lack of development, and both the baseline at the time of adoption and current baseline. Therefore, the City Council finds this matter is not subject to CEQA.

The Council further finds and determines that as any new projects for development and annexation come forward to the City for processing the projects would be subject to evaluation under CEQA to determine the potential for creation of any potentially significant environment impacts. It is the Council’s intent that CEQA analysis may utilize technical information and findings from the previously certified LESP EIR in helping to complete the CEQA studies for these future projects.

Section 2. The Council further finds and determines that adoption of the Ordinance is in the public interest, is consistent with the City’s General Plan (including its goals, policies and objectives as set forth in the staff report for this item), and promotes the public health, safety and welfare.

Section 3. The adoption of this Ordinance shall have the effect of rescinding and repealing Ordinance No. 006-10 (attached hereto as Exhibit A). This action also includes corollary rescission of the LESP Public Facilities Finance Plan (PFFP). Additionally, base City zoning districts for the LESP area, approved as rezoning with adoption of the LESP, would remain unchanged although any zoning references to the LESP will be removed for purposes of clarification.

Section 4. 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.

Section 5. 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.

Section 6. This Ordinance shall take effect and be in full force and effect from and after 30 days after its final passage and adoption.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 5<sup>th</sup> Day of October, 2021, and passed and adopted at a regular meeting held on the 19<sup>th</sup> day of October, 2021.

AYES:

NOES:

ABSENT:

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Marc Boomgaarden, Mayor

ATTEST:

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Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY

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Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP

**ORDINANCE NO. 006-10**

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
ADOPTING THE LINCOLN EAST SPECIFIC PLAN (SP 04-02)**

THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY ORDAIN  
AS FOLLOWS:

WHEREAS, Section 65450 et seq. of the California Government Code provides for the preparation and adoption of specific plans; and

WHEREAS, the Planning Commission, after reviewing the proposed Lincoln East Specific Plan, which provides for the development of 1,160 acres located west of the City Limits, east of George Washington Boulevard, South of Franklin Road, and north of Bogue Road, conducted a public hearing on May 12, 2010, and recommended that the City Council adopt the Lincoln East Specific Plan, as amended; and

WHEREAS, the City Council of the City of Yuba City, having considered said recommendations of the Yuba City Planning Commission on the matter of the rezoning of said property and conducted a public hearing on the matter on June 15, 2010, and after review and consideration of the Final Environmental Impact Report for the Lincoln East Specific Plan, adopted Resolution Number 10-042, certifying as complete the Environmental Impact Report, adopting findings of fact, adopting mitigation measures, rejecting alternatives, and adopting a statement of overriding considerations finds that the Environmental Impact Report prepared for the project is in conformance with State and local environmental guidelines.


IT IS HEREBY ORDERED, RESOLVED AND DECREED as follows:

1. The Lincoln East Specific Plan and its procedure for adoption comply with the requirements of Government Code sections 65450-65457, including section 65451, regarding the required contents of a specific plan.
2. The Lincoln East Specific Plan is consistent with the City of Yuba City's General Plan. The basis for this conclusion includes, but is not limited to, the reasons set forth in Section 4.8, Land Use and Planning, of the Lincoln East Specific Plan Environmental Impact Report, which is made a part of and incorporated herein by this reference.
3. The Lincoln East Specific Plan is the Project included and analyzed in the Lincoln East Specific Plan EIR. Therefore, all potential impacts of the Lincoln East Specific Plan are analyzed in the EIR that was certified by the City Council.
4. The City Council approves the Lincoln East Specific Plan (SP 04-02), attached hereto as Exhibit A, as amended in Exhibit B, and incorporated herein by this reference.

This ordinance shall be effective thirty (30) days after it is adopted, and, after it is adopted, shall be published as provided by law.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 15<sup>th</sup> day of June, 2010, and passed and adopted at a regular meeting held on the 3<sup>rd</sup> day of August, 2010.

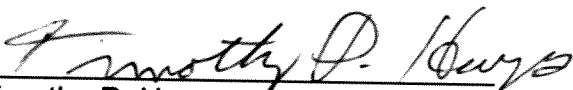
AYES: Councilmembers Dukes, Maan, McBride, and Miller  
NOES: None  
ABSENT: None  
RECUSED: Mayor Gill

  
\_\_\_\_\_  
Kash Gill, Mayor

ATTEST:

  
\_\_\_\_\_  
Terrel Locke, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Timothy P. Hayes  
City Attorney

ORDINANCE NO.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPTING THE  
LINCOLN EAST SPECIFIC PLAN (SP 04-02)

THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, Section 65450 et seq. of the California Government Code provides for the preparation and adoption of specific plans; and

WHEREAS, the Planning Commission, after reviewing the proposed Lincoln East Specific Plan, which provides for the development of 1,160 acres located west of the City Limits, east of George Washington Boulevard, South of Franklin Road, and north of Bogue Road, conducted a public hearing on May 12, 2010, and recommended that the City Council adopt the Lincoln East Specific Plan, as amended; and

WHEREAS, the City Council of the City of Yuba City, having considered said recommendations of the Yuba City Planning Commission on the matter of the rezoning of said property and conducted a public hearing on the matter on June 15, 2010, and after review and consideration of the Final Environmental Impact Report for the Lincoln East Specific Plan, adopted Resolution Number 10-042, certifying as complete the Environmental Impact Report, adopting findings of fact, adopting mitigation measures, rejecting alternatives, and adopting a statement of overriding considerations finds that the Environmental Impact Report prepared for the project is in conformance with State and local environmental guidelines.

IT IS HEREBY ORDERED, RESOLVED AND DECREED as follows:

1. The Lincoln East Specific Plan and its procedure for adoption comply with the requirements of Government Code sections 65450-65457, including section 65451, regarding the required contents of a specific plan.
2. The Lincoln East Specific Plan is consistent with the City of Yuba City's General Plan. The basis for this conclusion includes, but is not limited to, the reasons set forth in Section 4.8, Land Use and Planning, of the Lincoln East Specific Plan Environmental Impact Report, which is made a part of and incorporated herein by this reference.
3. The Lincoln East Specific Plan is the Project included and analyzed in the Lincoln East Specific Plan EIR. Therefore, all potential impacts of the Lincoln East Specific Plan are analyzed in the EIR that was certified by the City Council.
4. The City Council approves the Lincoln East Specific Plan (SP 04-02), attached hereto as Exhibit A, as amended in Exhibit B, and incorporated herein by this reference.

This ordinance shall be effective thirty (30) days after it is adopted, and, after it is adopted, shall be published as provided by law.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 15<sup>th</sup> day of June 2010, and passed and adopted at a regular meeting held on the 3<sup>rd</sup> day of August 2010.

AYES:

NOES:

ABSENT:

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MAYOR

ATTEST:

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CITY CLERK

APPROVED AS TO FORM:

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CITY ATTORNEY

ORDINANCE NO.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY PREZONING 1,160 ACRES OUTSIDE THE CITY LIMITS TO THE RE-LESP, RESIDENTIAL ESTATES DISTRICT; THE R1-LESP, SINGLE-FAMILY RESIDENTIAL DISTRICT; THE R2-LESP, LOW-MEDIUM DENSITY RESIDENTIAL DISTRICT; THE R3 LESP, MULTI-FAMILY RESIDENTIAL DISTRICT; THE C-2-LESP, COMMUNITY COMMERCIAL DISTRICT; THE PF-LESP, PUBLIC FACILITIES DISTRICT, AND THE QP-LESP, QUASI-PUBLIC FACILITIES DISTRICT; FILE SP 04-02, LINCOLN EAST SPECIFIC PLAN; LOCATED WEST OF THE CITY LIMITS, EAST OF GEORGE WASHINGTON BOULEVARD, AND SOUTH OF FRANKLIN ROAD; APPLICANT BEING CITY OF YUBA CITY

THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY ORDAIN AS FOLLOWS:

WHEREAS, the Planning Commission of the City of Yuba City having heretofore conducted a public hearing on May 12, 2010, on the matter of prezoning the property located west of the City Limits, east of George Washington Boulevard, and south of Franklin Road, and having reviewed and considered the Final Environmental Impact Report prepared for the Lincoln East Specific Plan, and recommended that the City Council approve the prezoning of said property to the R-E, Residential Estates District, the R1-LESP, Single-Family Residential District; the R2-LESP, Low-Medium Density Residential District; the R3 LESP, Multi-Family Residential District; the C-2-LESP, Community Commercial District; the PF-LESP, Public Facilities District, and the QP-LESP, Quasi-Public Facilities District.

WHEREAS, the City Council of the City of Yuba City having considered said recommendations of the Yuba City Planning Commission on the matter of the prezoning of said property and conducted a public hearing on the matter on June 15, 2010, and after review and consideration of the Final Environmental Impact Report for the Lincoln East Specific Plan, adopted Resolution Number 10-042, certifying as complete the Environmental Impact Report, adopting findings of fact, adopting mitigation measures, rejecting alternatives, and adopting a statement of overriding considerations finds that the Environmental Impact Report prepared for the project is in conformance with State and local environmental guidelines.

IT IS HEREBY ORDERED, RESOLVED AND DECREED, that the property located west of the City Limits, east of George Washington Boulevard, and south of Franklin Road, as outlined in Exhibit A, attached hereto and made a part hereof by this reference, be and the same is prezoned to the R-E, Residential Estates District, the R1-LESP, Single-Family Residential District; the R2-LESP, Low-Medium Density Residential District; the R3 LESP, Multi-Family Residential District; the C-2-LESP, Community Commercial District; the PF-LESP, Public Facilities District, and the QP-LESP, Quasi-Public Facilities District.

This ordinance shall be effective thirty (30) days after it is adopted, and, after it is adopted, shall be published as provided by law.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 15<sup>th</sup> day of June, 2010, and passed and adopted at a regular meeting held on the 3<sup>rd</sup> day of August, 2010.

AYES:

NOES:

ABSENT:

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MAYOR

ATTEST:

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CITY CLERK

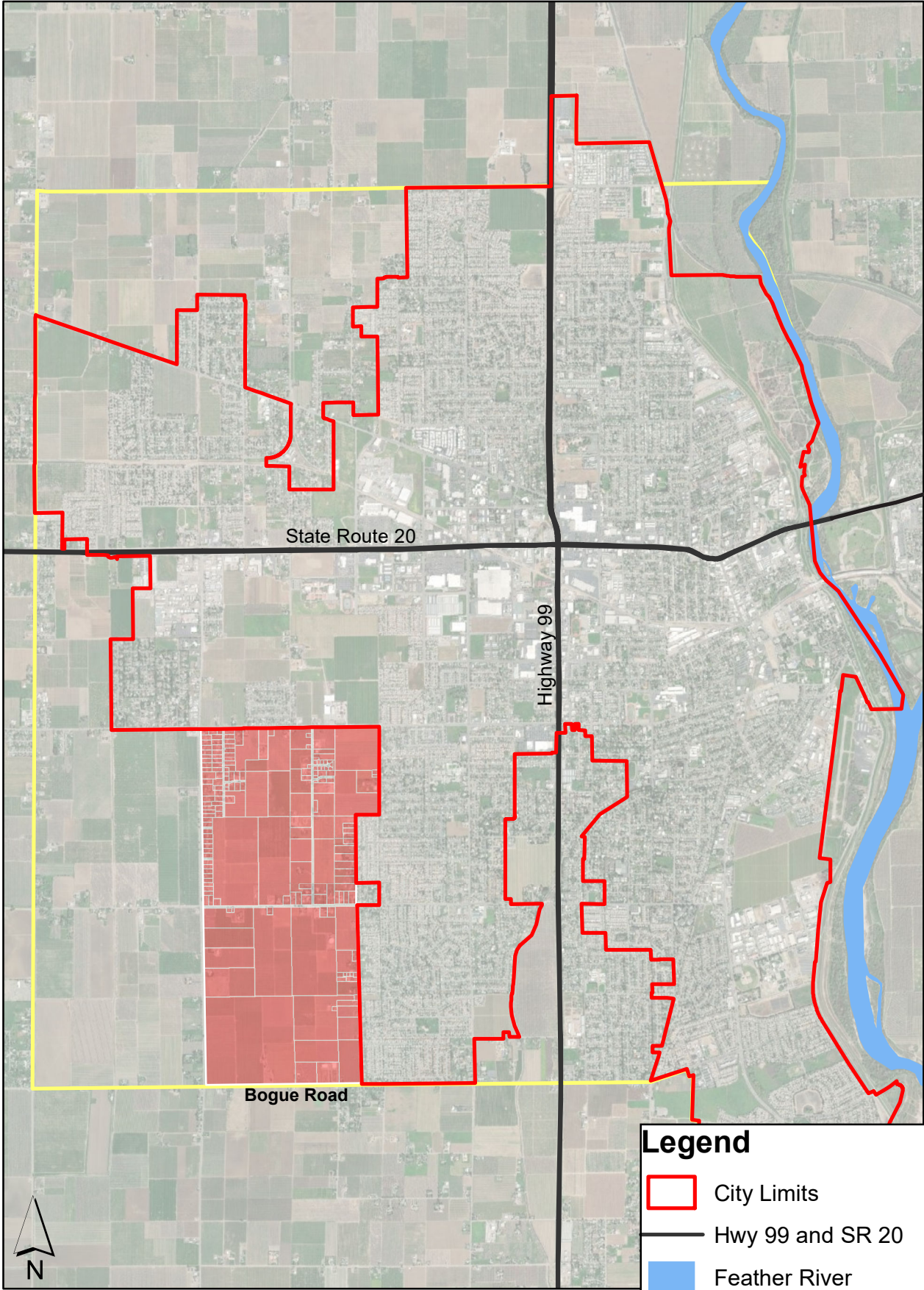
APPROVED AS TO FORM:

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CITY ATTORNEY








# Lincoln East Specific Plan Vicinity Map



1 inch = 4,167 feet

**Legend**

-  City Limits
-  Hwy 99 and SR 20
-  Feather River
-  Sphere Of Influence
-  Lincoln East Specific Plan



# Final Lincoln East Specific Plan

August 2010



*Yuba City Community Development Department  
1201 Civic Center Boulevard  
Yuba City, CA 95993  
Phone: (530) 822-4700  
FAX : (530) 822-4694  
<http://www.yubacity.net>*

*RRM Design Group  
210 East F Street  
Oakdale, CA 95361  
Phone: (209) 847-1794  
FAX : (209) 847-2511  
<http://www.rrmdesign.com>*

## PLAN STATUS

DATE OF ADOPTION:

NUMBER:

ORDINANCE

### SPECIFIC PLAN AMENDMENTS:

Revisions:

Date of Adoption:

Ordinance Number:

### CEQA DOCUMENTATION:

Lincoln East Specific Plan EIR SCH No. 2006082094

# ACKNOWLEDGEMENTS

## **Yuba City Council**

*Kash Gill (Mayor)*

*John Dukes (Vice Mayor)*

*Leslie McBride*

*Tej Maan*

*John Miller*

## **Yuba City Planning Commission**

*Craig Starkey (Chairman)*

*Satwant Takhar*

*Preet Didbal*

*Jose Flores*

*John Sanbrook*

*George Parker*

*John Hager III*

## **Yuba City Community Development Department Staff**

*Aaron Busch, Community Development Director*

*Katie Ertmer, Senior Planner/Project Manager*

*Brian Trudgeon, Principal Planner (retired in 2008)*

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# 1.0 INTRODUCTION

## 1.1 Purpose

The purpose of the Lincoln East Specific Plan (Specific Plan) is to provide for an orderly and cohesive development consistent with the Yuba City General Plan and Yuba City Zoning Regulations. The Lincoln East Specific Plan combines the elements of the Yuba City General Plan and Yuba City Zoning Regulations into a comprehensive document that focuses on the development of the Plan Area. The Specific Plan provides for the development of 1,160 acres into a planned development with a mix of residential and commercial uses, park and recreational sites, and public facilities.

## 1.2 Plan Area Location

The Lincoln East Specific Plan is located southwest of Yuba City and is bounded by Franklin Road to the north, Sanborn Road and Harding Road to the east, Bogue Road to the south, and George Washington Boulevard to the west. The Plan Area is approximately 1,160 acres and under the jurisdiction of Sutter County prior to annexation into Yuba City. The Plan Area is directly adjacent to the city limits of Yuba City and is within the City's Sphere of Influence (SOI). Figure 1-1 depicts the Plan Area location in proximity to Yuba City and Figure 1-2 illustrates the Plan Area in greater detail.

## 1.3 Specific Plan Requirements

A Specific Plan is a regulatory tool used by local governments to implement the General Plan by guiding development within a specified area. A Specific Plan is enacted pursuant to Sections 65450 et. seq. of the California Government Code. A Specific Plan must be consistent with the adopted General Plan. The following excerpt identifies the content requirements for Specific Plans defined in State Law (§65451 (a)):

*§65451 (a) A Specific Plan shall include text and a diagram or diagrams that specify all of the following in detail:*

- (1) *The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.*

- (2) *The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.*

- (3) *Standards and criteria by which development will proceed, as well as standards for conservation, development, and utilization of natural resources, where applicable.*

- (4) *A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs 1, 2, and 3.*

*(b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

Furthermore, the California Government Code §65453 and §65454 prepared by the State Office of Planning and Research state that:

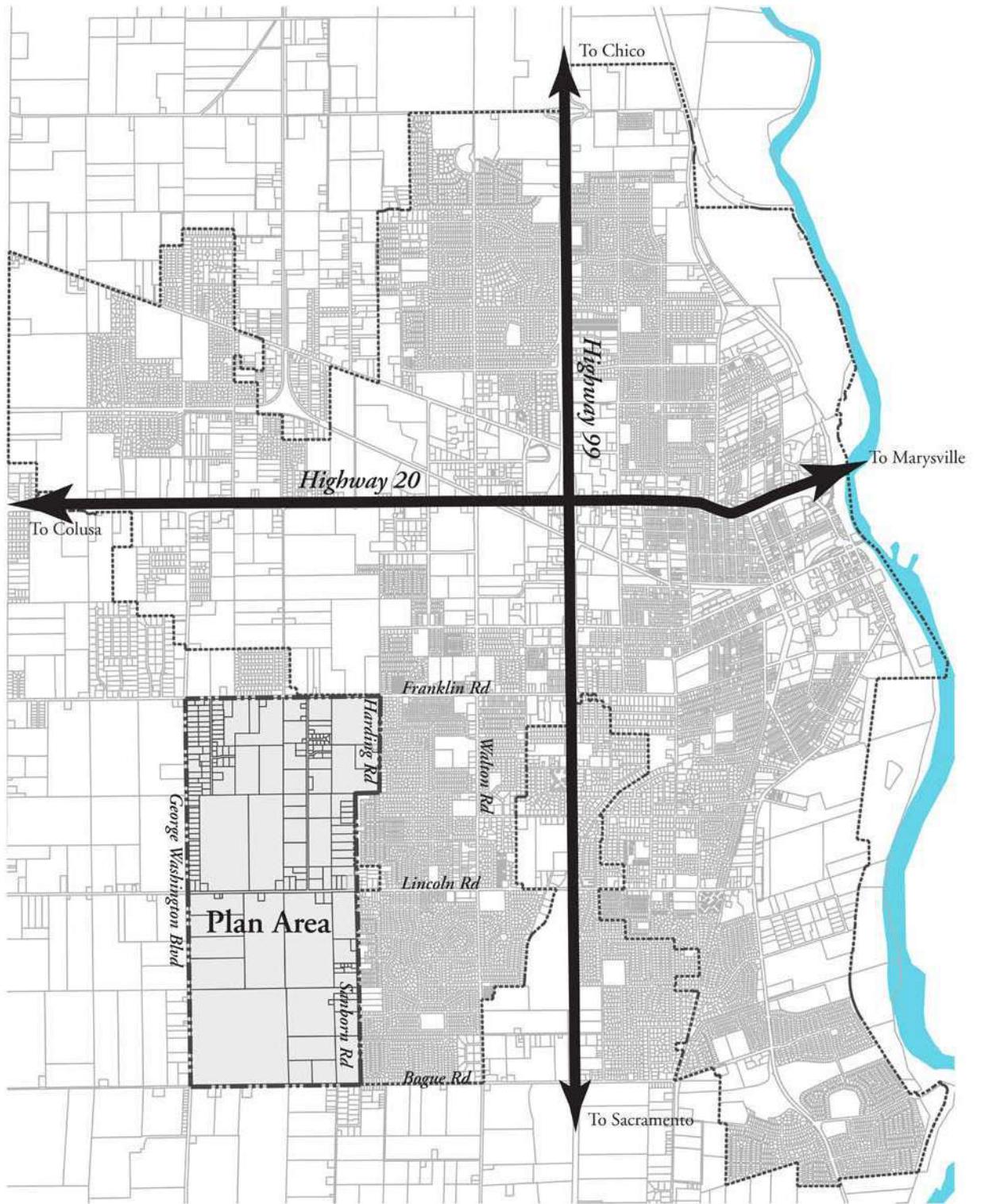
*§65453 (a) A Specific Plan shall be prepared, adopted, and amended in the same manner as a General Plan, except that a Specific Plan may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the legislative body.*

*(b) A Specific Plan may be repealed in the same manner as it is required to be amended.*

*§65454 No Specific Plan may be adopted or amended unless the proposed plan or amendment is consistent with the General Plan. This Specific Plan has been prepared pursuant to State Law and complies with all requirements therein.*

## 1.4 Severability Clause

In the event that a California or Federal Court of competent jurisdiction holds any regulation, condition, program, or portion of this Specific Plan invalid or unconstitutional, such portions shall be deemed separate,



NTS

- Yuba City Limits
- . - . - . Plan Area Boundary

FIGURE 1-1 LOCATION MAP

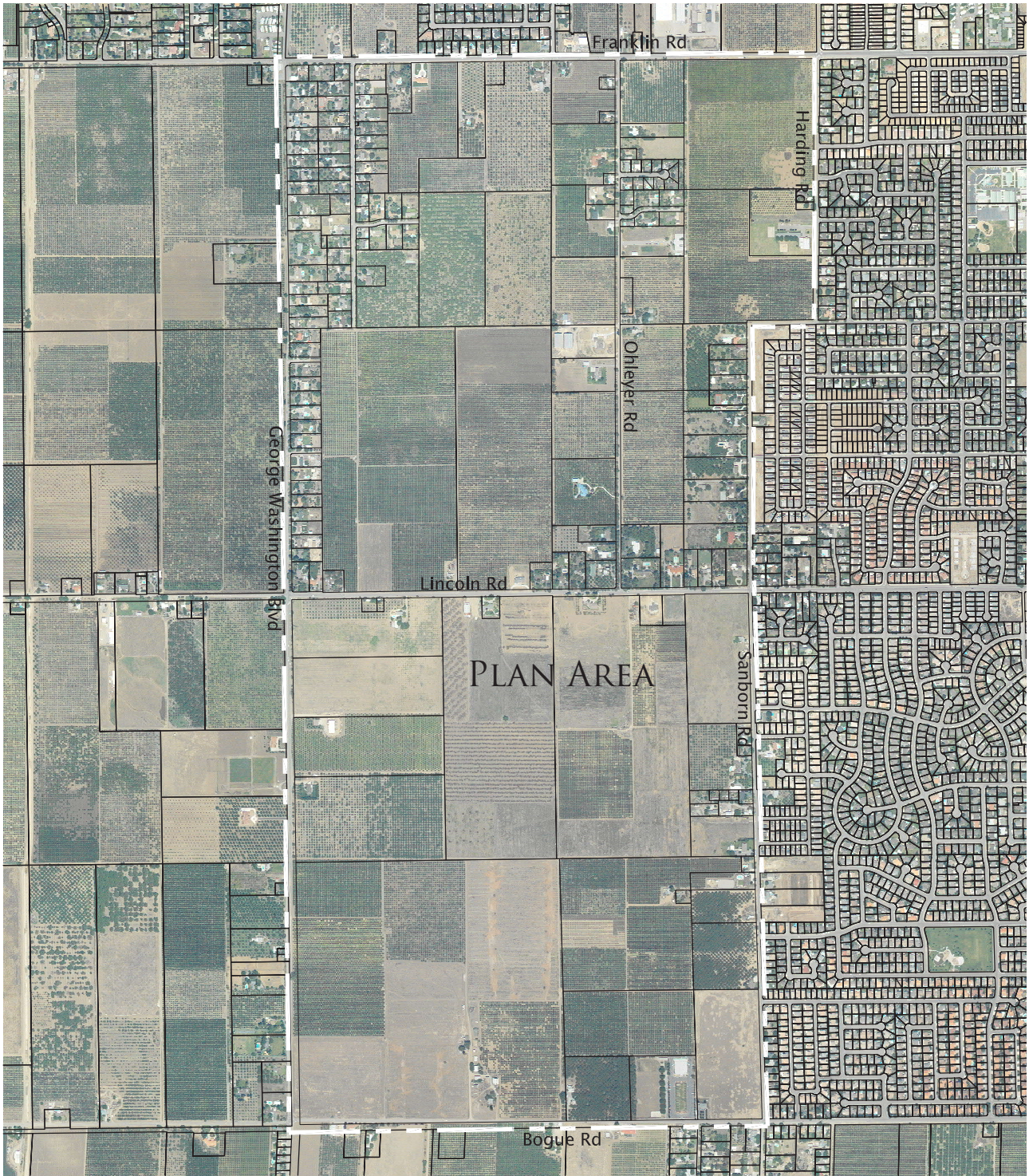


FIGURE 1-2 PLAN AREA

distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions.

### 1.5 Relationship to Relevant Planning Documents

The Plan Area is currently within the Sphere of Influence of Yuba City and is regulated by the City’s General Plan. The Specific Plan is an implementation tool of the General Plan for more precise goals, objectives, and policies specific to the Plan Area and shall be consistent with the goals, objectives, and policies of the General Plan. As a part of the adoption of the Specific Plan, zoning districts applicable to the Plan Area have been created and include standards and guidelines that will be used to govern development within the Plan Area. These standards and guidelines shall supersede those contained in the Yuba City Zoning Regulations and where the Specific Plan is silent on a topic, the Zoning Regulations shall remain in effect.

The City of Yuba City Residential Design Guidelines is being developed by the City and the Lincoln East Specific Plan Design Guidelines Appendix incorporates relevant policies and guidelines that are consistent with the character and vision established for the Plan Area. Upon adoption of the Residential Design Guidelines, any objectives and standards that are within the Design Guidelines that are not specifically mentioned within the Specific Plan shall govern residential development within the Plan Area. In cases where the Residential Design Guidelines and the Specific Plan are in conflict, the Specific Plan shall supersede the Residential Design Guidelines.

### 1.6 Public Outreach and Participation

The Lincoln East Specific Plan is the result of a collaborative consensus building process involving the residents within the Plan Area, key stakeholders, Yuba City staff, local agencies and a team of consultants. Community participation was a component of the Specific Plan process. Public participation included a series of workshops where residents, business owners, and organizations within and

near the Plan Area participated in identifying land use issues, community character desires, and the design of the overall plan. In conjunction with the public workshops, a joint Yuba City Planning Commission and City Council study session was held to solicit comments from public officials regarding the design and elements of the Plan.

### 1.7 Plan Organization

The Specific Plan guides development within the Plan Area. Detailed goals, policies, development standards, and design guidelines are provided to ensure that all projects within the Plan Area are consistent with the central vision of the Specific Plan. The Specific Plan is divided into the following nine chapters and appendix:

#### 1 Introduction

This chapter outlines the basic purpose of the Specific Plan as well as its consistency with other relevant City documents. The Specific Plan goals are also discussed.

#### 2 History & Existing Conditions

This chapter describes the existing conditions of the Plan Area, including a description of the landforms, the surrounding uses, and history, as well as findings from the opportunities and constraints analysis.

#### 3 Land Use

The Land Use chapter identifies the land use designations within the Plan Area and provides goals, objectives, and polices for each designation.

#### 4 Affordable Housing

This chapter provides affordable housing goals and policies to help ensure housing is available to households with very low, low, moderate, and above moderate incomes.

#### 5 Circulation

This chapter describes circulation goals and policies and provides the plans for internal circulation and access to the Plan Area. Street types and other circulation features such as pedestrian and bike paths, and traffic calming are discussed.



## **6 Parks and Recreation**

The Parks and Recreation chapter provides goals and policies for these elements and describes the parks and trail network within the Plan Area, including plans for the city, community, and neighborhood parks.

## **7 Resource Management**

This chapter describes goals and policies and discusses the natural resources of the Plan Area. Management of agricultural, cultural, and biological resources is discussed. Important environmental issues such as air quality, water quality, and energy conservation are also addressed.

## **8 Public Facilities and Services**

This chapter addresses public infrastructure and utilities, with sections on water, wastewater, stormwater drainage, solid waste, and utilities. Public services, including police, fire services, and public schools are discussed.

## **9 Implementation**

The Implementation chapter addresses the implementation processes, public facilities maintenance and improvements, implementation financing, and administration of the Specific Plan.

## **Appendix A Design Guidelines & Standards**

This Appendix describes development standards and design guidelines to establish the overall community appearance and character of the Plan Area.

### **1.8 Specific Plan Goals**

The following are goals that have guided the development of the Specific Plan. Each chapter includes a goal, as well as objectives and policies that facilitate in meeting those goals.

#### ***Land Use and Design Goal***

To provide a comprehensive, pedestrian oriented land use plan that builds upon the existing uses and creates a sense of community through well designed neighborhoods.

#### ***Affordable Housing Goal***

Provide areas within the Plan Area for the inclusion of affordable housing for all income groups.

#### ***Circulation Goal***

To create a safe and efficient circulation system that promotes a variety of transportation modes including: automobile, bicycle, and pedestrian, with an emphasis on establishing an attractive, walkable community.

#### ***Parks and Recreation Goal***

To ensure the provision of adequate park space, open space, and recreational facilities that meet the variety of needs of Plan Area residents and is consistent with the long-term park needs of Yuba City.

#### ***Resource Management Goal***

Implement conservation and resource management techniques that protect or enhance the natural resources within Plan Area.

#### ***Public Facilities and Services Goal***

To ensure the provision of adequate and reliable services and utilities to residents and businesses to accommodate the needs of Plan Area uses.

#### ***Design Guidelines Goal***

Provide a strong sense of place through the design of new residential neighborhoods, neighborhood and commercial centers, parks and trails, and also maintain the rural characteristic established by the existing residential neighborhoods.

## 2.0 HISTORY & EXISTING CONDITIONS

### 2.1 Plan Area History

The Lincoln East Specific Plan (Specific Plan) area is a significant part of the history of Sutter County. A 48,000 acre land grant was awarded by the Mexican government to John Sutter, who established a hock farm in 1842 on the west bank of the Feather River southeast of the Plan Area. This land grant was located north of the American River and east of the Sacramento River. The hock farm was the first large-scale agriculture settlement in Northern California and included orchards, vineyards, and grain production. After the California gold rush, those that remained began to establish farms and orchards on the fertile land previously deeded to Sutter.

Frederic Dahling and George Ohleyer are two former Plan Area landowners that shaped the history of Sutter County. Frederic Dahling, a Prussian immigrant who prospered by raising wheat, purchased 160 acres along Lincoln Road where he built a 4,000 square foot, 12 bedroom Victorian home. Completed in 1886, this house was the largest home in the area and was used as a landmark along with the Sutter Buttes and Mt. Diablo for U.S. Geological Survey teams. The Dahling House remains in the Plan Area along the southside of Lincoln Road.

George Ohleyer was a prominent citizen of Sutter County whose 960-acre ranch was located in the Plan Area. As a state legislator, Ohleyer lobbied for a ban on hydraulic mining which at the time caused silt and dirt to flow down the streams and rivers that farmers used to irrigate crops in the central valley. He also established and edited the Sutter County Farmer newspaper. Ohleyer Road was named for George Ohleyer and a portion of his original 960-acre ranch is currently a peach orchard off of Franklin Road.

Another historic element of the area is the relationship with the Sikh faith. The largest Punjabi-American community outside of India is located in Sutter County. The Sri Guru Nanak Sikh Temple, located within the Plan Area along Bogue Road, is a destination point for those in the Sikh faith. Built in 1980, local individuals of the Sikh faith use this Temple as the primary focal point of their community.



*The Dahling House along Lincoln Road*



*Existing Sri Guru Nanak Sikh Temple*



*Existing private school located on Harding Road*



*Existing street segment of Lincoln Road*



*Orchards currently occupy much of the surrounding Plan Area*

## 2.2 Existing Uses and Landforms

### 2.2.1 Existing Uses

The majority of the Plan Area is currently in agricultural production, primarily orchards planted with fruit and nut trees. The orchards contain existing ancillary uses for farm and irrigation activities; dirt access roads that connect to roadways are located throughout many of the orchards. Existing residences that support farming activities are located near the existing roadways.

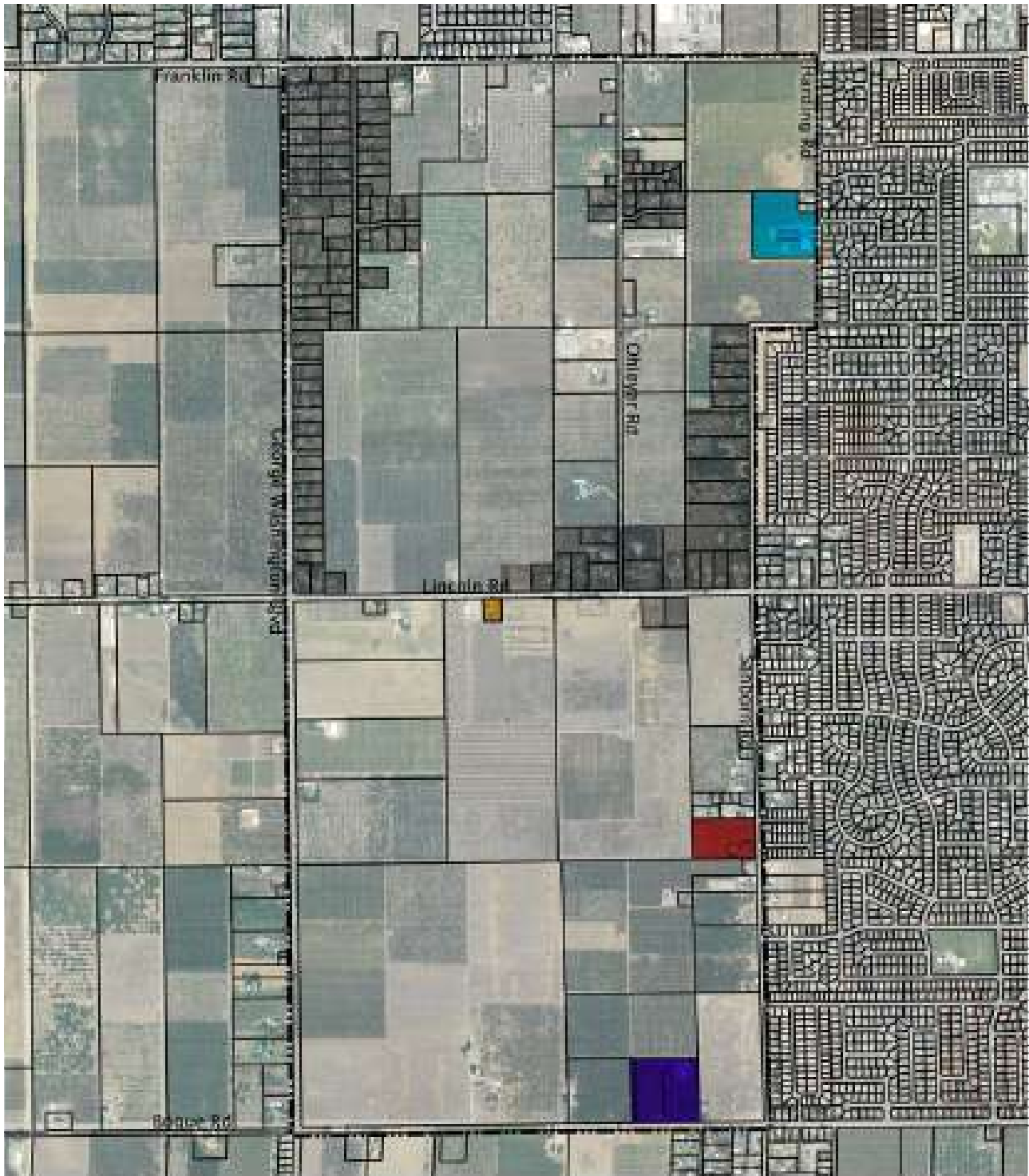
Approximately 150 acres of large lot estate residential uses are located in the Plan Area. The large lot estate residential parcels are primarily located along the northern section of the Plan Area, fronting existing streets including Franklin Road, Lincoln Road, Ohleyer Road, George Washington Boulevard, and Sanborn Road (refer to Figure 2-1, Existing Uses Map). A total of approximately 150 existing residences are located within the Plan Area. These existing residences have been considered in the design of the Plan Area.

Two existing quasi-public uses are located within the Plan Area. The Sri Guru Nanak Sikh Temple is located along Bogue Road near the intersection of Sanborn Road. Adventist Christian School and the Yuba-Sutter Rainbow Montessori School are located on a shared site along Harding Road, between Cherry Street and Franklin Road. In addition to these quasi-public facilities, a commercial/office use is located along Sanborn Road that presently accommodates a radio station with an on-site radio antenna.

### 2.2.2 Existing Circulation

There are seven primary existing street segments within the Plan Area including: Franklin Road, Harding Road, Sanborn Road, Cherry Street, Lincoln Road, George Washington Boulevard, and Bogue Road. These roadway segments are located along the perimeter of the Plan Area, with the exception of Ohleyer and Lincoln Roads, which bisect the Plan Area. These roadway segments consist of two-lane, rural facilities that lack sidewalks and paved shoulders.

A number of local streets in the Plan Area provide access to the existing large lot residences in the northern section of the Plan Area. These roadway segments include: Butte Avenue; Del Amo Drive; Holly Avenue; Forrest Lane; and St. Francis Way.



- Plan Area Boundary
- Existing Residential Uses
- Existing Commercial Use
- Existing Religious Facility
- Existing School Facility
- Existing Historical Structure

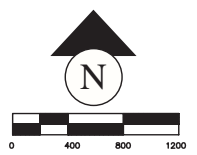


FIGURE 2-1 EXISTING USES MAP

### 2.2.3 Existing Landforms

The Plan Area is generally level with topographic features that are limited to a small differential in elevation from the area south of Lincoln Road to the northern portion of the Plan Area. The Plan Area is approximately two miles west of the Feather River and about one mile west of Gilsizer Slough.

The Land Use Plan incorporates analysis of the environmental characteristics of the Plan Area. As the Plan Area is relatively flat, slope and topography are not major concerns for development. The soil and other geologic characteristics of the Plan Area are well suited for development. The Plan Area generally drains to the southwest, but the natural topography of the site, along with the drainage, was modified with a network of ditches and canals to support nut and fruit orchards. According to preliminary reconnaissance surveys, no known jurisdictional wetland features exist within the Plan Area.

### 2.3 General Plan Land Uses

The Plan Area boundary encompasses 1,160 acres. The General Plan includes the following land use designations in the Plan Area: Low Density Residential (684 acres), Low-Medium Density Residential (135 acres), Medium-High Density Residential (49 acres), Parks and Recreation (103 acres), Public Facilities (54 acres), Community Commercial (14 acres), and Neighborhood Commercial (14 acres) (Refer to Figure 2-2, Existing General Plan Land Use Map). Table 2-1, General Plan Land Use Statistics, outlines the existing General Plan's land use designations for the Plan Area and their corresponding acreage and population projections.

### 2.4 Surrounding Land Uses

The northern, southern, and western sides of the Plan Area are surrounded primarily by agricultural uses. To the north, a few residential uses are mixed with established agricultural uses. There is a residential subdivision along

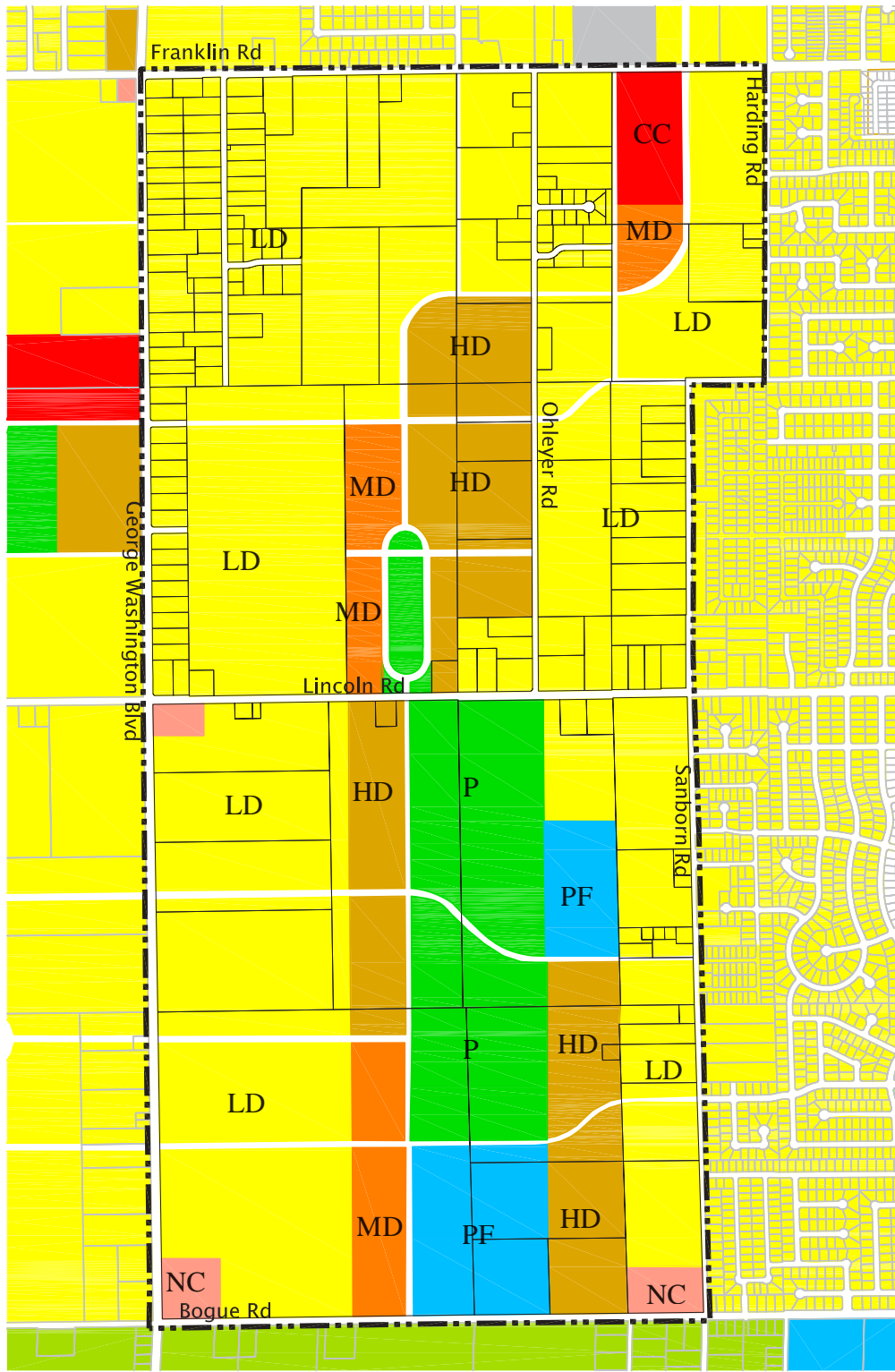
El Margarita Road fronting Franklin Road. Additionally, a mobile home park and single family residential subdivision are located at the opposite corner of the intersection of Franklin Road and George Washington Boulevard northwest of the Plan Area. To the west, large lot estate residential uses are interspersed along George Washington Boulevard with the remainder being agricultural uses.









Existing agricultural uses are to the south of the Plan Area, with the exception of a large lot estate residential subdivision along Sanborn Road south of Bogue Road. The eastern portion of the Plan Area borders the existing Yuba City limits. Single family residential development is adjacent to the east, with some vacant lots along Sanborn Road.

### 2.5 Opportunities and Constraints

There are numerous existing large lot and rural estate residential uses, as well as public and semi-public uses within the Plan Area (refer to Figure 2-3, Opportunities and Constraints Map). A key goal of the Specific Plan is to coordinate proposed development with existing development and circulation patterns. Existing homes and quasi-public uses within the Plan Area will be retained and new development will be compatible with these existing uses. In addition to the existing quasi-public uses within the Plan Area, a site along George Washington Boulevard between Lincoln Road and Bogue Road has recently been approved for a Sikh temple by Sutter County. On the eastern boundary of the Plan Area, several of the existing streets within the City limits will be extended through the Plan Area. All of the current residential uses utilize septic systems and wells. New development within the Plan Area will require the installation of new City water and sewer services. The option to connect to City services shall be provided to existing development.

# HISTORY & EXISTING CONDITIONS



- |  |   |   |
|--|---|---|
|  Plan Area Boundary             |  Medium-High Density Residential |  Parks & Recreation |
|  Low Density Residential        |  Neighborhood Commercial         |  Public Facilities  |
|  Low-Medium Density Residential |  Community Commercial            |   |

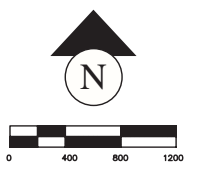


FIGURE 2-2 EXISTING GENERAL PLAN LAND USE MAP

**Table 2-1 General Plan Land Use Statistics**

Land Use Designation	Acreage	Land Use Distribution	Units <sup>1</sup> Per Acre	Total Units <sup>2</sup>	Population <sup>3</sup>	Typical FAR <sup>4</sup>	Potential Building Square Footage
<b>Residential</b>							
<i>Low Density Residential (LD)</i>	684.2	59.0%	4.25	2,908	7,764		
<i>Low - Medium Density Residential (MD)</i>	135.3	11.7%	9	1,217	3,250		
<i>Medium - High Density Residential (HD)</i>	49.3	4.2%	24	1,182	3,156		
<b>Non-Residential</b>							
<i>Neighborhood Commercial (NC)</i>	14.1	1.2%				0.35	214,969
<i>Community Commercial (CC)</i>	13.9	1.2%				0.25	150,935
<b>Public Facilities</b>							
<i>Parks and Recreation (P)</i>	103.4	8.9%					
<i>Public &amp; Semi Public Facilities (PF)</i>	53.6	4.6%					
<i>Major Circulation</i>	106.5	9.2%					
<b>Total</b>	<b>1160.2</b>	<b>100%</b>		<b>5,307</b>	<b>14,170</b>		<b>365,904</b>

Assumptions:

- <sup>1</sup> Units per acre is representative of the average residential density allowed.
- <sup>2</sup> Residential units based on gross acre and does not include internal circulation or existing development.
- <sup>3</sup> Population is based on the Yuba City General Plan indicating 2.67 persons per household.
- <sup>4</sup> Typical Floor Area Ratio (FAR) based on Yuba City General Plan Buildout Projections.

# HISTORY & EXISTING CONDITIONS



- |  |                         |  |  |
|--|-------------------------|--|--|
|  | Existing Major Arterial |  | Potential Connection To Existing Development |
|  | Existing Collector      |  | Existing Residential                         |
|  | Proposed Parkway        |  | Potential Gateway                            |
|  | Proposed Minor Arterial |  | Sutter-Butte Viewshed                        |
|  | Proposed Collector      |  |  |

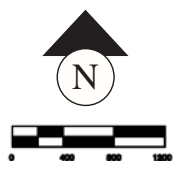


FIGURE 2-3 OPPORTUNITIES & CONSTRAINTS MAP 2-7



## 3.0 LAND USE

### 3.1 Introduction

The Land Use chapter of the Lincoln East Specific Plan (Specific Plan) establishes land use designations and provides development standards that convey a vision for the development of the Lincoln East Specific Plan. Design guidelines, organized by land use and zoning districts, are provided in Appendix A. The Land Use chapter is intended to define the land use configuration for the Plan Area and provide a detailed description of the Plan's designated land uses. The Specific Plan implements Yuba City's General Plan which establishes the land use and zoning framework for development of property within the Plan Area. The Specific Plan supersedes the regulations set forth in the City's Zoning Ordinance and Residential Design Handbook. Where the Specific Plan is silent, the requirements set forth in the Zoning and Residential Design Handbook shall take precedence. Through the thoughtful placement of land uses, the Specific Plan strives to create quality, traditional neighborhoods that incorporate a variety of densities and housing types for all socio-economic groups and encourages pedestrian circulation, provides neighborhood focal points such as parks and trails, reduces auto-dependency and fosters overall interaction among neighbors. Development within the Lincoln East Specific Plan shall provide multiple through routes, centralized recreational features, tree lined streets, distinct neighborhood entry features and a network of pedestrian and bicycle trails that connect to residential neighborhoods, parks, schools, and commercial centers. All land use approvals, zoning, use permits, tentative subdivision and parcel maps within the Plan Area must be consistent with the provisions herein.

#### 3.1.1 Land Use Designations

The Land Use Diagram (Figure 3-1) delineates the location and extent of the land use designations in the Plan Area, as well as total acreages, and residential dwelling units for each category (refer to Table 3-1, Land Use Summary). The Specific Plan defines eight (8) land use designations for the Plan Area:

- Low Density Residential-10,000 sf minimum (LD-10K)
- Low Density Residential (LD)
- Low-Medium Density Residential (MD)
- Medium-High Density Residential (HD)
- Community Commercial (CC)
- Parks and Recreation (P)
- Public Facilities (PF)
- Quasi-Public Facilities (QP)

#### 3.1.2 Zoning Districts

The Zoning Districts Diagram (Figure 3-2) delineates the location and extent of the zoning districts in the Plan Area. The Plan Area will be zoned as a Specific Plan Combining District (SP) overlay by the City of Yuba City. The Specific Plan defines seven (7) zoning districts for the Plan Area:

- Residential Estate District (RE-LESP)
- Single Family Residential District (R1-LESP)
- Low-Medium Density Residential District (R2-LESP)
- Multi-Family Residential District (R3-LESP)
- Community Commercial District (C-2-LESP)
- Public Facilities District (PF-LESP)
- Quasi-Public Facilities District (QP-LESP)

These districts are unique to the Plan Area and are only applicable to the Lincoln East Specific Plan Combining District boundary, to be established by the City. The zoning districts are also internally consistent with the Specific Plan and with the General Plan land use designations. Zoning district descriptions, standards, and regulations are provided in Appendix A.

### 3.2 Land Use Goal and Objectives

The following goal and objectives establish the implementation framework for the Specific Plan's Land Use Plan:

*Land Use Goal:*

*To provide a comprehensive, pedestrian oriented land use plan that builds upon the existing uses and creates a sense of community through well designed neighborhoods.*

**Land Use Objective-1**

Develop a wide range of housing opportunities for all socio-economic groups by providing a variety of housing densities and products.

**Land Use Objective-2**

Provide residential land uses that are compatible to one another.

**Land Use Objective-3**

Locate commercial centers, community buildings, parks and recreation areas, and schools within walking distances for residents within the Plan Area.

**Land Use Objective-4**

Provide for commercial land uses within the Plan Area that are economically beneficial to Yuba City.

**Land Use Objective-5**

Designate adequate commercial areas to promote development of commercial-retail uses to meet existing and future residential needs in the Plan Area.

**Land Use Objective-6**

Provide adequate recreational facilities that are centrally located within neighborhoods and are linked throughout the Plan Area to promote pedestrian and bicycle usage.

**Land Use Objective-7**

Provide for adequate school sites within the Plan Area that accommodate the needs of future residents.

**3.3 Residential Land Use Designations**

Residential land uses account for approximately 822 acres (71%) of the Plan Area. Proposed residential uses are designed to be compatible with existing single family residences and agricultural uses adjacent to the Plan Area. Residential land uses are divided into four land use

designations: Low Density Residential-10,000 square foot minimum lot size (LD-10K), Low Density Residential (LD), Low-Medium Density Residential (MD) and Medium-High Density Residential (HD). The following sections provide a detailed description of the residential designations.

**3.3.1 Low Density Residential - 10,000 SF Minimum Land Use (LD-10K)**

Approximately 166 acres (14%) of the residential uses are designated Low Density Residential, with a minimum lot size of 10,000 square feet. This designation primarily encompasses existing large lot residential neighborhoods and is intended to maintain the large lot residential character along Butte Avenue, Del Amo Drive, George Washington Boulevard, Lincoln Road, Ohleyer Road and Sanborn Road north of Lincoln Road. New residential development within this designation will provide for a transition to smaller, single-family development that is adjacent to the LD-10K. The implementing zoning district for this land use designation is Residential Estate Zoning District (RE-LESP).

**3.3.2 Low Density Residential Land Use (LD)**

The Low Density Residential land use designation is intended to promote single family residential neighborhoods and is representative of typical residential growth in Yuba City. In addition to single-family residential units, this designation also allows for parks, day care, civic



*Example of a low density residential home*



- |  |  |  |                                    |   |                         |
|--|--|--|------------------------------------|---|-------------------------|
|  LD-10K | Low Density Residential-<br>10,000 sf min. |  HD | Medium-High Density<br>Residential |  PF | Public Facilities       |
|  LD     | Low Density Residential                    |  CC | Community Commercial               |  QP | Quasi-Public Facilities |
|  MD     | Low-Medium Density<br>Residential          |  P  | Parks & Recreation                 |   |                         |



FIGURE 3-1 LAND USE DIAGRAM

**Table 3-1 Land Use Summary**

Land Use Designation	Gross Acres <sup>1</sup>	Land Use Distribution	Range of Densities Per Acre	Average Density <sup>2</sup> Per Acre	Average Total Units	Average Population	Typical FAR <sup>5</sup>	Potential Building Square Footage
<b>Residential</b>								
<i>Low Density Residential - 10,000 sq. min. (LD-10K)</i>	166	14.3%	1.0 - 4.0	2.00	332	886		
<i>Low Density Residential (LD)</i>	454	39.1%	2.0 - 8.0	4.25	1,929	5,150		
<i>Low - Medium Density Residential (MD)</i>	135	11.6%	6.0 - 14.0	9.00	1,215	3,244		
<i>Medium - High Density Residential (HD)</i>	58	5.0%	12.0 - 36.0	24.00	1,392	3,716		
<b>Non-Residential</b>								
<i>Community Commercial (CC)</i>	34	2.9%					0.25	370,260
<b>Parks &amp; Public Facilities</b>								
<i>Parks (P)</i>								
<i>City Park</i>	32	2.8%						
<i>Community Park</i>	10	0.9%						
<i>Joint Use Facilities</i>	20	1.7%						
<i>Neighborhood Park</i>	20	1.7%						
<i>Public Facilities (PF)</i>	68	5.9%						
<i>Quasi-Public Facilities (QP)</i>	29	2.5%						
<i>Major Circulation</i>	134	11.6%						
<b>Total</b>	<b>1,160</b>	<b>100%</b>			<b>4,865<sup>3</sup></b>	<b>12,990<sup>4</sup></b>		<b>370,260</b>

Assumptions:

- Gross acres do not take into account internal circulation.
- Density represents the average residential density for the entire Specific Plan Area.
- Maximum allowable total units permitted by Specific Plan EIR (refer to Residential Land Use Policy-3)  
Average Total Units may exceed maximum allowable total units permitted.
- Population is based on the Yuba City General Plan indicating 2.67 persons per household,  
Average Total Population based on maximum allowable total units permitted by Specific Plan EIR.
- Typical Floor Area Ratio (FAR) based on Yuba City General Plan Buildout Projections.

Table Amended 05/04/10

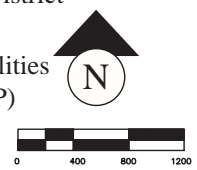
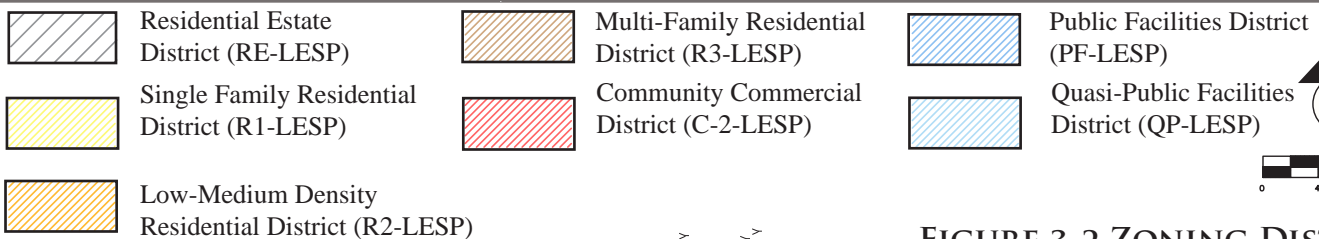
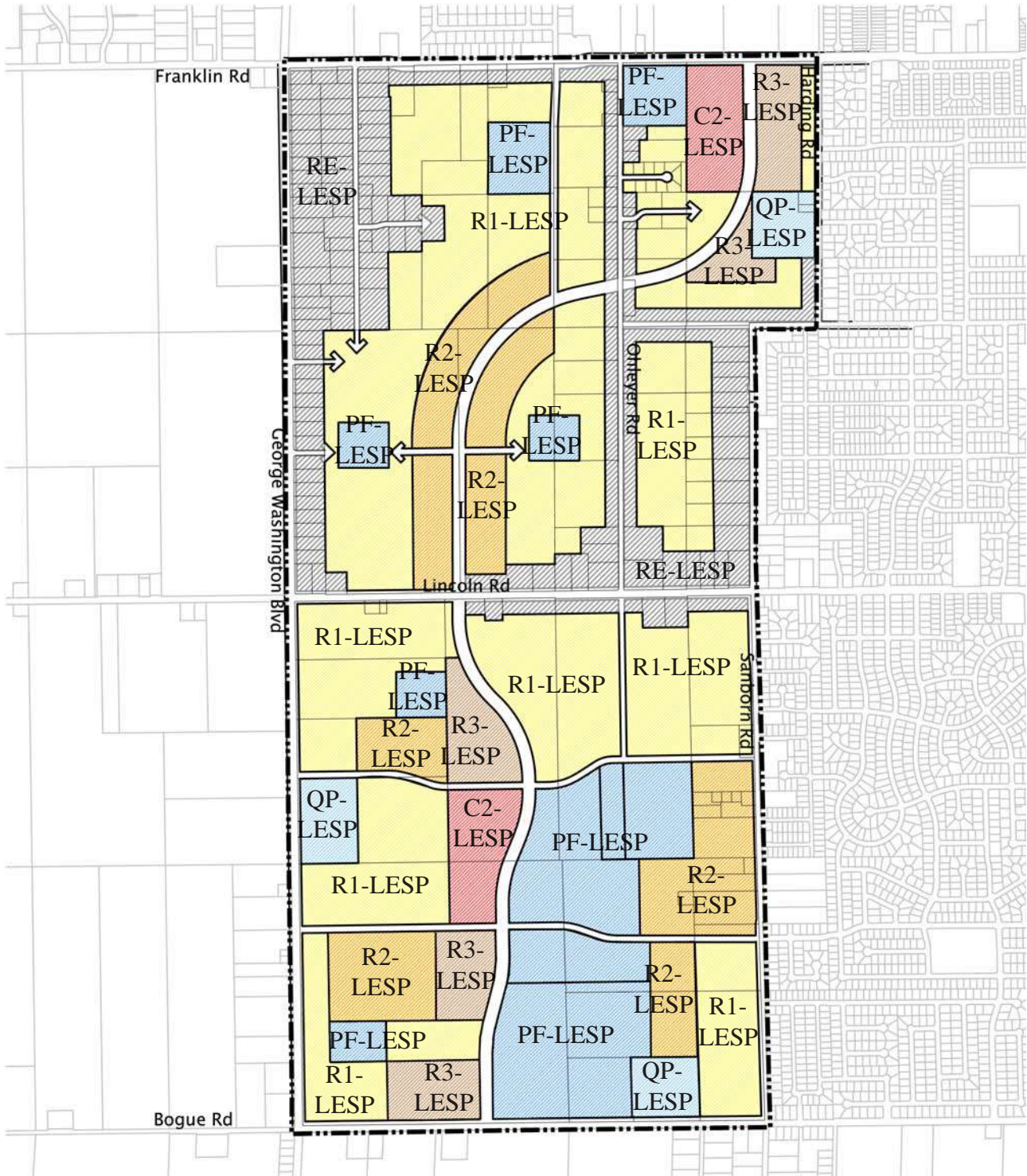


FIGURE 3-2 ZONING DISTRICTS



*Traditional Low Density Residential Development*



*The Low-Medium Density designation allows for variation in housing styles*



*Example of Medium-High Density Residential land use*

and institutional uses. Approximately 466 (40%) acres of residential uses are dedicated to the Low Density Residential land use designation. The implementing zoning district for this land use designation is the Single Family Residential Zoning District (R1-LESP).

**3.3.3 Low- Medium Density Residential Land Use (MD)**

The Low-Medium Density residential land use designation provides for a mix of small lot single-family and other higher density uses that include, but are not limited to duplexes, single family homes with secondary units over a garage and attached single family homes. Other uses may include parks, civic and institutional uses in a more residential setting. Approximately 134 acres (12%) of the residential uses are dedicated to the Low-Medium Density Residential designation. The implementing zoning district for this land use designation is the Low-Medium Density Residential Zoning District (R2-LESP).

**3.3.4 Medium-High Density Residential Land Use (HD)**

Medium-High Density Residential accommodates attached homes, two- to four-plexes and multi-family apartment buildings. High Density uses are located near transportation corridors and within walking distance to parks, community facilities, and schools. The Medium-High Density Residential designation provides a variety of housing choices to ensure that Yuba City remains an inclusive, affordable community. In addition to the benefit of affordability, higher density housing increases opportunities to conserve land and provide a positive aesthetic quality. Approximately 56 acres (5%) of residential uses are dedicated to the Medium-High Density Residential designation. The implementing zoning district for this land use designation is the Multi-Family Residential Zoning District (R3-LESP).

**3.3.5 Residential Land Use Policies**

The following policies shall be utilized in residential planning, design, and development within the Plan Area.

**Residential Land Use Policy-1**

Neighborhood densities and lot sizes shall be controlled by the Specific Plan’s residential standards, consistent with the City’s General Plan.

**Residential Land Use Policy-2**

Residential land use designations shall be consistent with the zoning districts as shown in Table 3-2, Residential Land Use & Zoning Consistency.

**Residential Land Use Policy-3**

Residential development shall not exceed the overall maximum number of dwelling units for the Specific Plan established in Table 3-1 (4,865 units total). Residential densities within individual projects (defined as a submitted tentative subdivision map or tentative parcel map) shall fall within the land use density range established by the Specific Plan shown in Table 3-1.

**Residential Land Use Policy-4**

All new residential development shall be sensitive to existing residential estate dwelling units to which they abut or are adjacent. Where possible, new residential neighborhoods should be integrated with existing residences through the use of building height, fencing, orientation and massing, landscaping, etc.

**Residential Land Use Policy-5**

Existing residences within the LD-10K land use designation shall be allowed to continue all existing operations upon annexation. This includes, but is not limited to raising of farm animals, limited agricultural uses, and existing ancillary structures such as barns and stables. New development within the LD-10K land use designation shall be subject to applicable zoning regulations located in Article 5, Sections 8-5.502 of the Yuba City Zoning Regulation.

**Residential Land Use Policy-6**

Promote flexibility and innovation of residential unit design through the implementation of the design guidelines and standards in Appendix A.

**Residential Land Use Policy-7**

Residential neighborhoods should include neighborhood focal points, such as schools, neighborhood parks, and multi-use trails.

**Residential Land Use Policy-8**

Encourage small lot development, where appropriate, to provide a variety of housing opportunities for residents to participate in the home-ownership market within the Plan Area.

**Residential Land Use Policy-9**

Low-Medium and Medium-High designated residential areas should be located near parks, schools, and commercial centers.

**Residential Land Use Policy-10**

Provide for a transition between higher density and lower density residential areas through the use of architectural forms, building heights, and other design techniques.

**Residential Land Use Policy-11**

Provide for pedestrian oriented development within all residential land use designations through the use of sidewalks, multi-use trails, residential unit design and orientation, and location of recreational amenities.

**Table 3-2 Residential Land Use & Zoning Consistency**

Land Use Designation	Zoning District
<i>Low Density Residential-10,000 sf min (LD-10K)</i>	Residential Estate Residential (RE-LESP)
<i>Low Density Residential (LD)</i>	Single Family Residential (R1-LESP)
<i>Low-Medium Density Residential (MD)</i>	Low-Medium Density Residential (R2-LESP)
<i>Medium-High Density Residential (HD)</i>	Multi-Family Residential (R3-LESP)

**3.3.6 Dwelling Unit Allocation Areas**

To ensure balanced and equitable residential growth, the Plan Area has been divided into eight dwelling unit allocation areas, A-H (refer to Figure 3-3 Residential Planning Areas). Each dwelling unit allocation area has been allocated a maximum number of new dwelling units, based on land use. Each dwelling unit allocation area may not exceed the maximum number of new dwelling units allowed as outlined in Table 3-3. Administration and implementation of residential planning areas is discussed in Chapter 9, Implementation.

Table 3-3 Dwelling Unit Allocation			
Residential Planning Area	Residential Land Use	Acreage	Potential Dwelling Unit Yield
<b>Area A</b>			
	LD-10,000 sf min.	64	128
	LD	62	264
	MD	9	81
	<i>Subtotal</i>	135	473*
<b>Area B</b>			
	LD-10,000 sf min.	19	38
	LD	56	238
	HD	20	480
	<i>Subtotal</i>	95	756*
<b>Area C</b>			
	LD-10,000 sf min.	17	34
	LD	47	200
	MD	24	216
	<i>Subtotal</i>	88	450*
<b>Area D</b>			
	LD-10,000 sf min.	56	112
	LD	77	327
	MD	23	207
	<i>Subtotal</i>	156	646*
<b>Area E</b>			
	LD	41	174
	MD	12	108
	HD	13	315
	<i>Subtotal</i>	66	597*
<b>Area F</b>			
	LD-10,000 sf min.	10	20
	LD	82	349
	<i>Subtotal</i>	92	369*
<b>Area G</b>			
	LD	77	327
	MD	15	135
	HD	23	552
	<i>Subtotal</i>	115	1,014*
<b>Area H</b>			
	LD	24	102
	MD	51	458
	<i>Subtotal</i>	75	560*
<b>Total</b>		<b>822</b>	<b>4,865</b>

\*Maximum number of new dwelling units allowed per Residential Planning Area



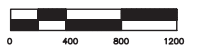
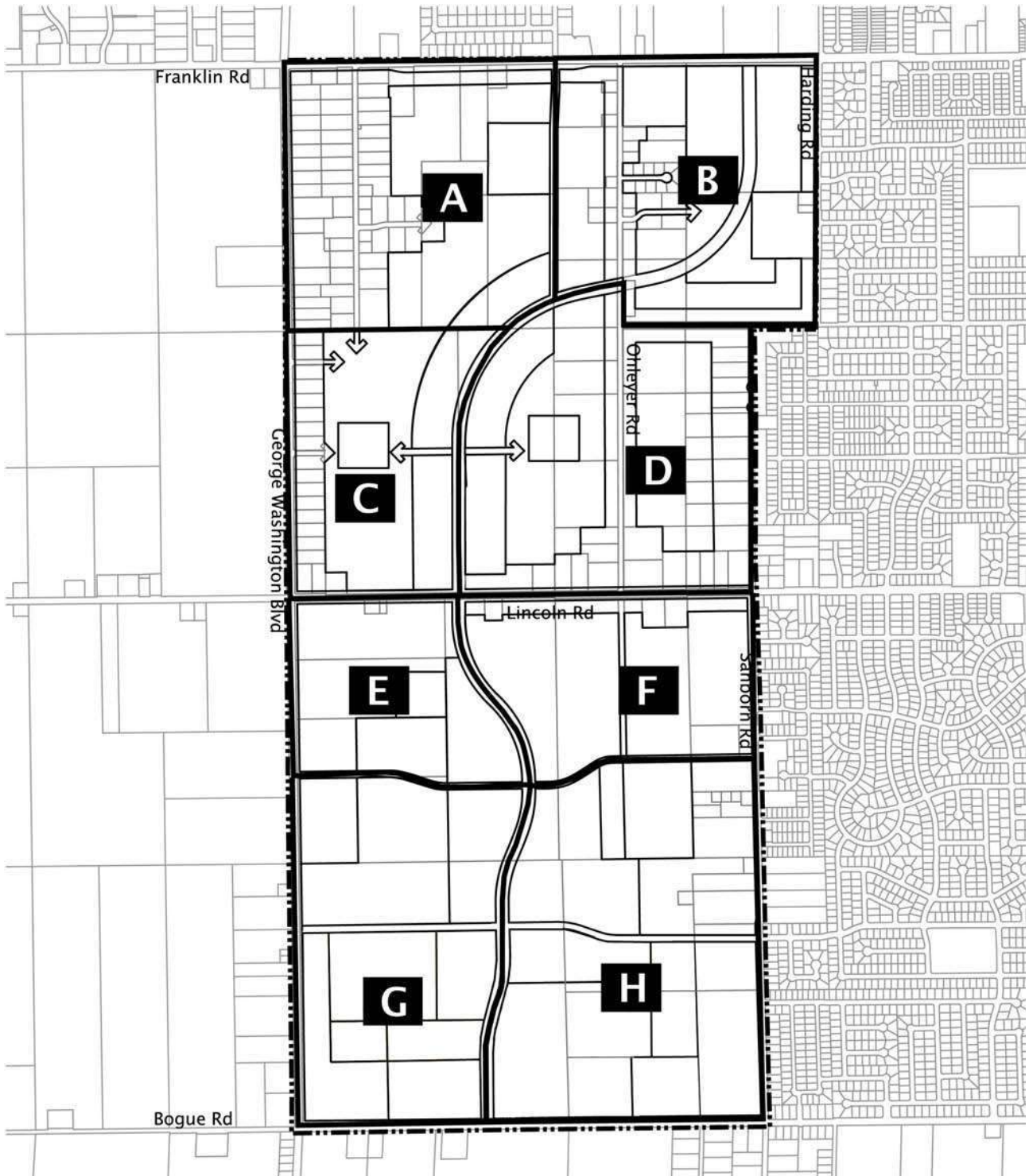


FIGURE 3-3 RESIDENTIAL PLANNING AREAS

### 3.4 Commercial Land Use Designations

Commercial land uses account for approximately 34 acres (3%) of the Plan Area. Commercial uses within the Plan are comprised of two Community Commercial (CC) sites located in the northern and southern sections of the Plan Area. The northern site is located at the southwest corner of Franklin Road and Harter Parkway and the southern site is located across from the proposed community park. Both commercial sites are within walking and bicycling distance of proposed residential areas and will also be accessible by existing or proposed roadways to the community at large. Additional details and description of Commercial land use is provided below.

#### 3.4.1 Community Commercial (CC)

The Community Commercial designation is intended to provide retail and service uses to adjacent and nearby neighborhoods. Community Commercial allows for such uses as shopping centers (typically anchored by a supermarket) and retail plazas. Retail shopping centers may contain a wide variety of businesses, including retail stores, eating establishments, service-oriented businesses, as well as medical or professional offices in a retail type setting. The implementing zoning district for this land use designation is the Community Commercial (C-2-LESP) zoning district.

#### 3.4.2 Commercial Policies

The following policies shall be utilized in commercial planning, design, and development within the Plan Area.

##### **Commercial Land Use Policy-1**

The Commercial land use designation shall be consistent with the floor area ratio (FAR) in Table 3-1 and zoning district shown in Table 3-4.

##### **Commercial Land Use Policy-2**

Ensure that commercial buildings are compatible with the surrounding land uses and adjacent travel corridors.



*Commercial Center with a pedestrian plaza*



*Community Commercial Centers house a variety of businesses*

**Table 3-4 Commercial Use & Zoning Consistency**

Land Use Designation	Zoning District
<i>Community Commercial (CC)</i>	Community Commercial (C-2-LESP)

**Commercial Land Use Policy-3**

Ensure connectivity between commercial and residential areas through the use of sidewalks, pathways, and bicycle routes.

**Commercial Land Use Policy-4**

Require publicly accessible open spaces, such as outdoor eating areas, to be integrated into commercial centers.

**Commercial Land Use Policy-5**

Adjacent land uses shall be buffered from commercial uses through the use of landscaping, soundwalls, berms, fencing, open space, building orientation, and other design techniques deemed appropriate. Such techniques shall not restrict pedestrian and bicycle access and connectivity.

**Commercial Land Use Policy-6**

High Density Residential may be incorporated into the community commercial site consistent with the Yuba City General Plan. Any such plans shall be reviewed by the City and approved through a Planned Development Review.

**Commercial Land Use Policy-7**

Promote innovative and unique design of commercial centers through the implementation of the design guidelines and standards in Appendix A.

**3.5 Parks and Public Facilities**

Approximately 170 acres (15%) of the Plan Area is dedicated for parks and public and quasi-public facilities. Public Facilities include: a fire station; school sites; parks; and future infrastructure facilities. The Land Use Plan also recognizes existing quasi-public uses that are expected to remain throughout the development of the Specific Plan. Refer to Chapter 6, Parks and Recreation and Chapter 8, Public Facilities and Services for more detailed information.

**3.5.1 Parks and Recreation (P)**

Parks and recreational uses have been carefully integrated into the Plan Area so that all residents have convenient access to park and recreational opportunities. Designated park space encompasses 82 acres of the Plan Area and will feature neighborhood parks, community parks, and city parks. Neighborhood parks are a minimum of 5 acres in size and serve as neighborhood recreational areas. Community parks are a minimum of 10 acres and serve

a larger population than neighborhood parks. City Parks are a minimum of 20 acres in size and serve a citywide population. The Plan features one (1) proposed city park, one (1) proposed community park and four (4) proposed neighborhood parks. In addition to the proposed city, community and neighborhood park sites, two joint-use facilities are proposed adjacent to the high school and K-8 school sites. Although specific facilities and improvements have not yet been identified for the park areas, a variety of passive and active recreational opportunities are envisioned. The implementing zoning district for this land use designation is Public Facilities (PF-LESP), as shown in Table 3-5. Refer to Chapter 6, Parks and Recreation, for additional information pertaining to the design and placement of parks and recreational facilities.

**3.5.2 Public Facilities (PF)**

Public facilities uses may include schools, government offices, hospitals, and city and public facilities. Within the Plan Area, a new fire station is proposed along Franklin Road and Ohleyer Road. Proposed educational facilities include a new kindergarten through eighth grade school, located along the extension of Ohleyer Road, as well as a new high school located at the proposed Harter Parkway alignment at the intersection of Bogue Road. The K-8 school site is approximately 15 acres in size while the high school site will be approximately 35 acres in size. Both school sites are located next to the expanded community park in order to facilitate potential joint-use of recreational amenities. The implementing zoning district for this land use designation is Public Facilities (PF-LESP), as shown in Table 3-5. Refer to Chapter 8, Public Facilities and Services, for additional information.



*Example of a neighborhood park*

**3.5.3 Quasi-Public Facilities (QP)**

Existing quasi-public uses include a religious site along Bogue Road and a private school along Harding Road. These uses are anticipated to continue as quasi-public facilities. In addition, a new religious site is planned along the east side of George Washington Boulevard midway between Lincoln and Bogue Roads. The implementing zoning district for this land use designation is Quasi-Public Facilities (QP-LESP), as shown in Table 3-5.

**3.5.4 Parks & Public Facilities Policies**

The following policies shall be utilized in planning, design, and development of public facilities and infrastructure development within the Plan Area.

**Parks & Public Facilities Policy-1**

Parks and public or quasi-public land use designations shall correspond to the zoning districts in Table 3-5.

**Parks & Public Facilities Policy-2**

Park and school sites shall be designed to encourage pedestrian and bicycle access from surrounding residential uses.

**Parks & Public Facilities Policy-3**

The Yuba City Unified School District and the City of Yuba City are strongly encouraged to develop joint use facilities to provide recreation areas for both students and residents, as well as create community gathering points within the Plan Area.

**Parks & Public Facilities Policy-4**

Any proposed water pumping station, sewer lift station, or storm drainage pumping station shall be well screened from the public right-of-way, and provide easy access for upkeep and maintenance.

**Parks & Public Facilities Policy-5**

Any new proposed water storage tanks shall be designed blend in with the surrounding uses to the extent feasible.

**Parks & Public Facilities Policy-6**

Additional quasi-public uses that are proposed to be included in the Plan Area shall be subject to the Use Permit process.

**Table 3-5 Public Facilities & Zoning Consistency**

Land Use Designation	Zoning District
<i>Parks &amp; Recreation (P)</i>	Public Facilities (PF-LESP)
<i>Public Facilities (PF)</i>	Public Facilities (PF-LESP)
<i>Quasi-Public Facilities (QP)</i>	Quasi-Public Facilities (QP-LESP)

## 4.0 AFFORDABLE HOUSING

### 4.1 Introduction

Affordable housing is the relationship between total household income and total household expense. This relationship is expressed as a percentage of the total amount of household income that is obligated toward housing expenses.

With recent population growth, more households may be in need of affordable housing within Yuba City. An affordability standard has been defined by the State Department of Housing and Community Development (HCD) that states that housing is considered affordable if housing costs (i.e., mortgage, rent, utilities) do not exceed 30% of gross household annual income. Income categories have also been established by HCD that include:

- Very low: Households with income less than 50 percent of the County’s median income.
- Low: Households with income between 51 percent and 80 percent of the County’s median income.
- Moderate: Households with income between 81 to 120 percent of the County’s median income.
- Above Moderate: Households with income over 120 percent of the County’s median income.

For 2008, the annual median income (AMI) for Sutter County for a four-person household was approximately \$53,800 according to HCD. Table 4-1 shows housing costs distributed by income categories for Sutter County.

### 4.2 Affordable Housing Needs

In addition to meeting the current needs of providing affordable housing for existing and future residents of Yuba City, the City must also meet regional housing needs that are mandated by the State of California as determined by the Sacramento Area Council of Government (SACOG). The SACOG Regional Housing Needs Plan, 2006-2013, has determined that 4,741 affordable housing units will need to be realized from 2006 through 2013.

#### 4.2.1 Housing Affordability within the Specific Plan

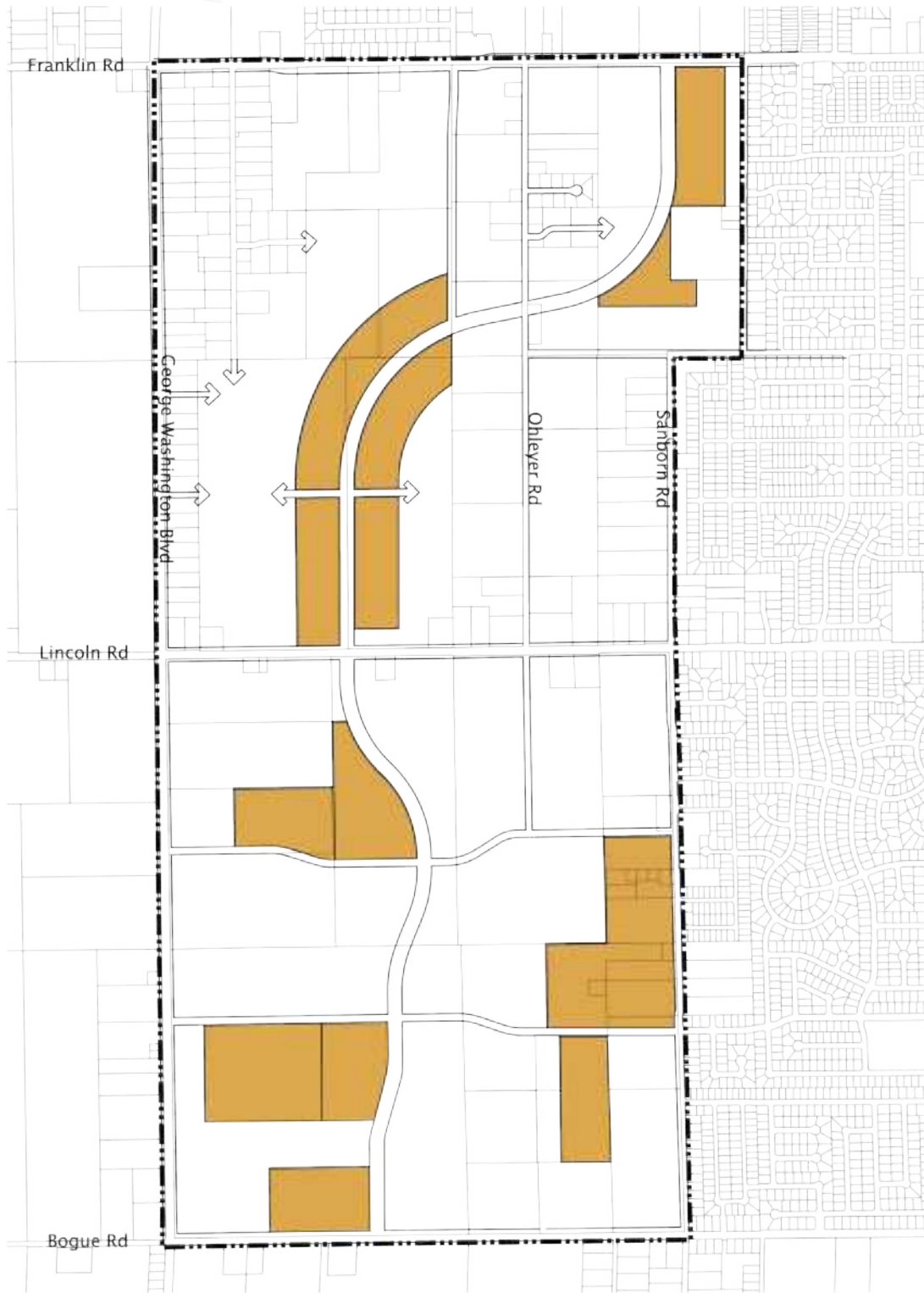
The Lincoln East Specific Plan (Specific Plan) addresses affordable housing by designating an adequate amount of higher density land uses including Low-Medium and the Medium-High density residential. Table 3-1 shows a total of 4,865 units for the Plan Area that may contain affordable housing opportunities. Approximately 486 units of affordable housing may be provided and will fall into one of the affordable categories discussed above in section 4.1 with lower incomes sites potentially available within the Medium-High density residential designation. Potential affordable housing areas within the Lincoln East Specific Plan are illustrated in Figure 4-1.

**Table 4-1 Sutter County Housing Costs**

Income Category	Annual Income (\$) <sup>1</sup>	Maximum Monthly Housing Costs (\$)
<i>Very Low</i>	Less than 26,900	Less Than 673
<i>Low</i>	26,901 - 43,050	673 - 1,076
<i>Moderate</i>	43,051 - 64,600	1,076 - 1,615
<i>Above Moderate</i>	More than 64,601	More Than 1,615

<sup>1</sup> Based on 2008 HCD Office State Income Limits. Median income for Sutter County is \$53,800

*Note: All amounts in 2008 dollars*



 Potential Affordable Housing Area

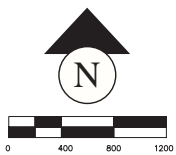


FIGURE 4-1 POTENTIAL AFFORDABLE HOUSING AREAS

**4.3 Affordable Housing Goal and Objectives**

The following goals and objectives establish the implementation framework for allocating affordable housing in the Specific Plan:

*Affordable Housing Goal:*

*Provide areas within the Plan Area for the inclusion of affordable housing for all household income groups.*

**Affordable Housing Objective-1**

Facilitate the development of various housing types and densities to meet the needs of all income groups.

**Affordable Housing Objective-2**

Provide residential land uses that contribute to Yuba City’s affordable housing stock.

**Affordable Housing Objective-3**

Provide incentives to developers to ensure the provision of Very Low, Low, and Moderate income housing units that meet the needs of Yuba City residents.

**Affordable Housing Objective-4**

Ensure that new residential housing will be safe and sanitary in liveable neighborhoods with adequate public services.

**Affordable Housing Objective-5**

Encourage the use of energy efficient materials and technology in new residential unit construction to reduce ongoing utility costs.

**4.3.1 Affordable Housing Policies**

**Affordable Housing Policy-1**

As a part of the SACOG’s regional compact for production of affordable housing, a goal of 10 percent of the total number of residential units proposed within the Specific Plan Area (486 units total) shall be allocated to meet affordability standards as adopted by the City as a part of its participation in the regional compact.

**Affordable Housing Policy-2**

Of the 10 percent of the total number of residential units, allocations shall use the following formula (known as the “4-4-2 standard”):

- At least 4 percent of the allocated residential units set aside for affordable housing shall be made available to the Very Low income families category;
- At least 4 percent of the allocated residential units set aside for affordable housing shall be made available for the Low income families category;
- Up to 2 percent of the allocated residential units set aside for affordable housing shall be made available to the Moderate income category.

**Affordable Housing Policy-3**

The affordable housing units (486 units) will be developed in conjunction with new market rate housing through the use of incentives such as fee credits, density bonuses, infrastructure improvement offsets, or by other means as established in development agreements or conditions of approval. Individual development proposals will be responsible for proposing the approach and methodology to meet their prorata share of affordable housing.

**Affordable Housing Policy-4**

Ensure that the Specific Plan land use designations, zoning districts and design guidelines and standards allow for the construction of a variety of housing types. Affordable housing types may include duplexes, townhomes, clustered homes, and apartments to meet the needs of a range of households types and income levels.

**Affordable Housing Policy-5**

The City of Yuba City Community Development Department will work with developers and non-profit groups to ensure that affordable housing is implemented within the Specific Plan.

**Affordable Housing Policy-6**

Affordable residential housing constructed within the Plan Area shall be designed and articulated to blend in with existing homes or have a similar design as market rate residential units within new residential neighborhoods.

***Affordable Housing Policy-7***

The City of Yuba City Community Development Department shall ensure that affordable housing units are spread throughout new residential neighborhoods and not concentrated in any one or two areas within the Plan Area boundary and should be integrated into neighborhoods.

***Affordable Housing Policy-8***

A diversity of affordable housing unit sizes is encouraged within the Multi-Family residential zoning district (refer to Appendix). This includes 3 to 4 bedroom units for larger families.

***Affordable Housing Policy-9***

Residential projects within the Low-Medium and the Medium-High land use designations that include 100 or more units shall have at least 5 percent of the total constructed units be at least 3 bedrooms or larger.

***Affordable Housing Policy-10***

All new affordable housing projects within the Plan Area shall include all public services and improvements as a part of the development approval process.

***Affordable Housing Policy-11***

Incorporate energy conservation measures as an integral part of new affordable housing construction including, but not limited to, the use of high performance windows, proper installation of insulation, high efficiency heating and air conditioning systems, and energy star compliant appliances, light fixtures, etc.



## 5.0 CIRCULATION

### 5.1 Introduction

This chapter defines the circulation concepts that provide for safe and convenient movement of residents and visitors throughout the Lincoln East Specific Plan (Specific Plan) area. A Traffic Impact Analysis was prepared to analyze the potential traffic impacts associated with the implementation of the Specific Plan and is included in the Lincoln East Specific Plan EIR. The Specific Plan circulation component includes the proposed network of roadways, pedestrian/bicycle circulation, traffic calming devices, and streetscape design. Figure 5-1 shows the Circulation Diagram for the Plan Area.

The Lincoln East Specific Plan is designed to provide an open and interconnected circulation system for vehicles, bicyclists, and pedestrians that promotes connectivity and access to major focal points and public facilities. Many factors contribute to a street's value: its vitality, identity, attractiveness, accessibility, and importance as a gathering place. These same qualities are important to all streets in the Plan Area and will be incorporated into the design of the Specific Plan to ensure the creation of both a functional and attractive street system.

The Specific Plan may contain a mixture of an open-grid based and radial system of streets that connect the Plan Area to the surrounding neighborhoods. This circulation system consists of a parkway, major and minor arterials, major and minor collectors, local streets, alleyways, multi-use trails, Class II bicycle facilities, sidewalks, public transit, and traffic calming devices.

Franklin Road, Harding Road, Sanborn Road, Lincoln Road, Bogue Road, and George Washington Boulevard are existing major thoroughfares within the Plan Area and are not currently improved to City standards. Butte Avenue, Del Amo Drive, Forrest Lane, Holly Avenue, and Ohleyer Road are existing residential street segments to which some street segments may be extended and improved to the Specific Plan's residential street standards. Yuba City may require street improvements that extend beyond the streets constructed as part of this Specific Plan if the improvements provide added connectivity between the Plan Area and surrounding neighborhoods.

#### 5.1.1 Circulation Goal and Objectives

The following goal and objectives establish the implementation framework for the Specific Plan's Circulation chapter:

##### *Circulation Goal:*

*To create a safe and efficient circulation system that promotes a variety of transportation modes including: automobile, bicycle, and pedestrian, with an emphasis on establishing an attractive, walkable community.*

##### **Circulation Objective-1**

Create a safe and efficient transportation network to meet the increased traffic demands through the buildout of the Plan Area that is consistent with the General Plan's Circulation Element.

##### **Circulation Objective-2**

Establish internal circulation connections between residential and other land uses within the Plan Area.

##### **Circulation Objective-3**

Establish a network for alternative modes of transportation, including walking and bicycling.

##### **Circulation Objective-4**

Provide transit locations within the Plan Area, in accordance with the Yuba-Sutter Transit Agency Bus Stop Standards, Policies and Procedures.

##### **Circulation Objective-5**

Establish pedestrian scaled streets and trails.

##### **Circulation Objective-6**

Retain and enhance the character of existing residential streets.

##### **Circulation Objective-7**

Provide logical connections with existing and planned street improvements surrounding the Plan Area.

**5.1.2 Circulation Policies**

**Circulation Policy-1**

All streets and circulation routes shall be consistent with the Circulation Diagram in Figure 5-1 to the extent feasible.

**Circulation Policy-2**

The City of Yuba City Standard Details shall take precedence for items not specifically covered in the Lincoln East Specific Plan.

**Circulation Policy-3**

All roadway segments including, intersection geometrics, shall be improved as shown in Figures 5-3 to 5-11 and as described in the Lincoln East Traffic Study, with the exception of Lincoln Road (refer to Circulation Policy-4) and some existing street segments (refer to Circulation Policy-5).

**Circulation Policy-4**

The Lincoln Road street section may be modified from centerline to centerline between the Harter Parkway and Sanborn Road. This modified street section may include reduction or elimination of bicycle lanes, median, sidewalks, etc. to enhance the rural characteristic of existing estate residential units abutting Lincoln Road. This modified street section shall be approved by the Community Development and Public Works Departments.

**Circulation Policy-5**

Right-of-way shall be reserved consistent with Figures 5-3 to 5-10 so as development moves forward, the necessary roadway improvements shall be constructed concurrently.

**Circulation Policy-6**

Residential alleyways may be either public (dedicated to the City) or private roadways. Private alleys shall be appropriately signed as private, and shall be maintained by a landscape and lighting maintenance district or other comparable district.

**Circulation Policy-7**

Provide circulation that promotes pedestrian and alternative modes of transportation.

**Circulation Policy-8**

Provide pedestrian circulation access from residential neighborhoods to neighborhood amenities such as parks and schools within the Plan Area.

**Circulation Policy-9**

Provide vehicular, pedestrian and bicycle connections, where feasible, to adjacent circulation systems in order to promote connectivity within Yuba City.

**Circulation Policy-10**

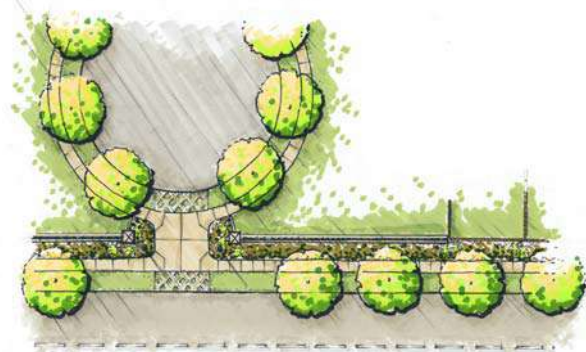
Cul-de-sacs within the Plan Area shall be day-lighted, where possible, to provide pedestrian and bicycle access. Daylight openings in sound attenuation walls shall not occur less than 400 feet apart.

**Circulation Policy-11**

Traffic calming measures such as, chokers, diagonal road closures, and bulb-outs shall be utilized throughout the Plan Area where traffic conditions warrant their use.

**Circulation Policy-12**

Chokers, bulb-outs and accent paving shall be provided at all Pedestrian/Bicycle Trail crossings to narrow the crossing distance for pedestrians and bicyclists and to inform drivers of the crossing.

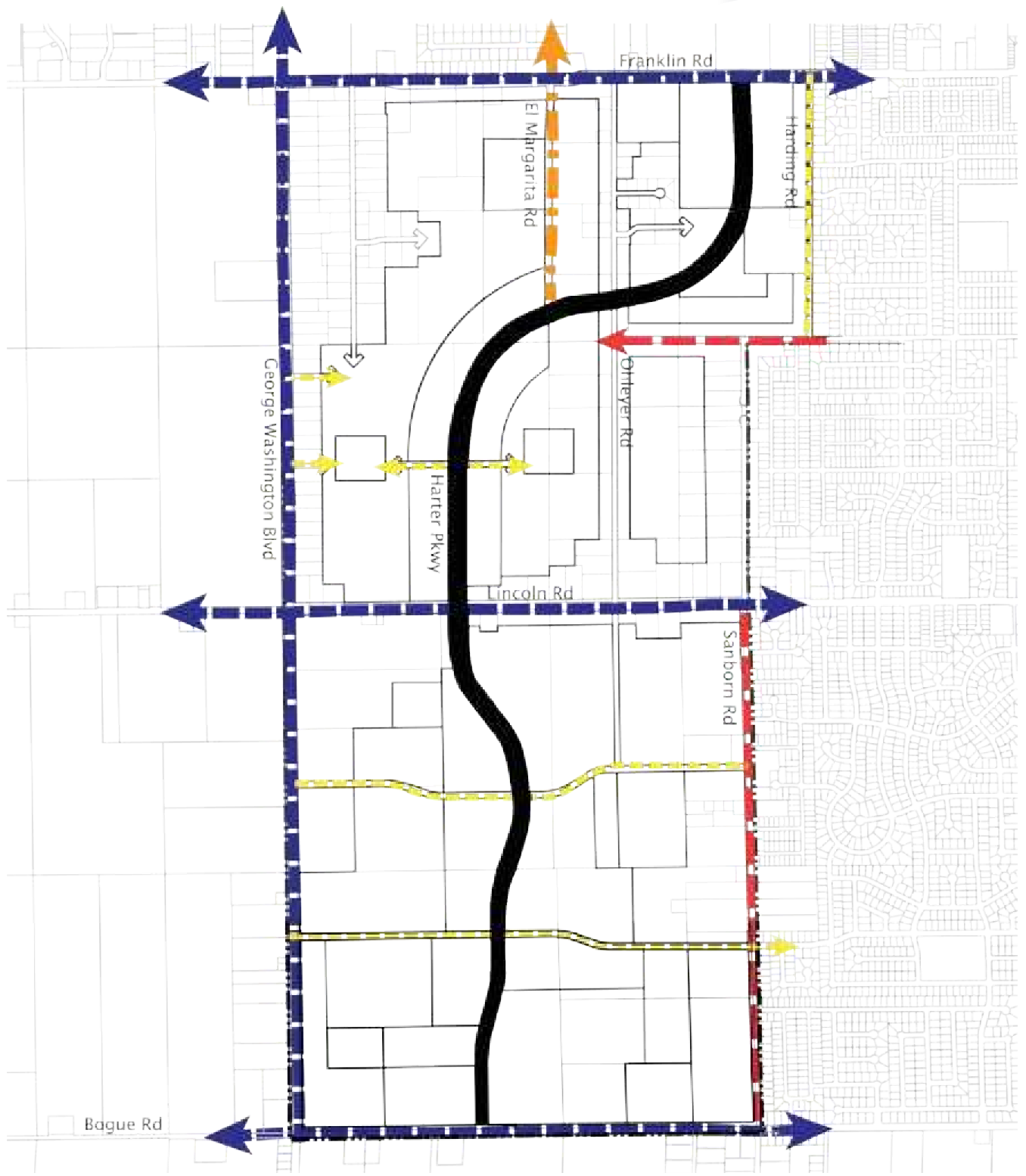


*An example of a daylighted cul-de-sac*



*The use of bulb-outs and residential units oriented to the street create pedestrian scale*

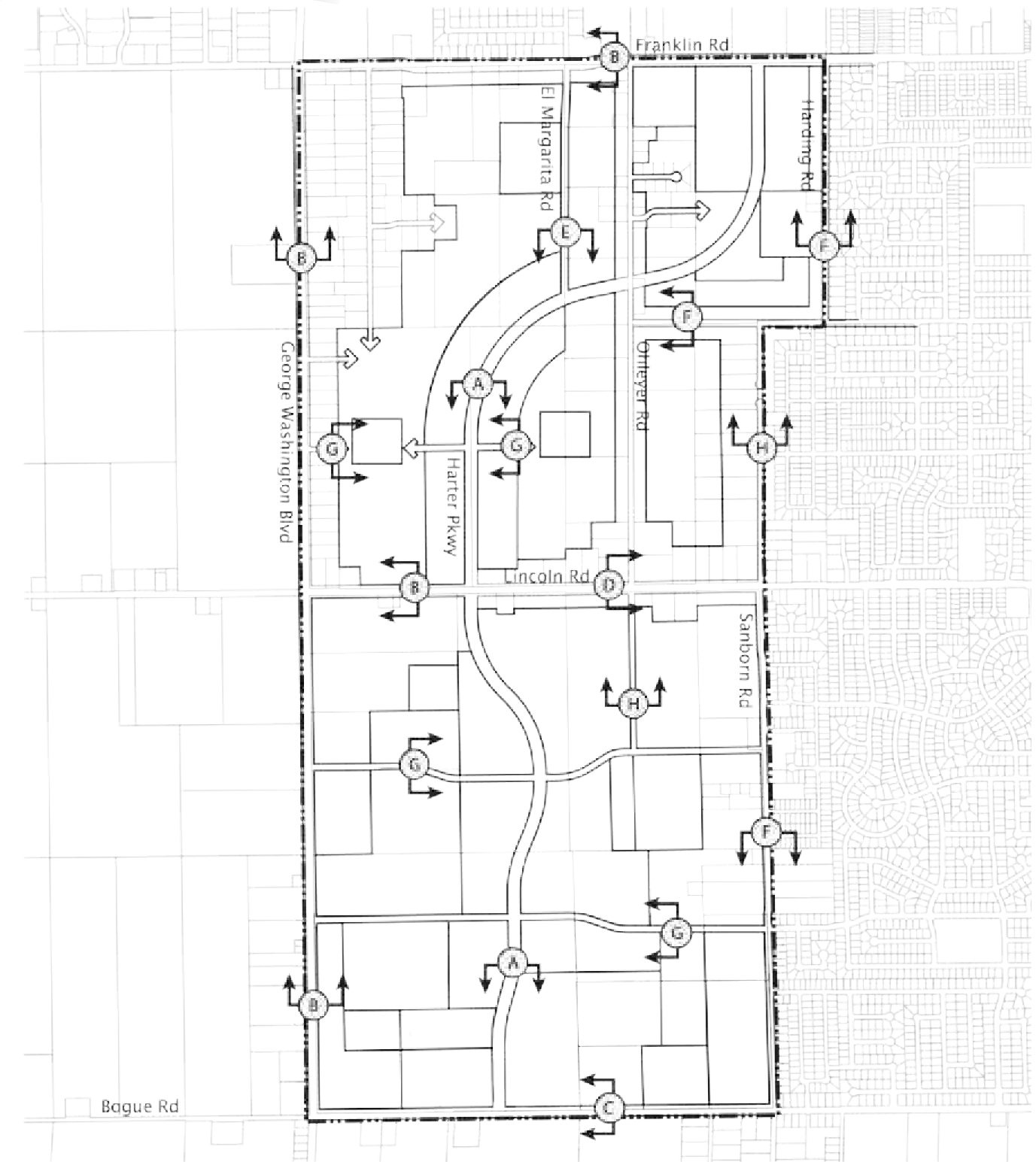
CIRCULATION






- Parkway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector



FIGURE 5-1 CIRCULATION  
DIAGRAM  
5-3





Street Section View

E - Minor Arterial  
F - Major Collector  
G - Minor Collector  
H - Local Road

A - Parkway  
B - Major Arterial  
C - Major Arterial, Bogue Road  
D - Minor Arterial, Lincoln Road Alternative

FIGURE 5-2 STREET SECTION REFERENCE DIAGRAM

**Circulation Policy-13**

Dedicated bicycle lanes shall be provided within parkways, arterials and collectors.

**Circulation Policy-14**

Class II bicycle lanes shall be designated on all parkways, arterials, and collectors as depicted in street section Figures 5-3 through 5-9, unless otherwise designated as Class I Bicycle Path or multi-use trail.

**Circulation Policy-15**

Sidewalks shall be provided on both sides of all streets within the Plan Area with the exception of the south side of Bogue Road (Figure 5-5) which is located outside of the city limits, and the alternative Lincoln Road section (Figure 5-6). Sidewalks may be eliminated where they abut multi-use trails.

**Circulation Policy-16**

Planting strips shall be provided along all parkway, arterial, collector and local streets.

**Circulation Policy-17**

Street trees shall be provided along all parkway, arterial, collector and local streets at a ratio of one street tree an average of 30 feet on center of the planting strip (refer to Appendix A.4.1 p).

**Circulation Policy-18**

Landscape shall include the use of drought tolerant plant material to the extent feasible.

**Circulation Policy-19**

Common area landscaping (within planting strips, landscape easements, etc), lighting, special paving surfaces for sidewalks and walkways and entry features shall be maintained by a landscape and lighting district or comparable maintenance district.

**Circulation Policy-20**

The area between the back of curb and any noise attenuation wall should be used as a joint landscape easement and public utilities easement for all parkways, arterials, and collectors.

**Circulation Policy-21**

A combined public utility easement / landscape easement shall be located behind the back of curb along Harter Parkway and major arterials, as depicted in street section Figures 5-3 through 5-5. The public utility easement may be reduced along roadway segments where existing residences are located.

**Circulation Policy-22**

Park and Ride lots or designated Park and Ride areas shall be incorporated within all commercial areas. Park and Ride facilities shall be combined with public transit bus stops, where feasible.

**5.2 Parkways**

Harter Parkway is the major north-south road that bisects the Plan Area. Harter Parkway is a limited access, tree-lined street that links residential, commercial, park, and public and quasi-public uses. Consistent with the General Plan, Harter Parkway will be constructed to extend south in a curvilinear fashion from Franklin Road to Bogue Road to facilitate additional north-south access through the City and provide access through the Plan Area.

Harter Parkway has a total right-of-way (ROW) of 73-feet that includes: a 15-foot landscaped median that will narrow down to a minimum of two feet for left turn movements; two travel lanes, one 12-foot and one 11-foot; and 6-foot Class II bike lanes on both sides. The ROW may widen at major intersections to accommodate dual left turn lanes and dedicated right turns as described in the Traffic Impact Analysis. The eastern side of the parkway includes a 10-foot multi-use trail (paved joint sidewalk/bicycle trail) while the western side of the road



*Street trees shall be provided along most roadways*

includes a 6-foot sidewalk. Additionally, a minimum 8-foot planting strip is located between the curb and the sidewalk or multi-use trail. A joint public utilities easement / landscape easement is located at the back of curb. The total typical street section is 129 feet. Refer to Figure 5-3, Harter Parkway.

### 5.3 Arterials

Arterials are multi-lane roadways constructed to move higher volumes of traffic between local and collector roads to highways/freeways and serve as links to focal points and activity centers within the Plan Area. Major arterials are access controlled roadways emphasizing mobility between major portions of the city and to regional highways and roads. Minor arterials provide mobility from residential neighborhoods, through the city and access to major centers and other major focal points. The proposed major and minor arterials in the Specific Plan are shown in Figures 5-4 through 5-7.

#### 5.3.1 Major Arterials

The General Plan designates four roads as major arterials: Franklin Road, an east-west arterial that extends from Township Road to Garden Highway; Lincoln Road, an east-west road extending from Township Road to Garden Highway; George Washington Boulevard, a north-south arterial extending north from Bogue Road to Pease Road; and Bogue Road an east-west road extending east from Township Road to Garden Highway. These roadways have right-of-way reserved for four lanes consistent with Yuba City's General Plan circulation diagram. Franklin Road, which is not considered a major arterial east of Plumas Road, and George Washington Boulevard (refer to Figure 5-4) each have a total right-of-way of 73 feet. The ROW includes: two travel lanes, one 11-foot and one 12-foot; a 6-foot Class II bike lane; a 15-foot landscaped median that narrows to accommodate turn movements. A combined public utility easement / landscape easement is included on both edges of the roadway and includes an 8-foot planting strip, 6-foot sidewalk, and additional landscaping behind the sidewalk. This easement is utilized to assist in buffering uses that back onto the roadway. The total typical roadway width is 125 feet. It is encouraged that additional landscaping be provided where plan design allows. In addition, it is also recognized that a smaller landscaped area may be warranted where existing homes front onto Franklin Road and George Washington Boulevard. The ROW may widen at intersections to accommodate turn lanes.

#### *Bogue Road*

Bogue Road east of Sanborn Road will have a total right-of-way of 73 feet. This total includes two travel lanes, one 11-foot and one 12-foot; a 6-foot Class II bicycle lane in each direction; and a 15-foot tree-lined median that will narrow to accommodate left hand movements within the ROW. There will be no sidewalk or planting strips along the southern side of the roadway where it abuts agricultural property consistent with the General Plan policies. In addition, Bogue Road shall have a 60-foot minimum rear yard setback for residential units backing alongside the roadway (refer to Appendix A.4.1m) that provides an agriculture buffer from new residential development and existing agriculture operations outside the Plan Area. This setback may be modified based on adjustments to the City's Sphere of Influence or other adopted general plan policies adopted at the time of tentative map submittal. Along the northern portion of the roadway, a curb and gutter separates an 8-foot planting strip from the bicycle and travel lanes. A 10-foot multi-use trail and additional planting strip are located along the northern side of the roadway to provide pedestrian and alternative transportation access and to help define the City's urban edge (Refer to Figure 5-5). The planting strips and multi-use trail are a part of the 35.5-foot minimum landscape easement. This roadway is also part of the 168-foot buffer required by Sutter County.

#### *Lincoln Road*

Due to the existing conditions along Lincoln Road, a modified road right-of-way is permissible between Sanborn Road and Harter Parkway to accommodate existing development. The modified street section shall accommodate all specified intersection geometrics and shall widen for both Sanborn Road and Harter Parkway intersections. New development shall provide curb, gutter and sidewalk to be approved by the City. The conceptual modified street section is shown in Figure 5-6 and contains two travel lanes in each direction; a 2-foot shoulder and incorporates existing drainage ditches. A 12-foot minimum Public Utility Easement is adjacent to the drainage ditch. East of the intersection of Harter Parkway, the street section shall be consistent with Figure 5-4.

#### 5.3.2 Minor Arterials

Minor arterials provide mobility from residential neighborhoods, through the city and access to major centers and other major focal points. The Plan Area contains one minor arterial, El Margarita Road, which extends north from Franklin Road to Highway 20. Minor arterials have a total right-of-way of 48 feet consisting of

two 11-foot travel lanes; 6-foot bicycle lanes; and 7-foot parking lanes on both sides of the right-of-way. An 8-foot planting strip, 6-foot sidewalk, and 10-foot public utility easement are located adjacent to the edge of the right-of-way within a landscape easement. The total street width is 96 feet (refer to Figure 5-7).

## 5.4 Collectors

Collector streets are typically two-lane configurations and transfer traffic from arterials to local roads. The Plan Area will be served by both major and minor collector streets.

### 5.4.1 Major Collectors

Major collectors for the Plan Area include: Sanborn Road between Lincoln Road and Bogue Road; and Cherry Street as it extends into the Plan Area. These major collectors have a total right-of-way of 48 feet consisting of an 11-foot travel lane, a 6-foot bike lane in both directions, a 7-foot parking lane in each direction. A 6-foot planting strip and 6-foot sidewalk will be located behind the curb as a part of a 12-foot landscape easement (refer to Figure 5-8) for a total street width of 72 feet. A dual cul-de-sac is proposed for Sanborn Road south of Cherry Street to reduce cut-through traffic near the existing residences along Sanborn Road, as well as other potential traffic calming measures (refer to Section 5.9, Traffic Calming). This portion of Sanborn road will not be considered a major collector.

### 5.4.2 Minor Collectors

Minor collectors for the Plan Area include Harding Road and the extension of Pebble Beach Drive into the Plan Area. Three unnamed minor collectors are proposed to intersect with George Washington Boulevard. Minor collectors include: a 10-foot travel lane, a 6-foot bike lane, and a 7-foot parking lane in each direction for a 46 foot right-of-way (refer to Figure 5-9). A 6-foot planting strip and 5-foot sidewalk are included as a part of a landscape easement for a total street width of 68 feet.

## 5.5 Local Streets

Local streets provide access and circulation to individual residential units and form the internal circulation system of a neighborhood. Local streets have capacity for light,

localized traffic volumes and are not intended for the purpose of thoroughfares. There are two local street types within the Specific Plan Area: typical local streets and alleyways.

### 5.5.1 Typical Local Streets

Local streets make up the majority of the roadways within the Plan Area and are designed to provide convenient and safe access for motorists and pedestrians. Multiple connections will tie new local streets into the existing road network to the north and east of the Plan Area. Local roads have a right-of-way of 36-feet consisting of a 10-foot travel lane and 8-foot parking lane in each direction. A 6-foot planting strip and a 4-foot sidewalk behind the curb as a part of a landscape easement on both sides of the street for a total street width of 56 feet (refer to Figure 5-10).

## 5.6 Alleyways

Alleyways are roadways that provide vehicle access to residential garages located in the rear of a lot. Alleyways are most often provided to allow for small lot detached residential units. Alleys should be used in areas with limited vehicular access or constrained street frontages. Alleyways shall be paved, with landscaping allowed within the garage setback and are well maintained through either a landscape, lighting and maintenance district or other comparable district. Alleys accommodate one 10-foot travel lane in each direction. Garages should be set back from the alley to provide adequate driveway access (refer to Figure 5-11). Alleyways may be dedicated to the City or be used as a private access but shall meet the provision and standards for alleys set forth in the Specific Plan.

## 5.7 Off-Site Improvements

As outlined in the Traffic Impact Report, the build out of the Lincoln East Specific Plan will trigger the need for off-site improvements to roads outside of the Plan Area. As a result developers may be required to either construct additional roadway segments and be reimbursed by other developers, or pay a fair share cost for the necessary improvement through the Yuba City Traffic Impact Fee. More information on financing mechanisms is located in Chapter 9, Implementation.

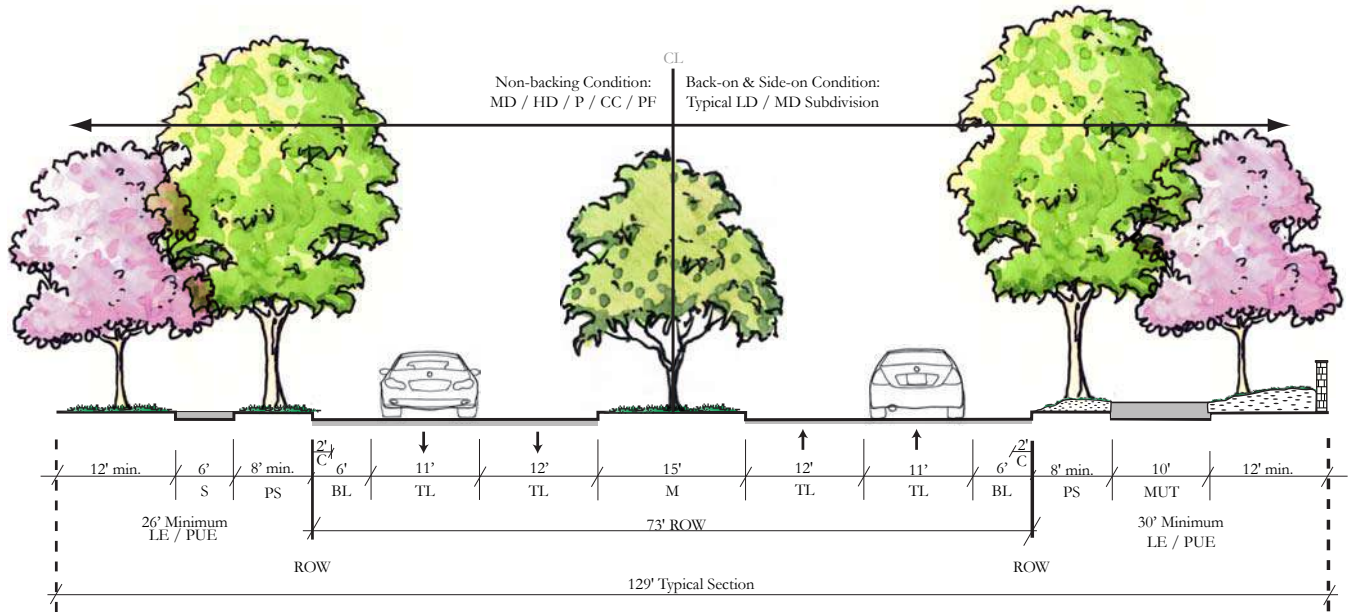


Figure 5-3 Harter Parkway

Section A

<p>Designation</p> <p>Right-of-Way (ROW)</p> <p>Class II Bicycle Lane (BL)</p> <p>Curb and Gutter (C)</p> <p>Landscape Easement (LE)</p> <p>Median (M)</p> <p>Planting Strip (PS)</p> <p>Public Utilities Easement (PUE)</p> <p>Sidewalk (S)</p> <p>Multi Use Trail (MUT)</p> <p>Travel Lane (TL)</p>	<p>Parkway</p> <p>73 feet</p> <p>6 feet on both sides of the right-of-way</p> <p>2 foot on both sides of the right-of-way</p> <p>26 feet minimum east side of street adjacent to back of curb</p> <p>30 feet minimum west side of street adjacent to back of curb</p> <p>15 feet with landscaping</p> <p>8 feet minimum with landscaping adjacent to curb (within LE)</p> <p>12 feet minimum adjacent to sidewalk / Multi-Use Trail (within LE)</p> <p>6 feet opposite side of multi-use trail (within LE)</p> <p>10 feet opposite east side of street (within LE)</p> <p>11 foot lane adjacent to curb</p> <p>12 foot lane adjacent to median</p>
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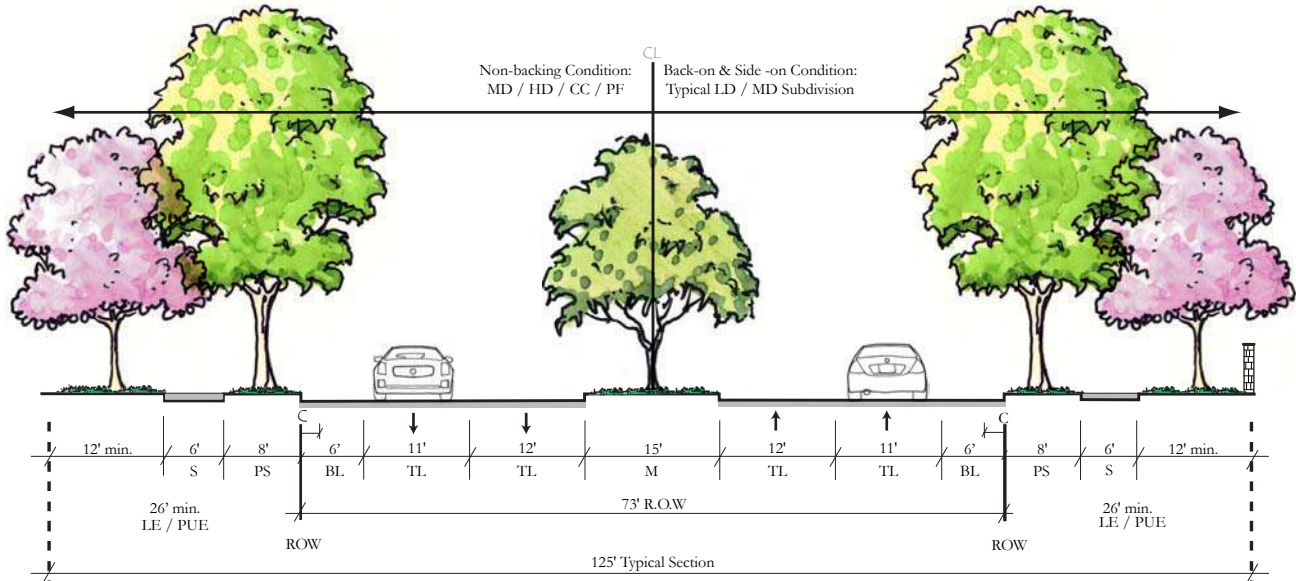


Figure 5-4 Lincoln Road /Franklin Road / George Washington Boulevard

Section B

Designation	Major Arterial
Right-of-Way (ROW)	73 feet
Class II Bicycle Lane (BL)	6 feet on both sides of the right-of-way
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	26 feet adjacent to back of curb on both sides of street
Median (M)	15 feet with landscaping
Planting Strip (PS)	8 feet with landscaping adjacent to curb (within LE)
Public Utilities Easement (PUE)	12 feet minimum adjacent to sidewalk (within LE)
Sidewalk (S)	6 feet adjacent to planting strip (within LE)
Travel Lane (TL)	11 foot lane adjacent to curb 12 foot lane adjacent to median

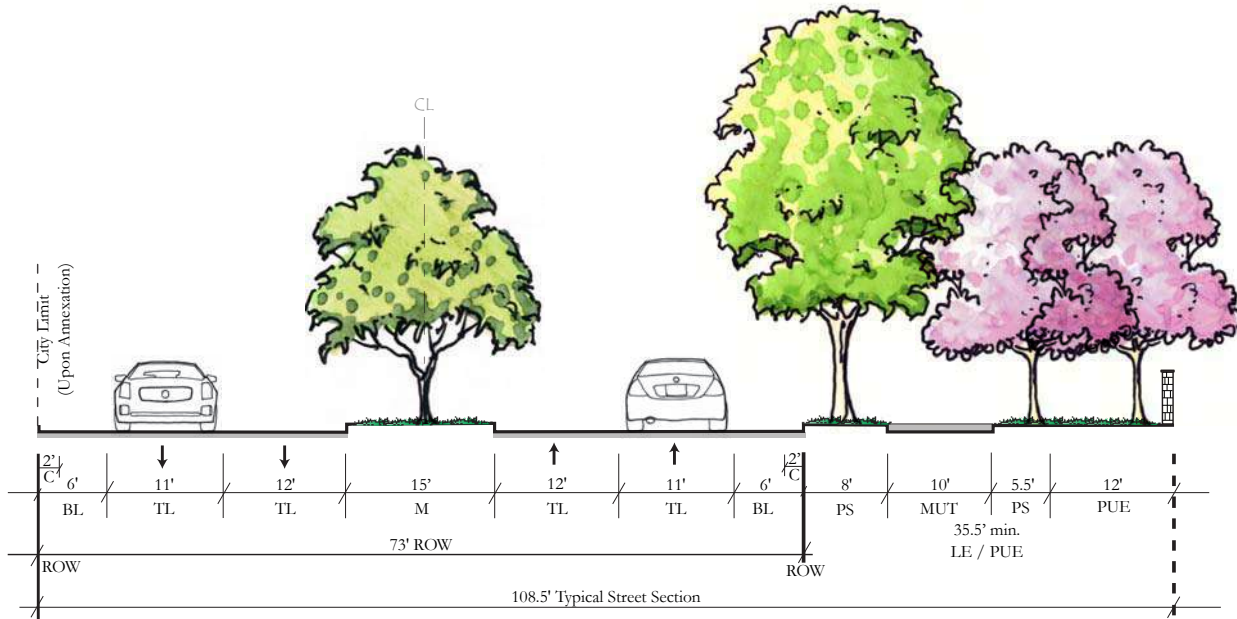


Figure 5-5 Bogue Road

Section C

Designation	Major Arterial
Right-of-Way (ROW)	73 feet
Class II Bicycle Lane (BL)	6 feet on both sides of the right-of-way
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	35.5 feet adjacent to Specific Plan Development
Median (M)	15 feet with landscaping
Planting Strip (PS)	8 feet with landscaping adjacent to curb (within LE) 5.5 feet adjacent to sidewalk / multi-use trail (within LE)
Public Utilities Easement (PUE)	12 feet adjacent to Specific Plan Development (within LE)
Multi Use Trail (MUT)	10 feet (within LE)
Travel Lane (TL)	11 foot lane adjacent to curb 12 foot lane adjacent to median

\*60 foot rear setback measured from edge of ROW (refer to Appendix A.4.1)

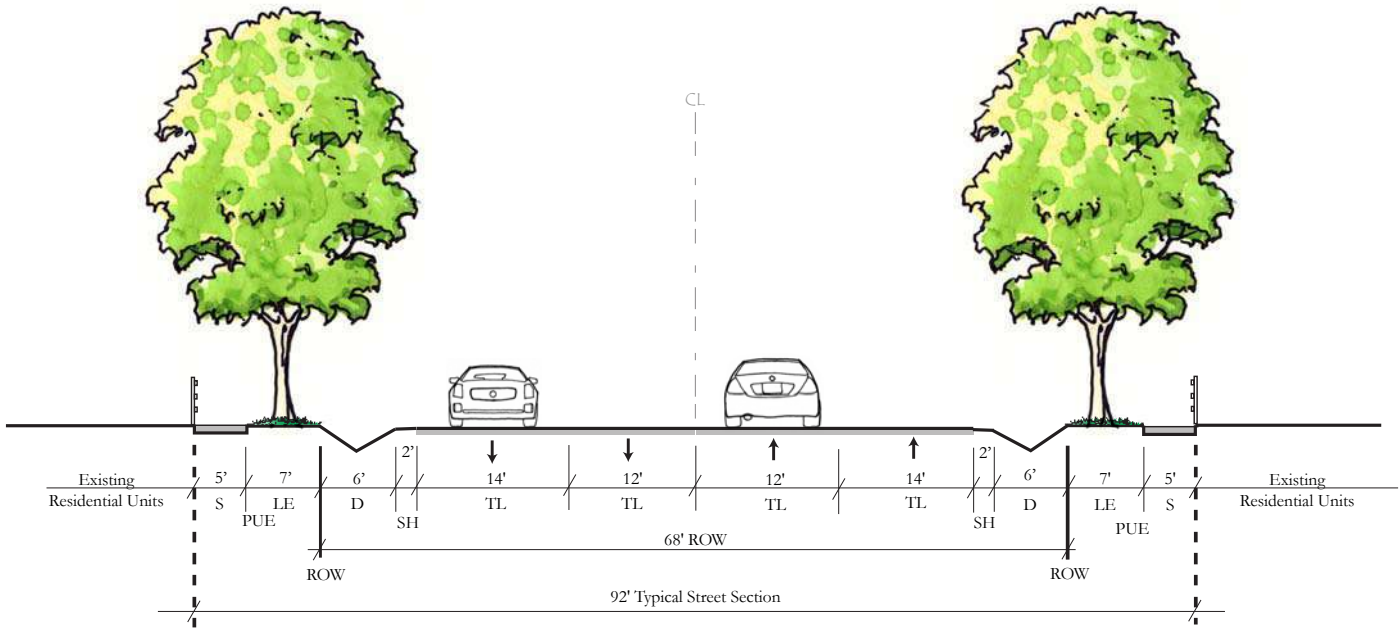


Figure 5-6 Lincoln Road Alternative (Between Sanborn Road & Harter Parkway) Section D

Designation	Major Arterial
Right-of-Way (ROW)	68 feet
Landscape Easement (LE)	12 feet back of ditch on both sides of the street
Open Drainage (D)	6 feet on both sides of right-of-way
Travel Lane (TL)	12 feet interior lanes; 14 feet adjacent to shoulder
Public Utilities Easement (PUE)	12 feet adjacent to existing drainage (within LE)
Shoulder (SH)	2 feet, gravel or paved surface

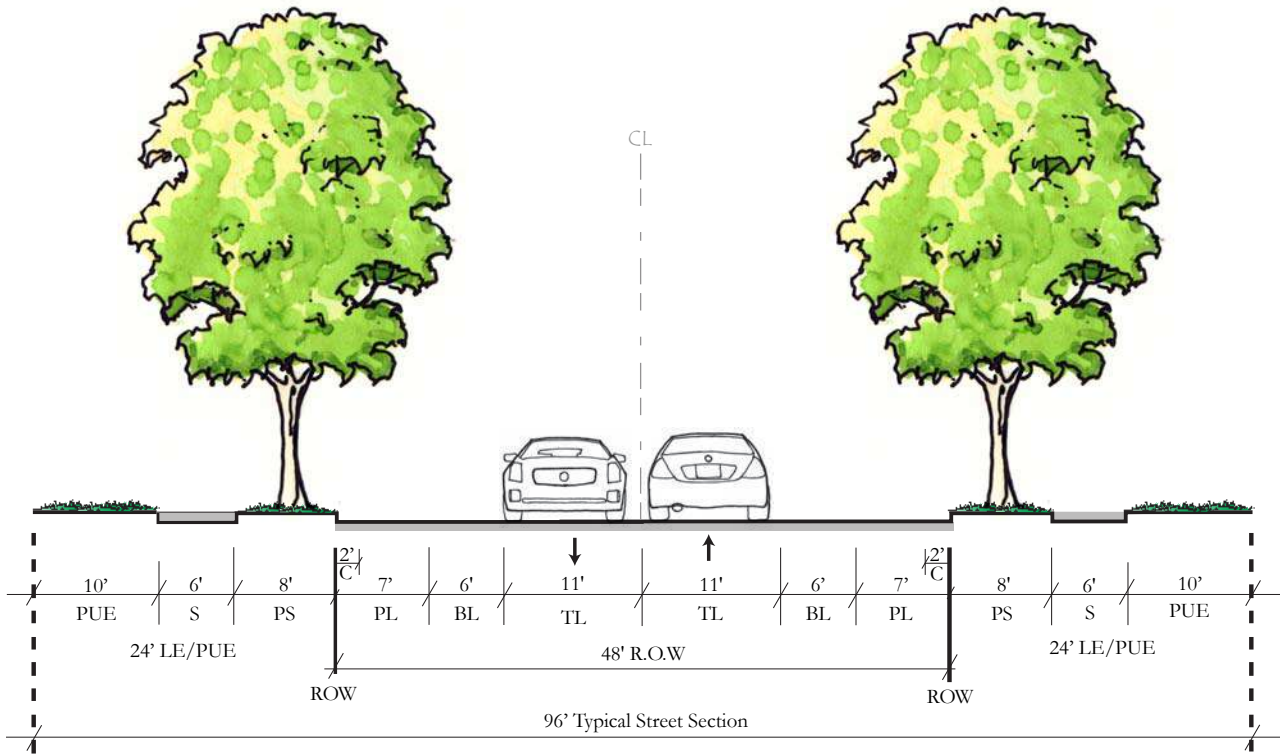


Figure 5-7 El Margarita Road

Section E

Designation	Minor Arterial
Right-of-Way (ROW)	48 feet
Class II Bicycle Lane (BL)	6 feet on both sides of the right-of-way
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	24 feet adjacent to back of curb on both sides of street
Parking Lane (PL)	7 feet on both sides of the right-of-way
Planting Strip (PS)	8 feet with landscaping adjacent to curb (within LE)
Sidewalk (S)	6 feet adjacent to planting strip (within LE)
Public Utilities Easement (PUE)	10 feet adjacent to sidewalk (within LE)
Travel Lane (TL)	11 feet all lanes

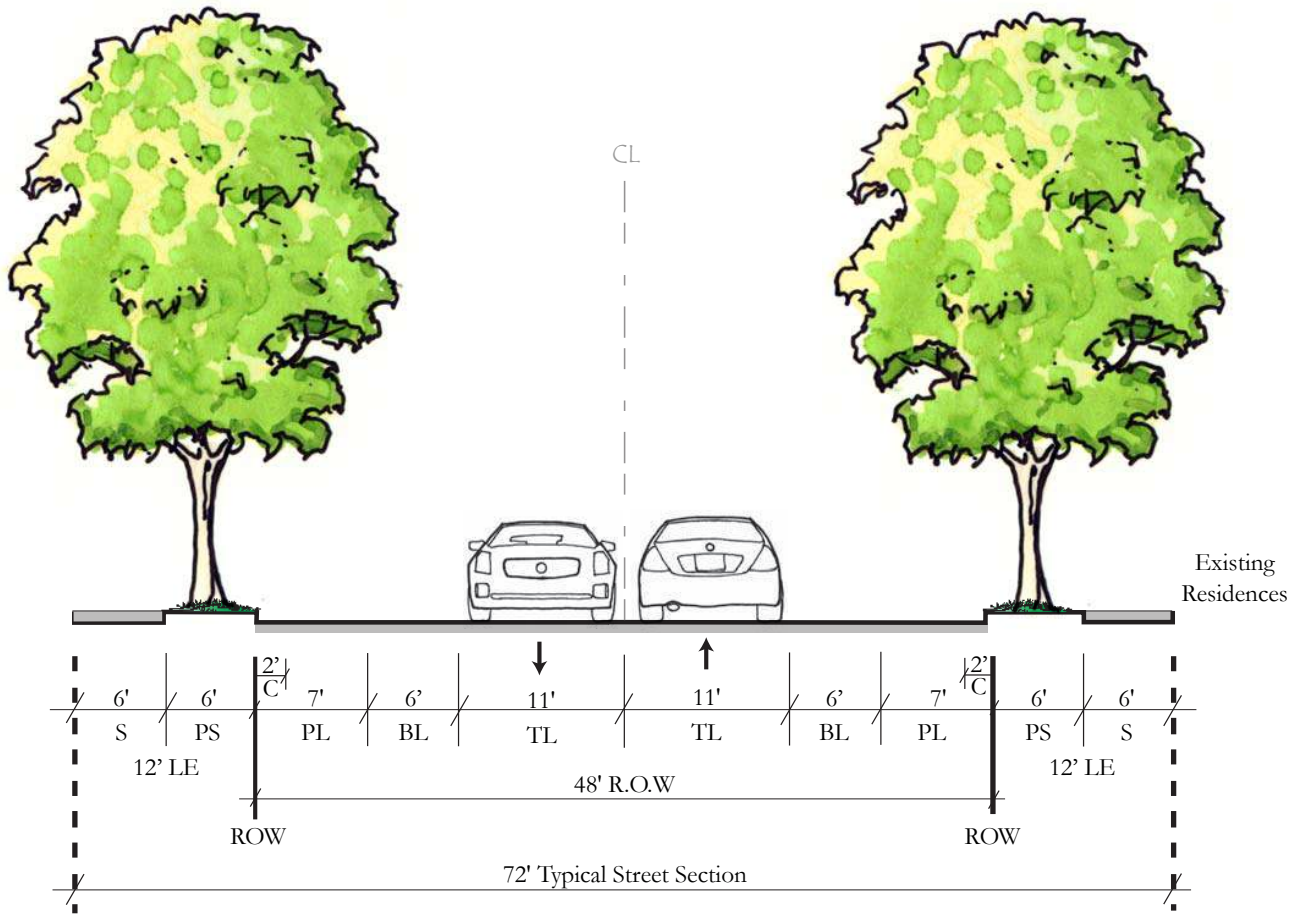


Figure 5-8 Major Collectors (Cherry Street / Sanborn Road South of Lincoln Road) Section F

Designation	Major Collectors
Right-of-Way (ROW)	48 feet
Class II Bicycle Lane (BL)	6 feet on both sides of the right-of-way
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	12 feet adjacent to back of curb on both sides of street
Parking Lane (PL)	7 feet on both sides of the right-of-way
Planting Strip (PS)	6 feet with landscaping adjacent to curb (within LE)
Sidewalk (S)	6 feet adjacent to planting strip (within LE)
Travel Lane (TL)	11 feet both directions

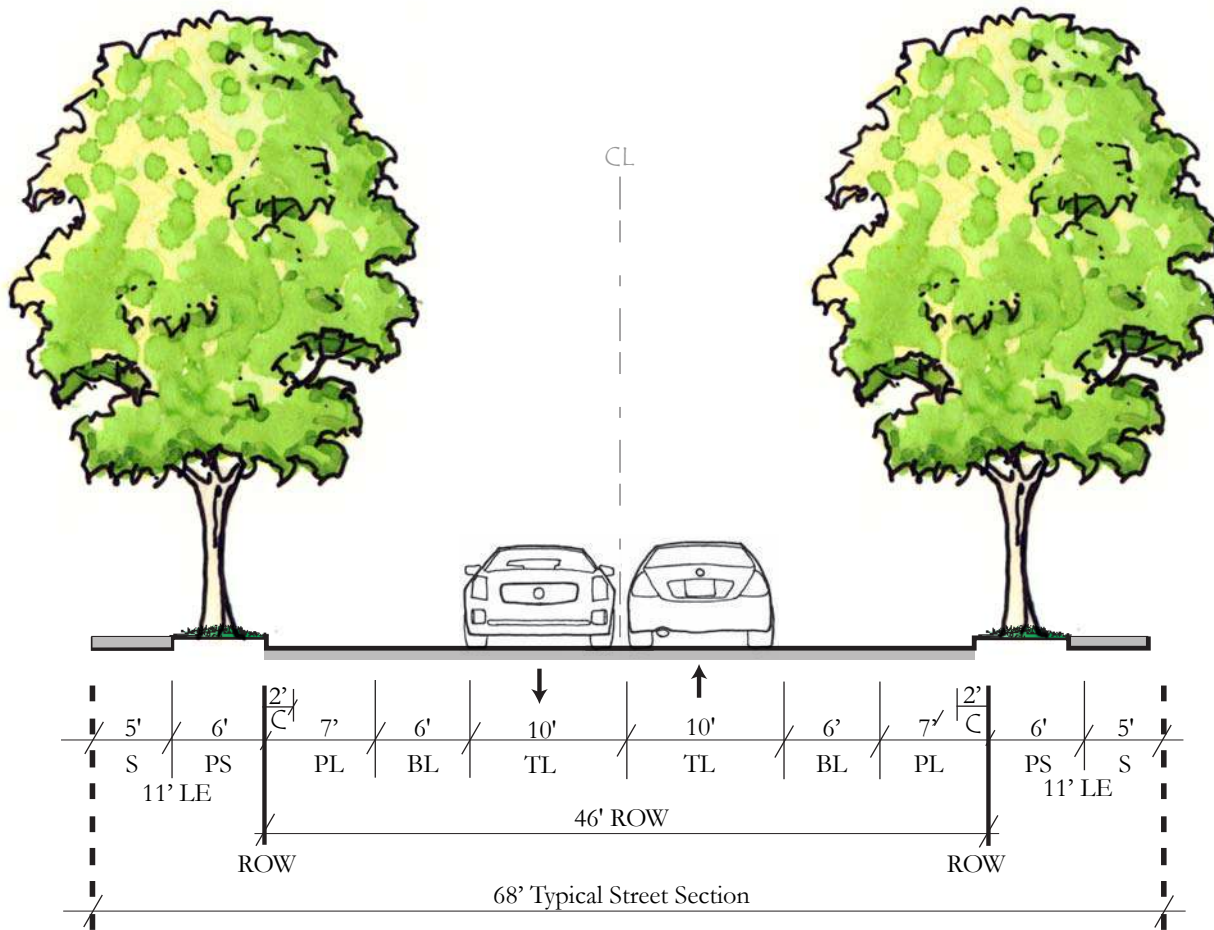


Figure 5-9 Minor Collectors / Residential Collectors

Section G

Designation	Minor Collector
Right-of-Way (ROW)	46 feet
Class II Bicycle Lane (BL)	6 feet on both sides of the right-of-way
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	11 feet adjacent to back of curb on both sides of street
Parking Lane (PL)	7 feet on both sides of the right-of-way
Planting Strip (PS)	6 feet with landscaping adjacent to curb (within LE)
Sidewalk (S)	5 feet adjacent to planting strip (within LE)
Travel Lane (TL)	10 feet in both directions

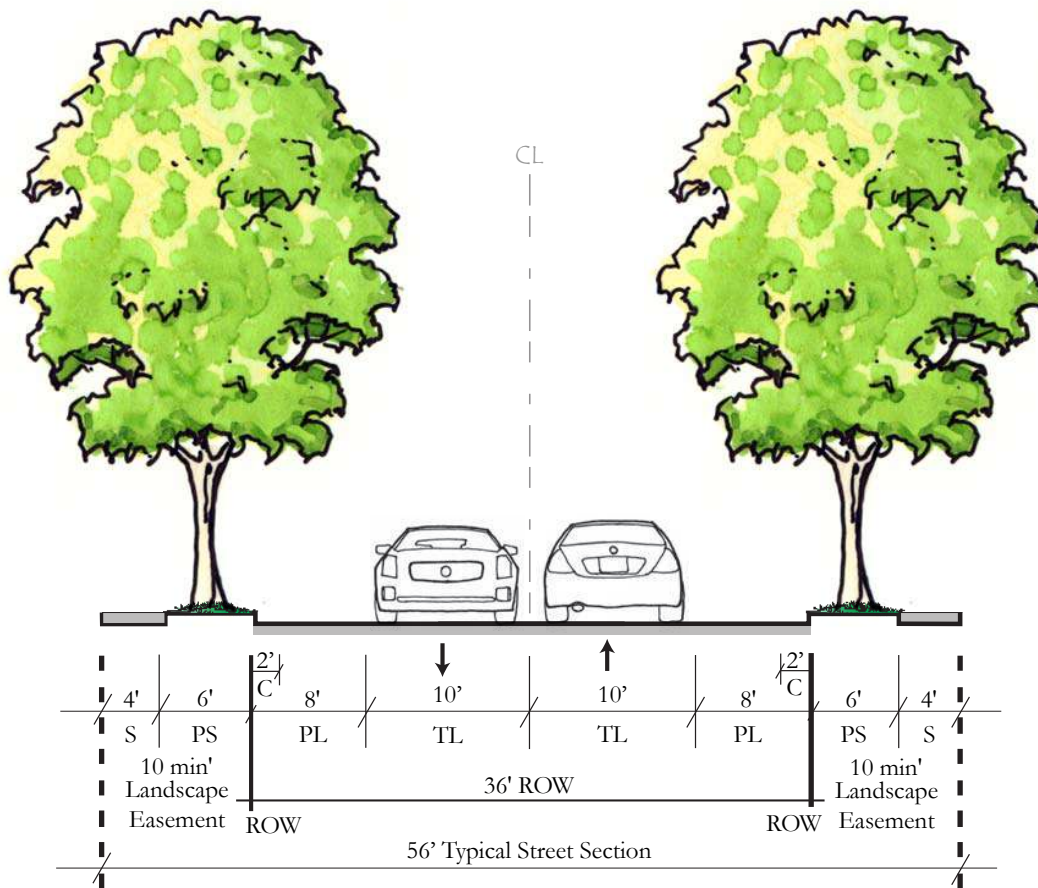
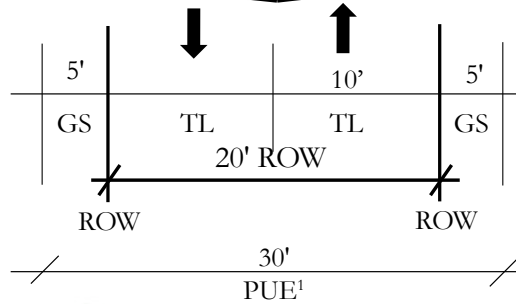
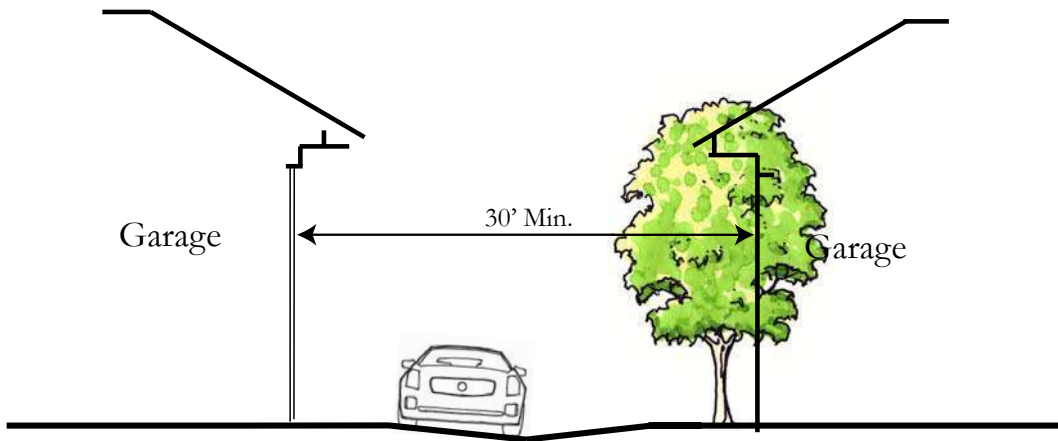


Figure 5-10 Typical Local Street

Section H

Designation	Local Road
Right-of-Way (ROW)	36 feet
Curb and Gutter (C)	2 foot on both sides of the right-of-way
Landscape Easement (LE)	10 feet min. adjacent to back of curb on both sides of street
Parking Lane (PL)	8 feet on both sides of the right-of-way
Planting Strip (PS)	6 feet with landscaping adjacent to curb (within LE)
Sidewalk (S)	4 feet adjacent to planting strip (within LE)
Travel Lane (TL)	10 feet both directions

Section



Plan View

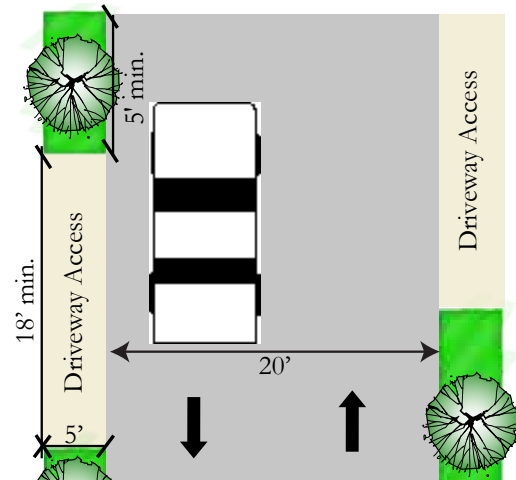


Figure 5-11 Alleyway

Designation	Alleyway
Right-of-Way (ROW)	20 feet
Travel Lane (TL)	10 feet in both directions
Garage Setback (GS)	5 feet in both directions

Notes: 30 foot PUE applies to private alleyways only.

Alleyways shall be paved.

Alleyways shall be landscaped, where appropriate. Alleyways shall have a 5 foot garage setback between travel lanes and the garage to accommodate landscaping.

Landscaping areas within Alleyways shall be located to allow for driveway access of 18' min.

Alleyways shall have a minimum of 30 feet from garage door to garage door.

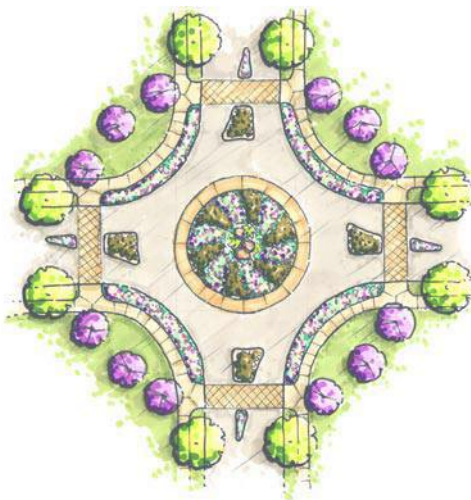


### 5.8 Roundabouts

Roundabouts are an alternative form of traffic control that reduce traffic speeds and reduce the amount of stopping at intersections while providing neighborhood focal points. The use of roundabouts depends on several factors, such as the amount of traffic projected along a street segment, surrounding land uses, and whether the roundabout is a more efficient intersection control device than a stop sign or signalized intersection. If roundabouts are utilized, they shall be landscaped with low growing shrubs and grasses to provide clear line of sight for pedestrians and motorists. Crosswalks shall be located outside the roundabout and shall provide a pedestrian refuge island at the median location. Parking shall be prohibited within the roundabout. The conceptual sketch below illustrates a prototypical roundabout with pedestrian crosswalks, as well as landscaping within and surrounding the roundabout.

### 5.9 Traffic Calming Techniques

Traffic calming is an important part of creating a safe and enjoyable community. Traffic-calming devices can control traffic volumes and speeds to promote a safe neighborhood environment within the Plan Area and promote alternative transportation modes. A variety of traffic-calming techniques are proposed to be used throughout the Plan Area, primarily in residential and park areas and include: narrowing street width, bulb-outs, special pavement markings, chokers, and diagonal closures. These measures may be used alone or in combination to promote safe travel through the Plan Area.



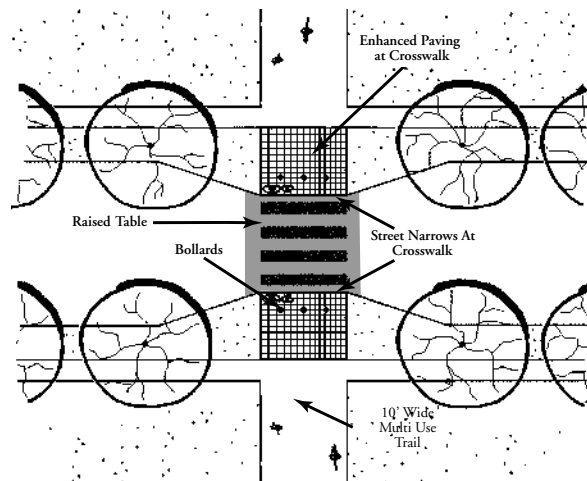
*An example of a roundabout*

#### *Narrowing Streets*

Street narrowing is a potential option in the Plan Area. The intent of this option is to reduce vehicle speeds while traveling through the Plan Area and ultimately reduce the amount of paved surface in the Plan Area. Narrow streets also promote safer pedestrian crossings. Narrowing streets may include but is not limited to: a reduction in the parking lane for a larger planting strip to accommodate such uses as bio-filtration (refer to 7.5.1), reduction in parking lane for accommodation of shared on-site parking for cluster homes, etc. Street narrowing may be utilized to slow traffic around schools, parks, and other locations where high pedestrian activity may take place.

#### *Bulb-outs*

Pedestrian bulb-outs should be included along streets with high pedestrian activity to reduce the amount of time that pedestrians are exposed during roadway crossings. Furthermore, on-street parking near intersections is eliminated to improve visibility. In addition to an increased feeling of safety for pedestrians, bulb-outs also serve as a way to decrease traffic speeds, especially when vehicles



*An example of a narrow street*



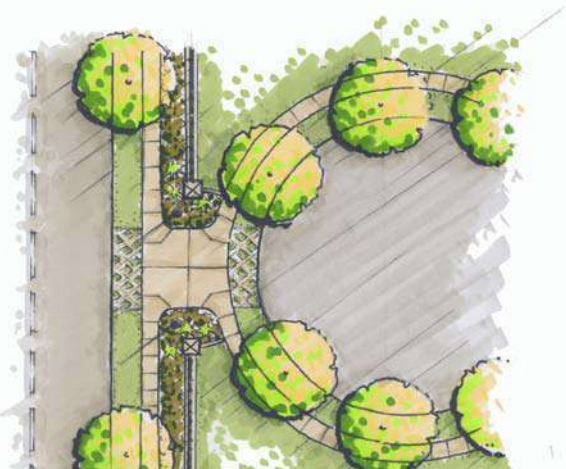
*An example of a bulb out*



*An example of a choker used in a neighborhood*



*An example of a diagonal road closure*



*An example of a daylighted cul-de-sac*

attempt to turn. This measure should include accent paving and landscaping that does not impair driver sight lines. Parking is restricted along bulb-out areas and curbs shall be painted red to indicate that no parking is allowed.

*Chokers*

Chokers are used to narrow street widths for safer pedestrian crossing. This measure eliminates on-street parking at mid-block crossings to increase visibility of pedestrians.

*Diagonal Road Closures*

Diagonal road closures lower traffic volumes by forcing traffic to turn and preventing straight-through movement through intersections. This measure increases pedestrian safety by including crossing areas and a bicycle pathway. Emergency vehicle access is provided by construction of removable sections or bollards. Diagonal road closures also provide additional area for landscaping. Diagonal road closures may be utilized to direct traffic away from existing neighborhoods and into new development areas or higher capacity roadway segments.

*Special Pavement Markings*

Special pavement markings shall be used to serve as a visual reference for motorists of the likely presence of pedestrians and cyclists in the area. This measure may be used in conjunction with any combination of the other traffic calming measures.

**5.10 Cul-De-Sacs**

The proper design of cul-de-sacs is fundamental to successful pedestrian and bicycle circulation. Day-lighted cul-de-sacs provide pedestrian and bicycle access to open spaces, parks, and neighborhoods while restricting automobile through traffic. The use of conventional dead end cul-de-sacs within the Plan Area will be limited to instances where a hardship can be demonstrated by the developer. Pedestrian and bicycle connections shall be provided at the end of every cul-de-sac adjoining park or trail routes. In situations where major streets with walls adjoin residential areas, daylighted cul-de-sacs shall be used to create wall openings with pathway connections (refer to Circulation Policy-10). Parking bollards will be placed 10 feet from the curb to the extent that is feasible.

A dual cul-de-sac is proposed for the segment of Sanborn Road just south of Cherry Street. This design will reduce cut-through traffic potentially affecting existing residences along Sanborn Road. The cul-de-sacs will be day-lighted, and non-walled, providing increased pedestrian and bicycle connections between the two segments of the roadway. Cul-de-sacs shall be designed with a 40-foot radius as per the standards set forth in the City of Yuba City Standard Detail drawings.

### 5.11 Pedestrian and Bicycle Circulation

Emphasis is placed on non-vehicular circulation within the Lincoln East Specific Plan. Bicycle facilities and pedestrian pathways provide a safe and healthy transportation alternative for all residents. The Plan Area provides opportunities for pedestrian/bicycle connectivity and access.

The land use pattern and circulation system incorporate safe, efficient routes for pedestrians and bicyclists within neighborhoods and between public amenities, such as parks and schools. Elements of the Specific Plan designed especially for the benefit and comfort of those utilizing non-motorized travel include sidewalks, bicycle lanes, and multi-use trails. Nearly all roads within the Specific Plan have sidewalks or access to the multi-use trail system on both sides of the street. Sidewalks range from 4 to 6 feet wide. Class II bicycle lanes are included along the parkway, arterials, and collectors and are 6 feet in width. Within the neighborhood parks and expanded community park, paths that are completely separated from roadways will be provided for the exclusive use of bicyclists and pedestrians. Additionally, innovations such as daylighted cul-de-sacs will provide additional connections for pedestrians and bicyclists.

### 5.12 Public Transportation

The circulation system within the Plan Area shall be designed to provide public transportation services to its residents. Transit stops shall be located at key destination points within the Plan Area. Additionally, Park and Ride lots shall be located within all commercial areas, and should be co-located with public transit stops. Transit stops shall provide access for pedestrian and bicycle connections, and be located within close proximity to key Plan Area features.

Yuba-Sutter Transit Authority provides local bus services to Yuba City. Currently the Plan Area is provided with public transit service at the southeastern portion of the Plan Area boundary via fixed Route 5 along Sanborn Road between Pebble Beach Drive and Bogue Road. Curb-to-curb service is also available via "Dial-a-Ride," which is available throughout the Plan Area for qualifying residents.

The pedestrian orientation of the Plan Area, as well as its convenient location adjacent to the city limits of Yuba City, makes the Plan Area amenable to future fixed route expansion of the public transportation system. All future transit stops shall include:

- Shelter structures
- Lighting and seating areas
- Adequate right-of-way to provide access to circulation system

All transit stops shall be consistent with Yuba-Sutter Transit Authority standards. Exact transit stop locations will be determined by Yuba City in conjunction with the Yuba-Sutter Transit Authority. Transit stop bus shelters shall be constructed on a 6-foot by 16-foot building pad. Areas where bus turnouts may be necessary will be determined on a case-by-case basis in coordination with Yuba-Sutter Transit Authority.

# 6.0 PARKS & RECREATION

## 6.1 Introduction

Parks, trails, and open space establish a framework of green space and recreation opportunities that are essential to developing vibrant, livable communities. Parks serve as the focal points that anchor neighborhoods. Multi-use trails provide connectivity between these vital public spaces and encourage walking and bicycling throughout the community. Collectively, these green spaces provide visual and physical relief from the built environment.

Recreation facilities must respond to and meet diverse needs and expectations. Residents visit parks to play, exercise, participate in community events, meet people, and to enjoy nature. The intent of this section is to establish development guidelines and requirements that support integration of recreation facilities at different levels throughout the Lincoln East Specific Plan (Specific Plan) area.

## 6.2 Specific Plan Parks and Recreation Features

The Yuba City General Plan and the City’s Parks Master Plan establish a goal to provide 5 acres of public parkland per 1,000 residents. The City generally defines parkland types as follows:

**Neighborhood Park:** A park or playground at least 5 acres in size serving an area within about a 1/2-mile radius of the park.

**Community Park:** A park a minimum of 10 acres in size serving an area within radius of about 3 miles from the park.

**City Park:** A park of at least 20 acres in size serving the entire city population and providing a wide range of recreation opportunities not typically found in neighborhood or community parks.

**Special Recreation Area:** A recreation area that is devoted to a very specific activity or use. Linear parks, trails, plazas and green space are examples of such parkland.

The Lincoln East Specific Plan identifies approximately 82 acres of parkland. The mix of parkland is as follows:

- 20 Acres of Neighborhood Parks
- 32 Acres of City Parks
- 10 Acres of Community Parks
- 20 Acres of Joint Uses for the Community Park
- Proposed Multi-Use Trails

## 6.3 Parks and Recreation Goal and Objectives

The following goal and objectives establish the implementation framework for the Specific Plan’s Parks and Recreation Concept:

Residential Land Use Designation	Population <sup>1</sup>	Park Standard <sup>2</sup> 5/1,000 Population	Minimum Park Acreage Needs <sup>3</sup>
LD-10K	886	5.0	4.4
LD	5,288	5.0	26.4
MD	3,220	5.0	16.1
HD	3,596	5.0	18.0
<b>Total</b>	<b>12,990</b>		<b>65.0</b>

Assumptions:

<sup>1</sup> Population is derived from Table 3-1 Land Use Concept Plan Statistics

<sup>2</sup> The park standards are derived from the adopted Parks Master Plan

<sup>3</sup> Lincoln East Specific Provides 82 acres of parkland from neighborhood parks, community park, city park, and joint use areas.

*Parks and Recreation Goal:*

*To ensure the provision of adequate park space, open space, and recreational facilities that meet the variety of needs of Plan Area residents and is consistent with the long-term park needs of Yuba City.*

**Parks and Recreation Objective-1**

Provide adequate recreational facilities that are centrally located and linked throughout the Plan Area to encourage walking and bicycling activity.

**Parks and Recreation Objective-2**

Establish a network of trails and paths to promote pedestrian and bicycle circulation.

**6.3.1 Parks and Recreation Policies**

**Parks and Recreation Policy-1**

Park and recreational amenities shall be developed and operated in accordance with the standards and guidelines outlined in the Specific Plan, General Plan, Title 9 of the Yuba City Municipal Code, and the City's Parks and Recreation Master Plan upon adoption. In instances where the Specific Plan and Title 9 are in conflict, the Specific Plan shall prevail.

**Parks and Recreation Policy-2**

Plan Area parks will include elements listed in Tables 6-2 and 6-3, and shall be consistent with the Yuba City Parks and Recreation Master Plan in place at the time of park design/development.

**Parks and Recreation Policy-3**

Land shall be reserved for parks as shown in Figure 6-1. Park sites should be located in the general location and have comparable acreages as established in Figure 6-1.

**Parks and Recreation Policy-4**

Park improvements shall be funded through Specific Plan fees as determined by the City.

**Parks and Recreation Policy-5**

A joint-use agreement should be explored between the City of Yuba City and the Yuba City Unified School District to establish provisions for joint-use of park facilities. This agreement should include provision of services, and details on financial, operational, and maintenance responsibilities.

**Parks and Recreation Policy-6**

Parks requirement shall comply with the 5 acres per 1,000 residents per adoption of the City's updated Parks Master Plan and General Plan Amendment.

**Parks and Recreation Policy-7**

The minimum park size for a neighborhood park shall be five (5) acres in size. The minimum park size for a community park shall be 10 acres in size.

**Parks and Recreation Policy-8**

Park designs shall accommodate a variety of active and passive recreational features that meet the needs of residents of all ages, abilities and interests.

**Parks and Recreation Policy-9**

Parks shall be located to maximize access and visibility within a neighborhood to provide a focal point and landmark. Parks shall be located along public streets, open spaces, or public facilities to promote "eyes on the park." Residential streets adjacent to park sites shall be single-loaded. Residential yards or other fenced interfaces adjacent to park sites are strongly discouraged.

**Parks and Recreation Policy-10**

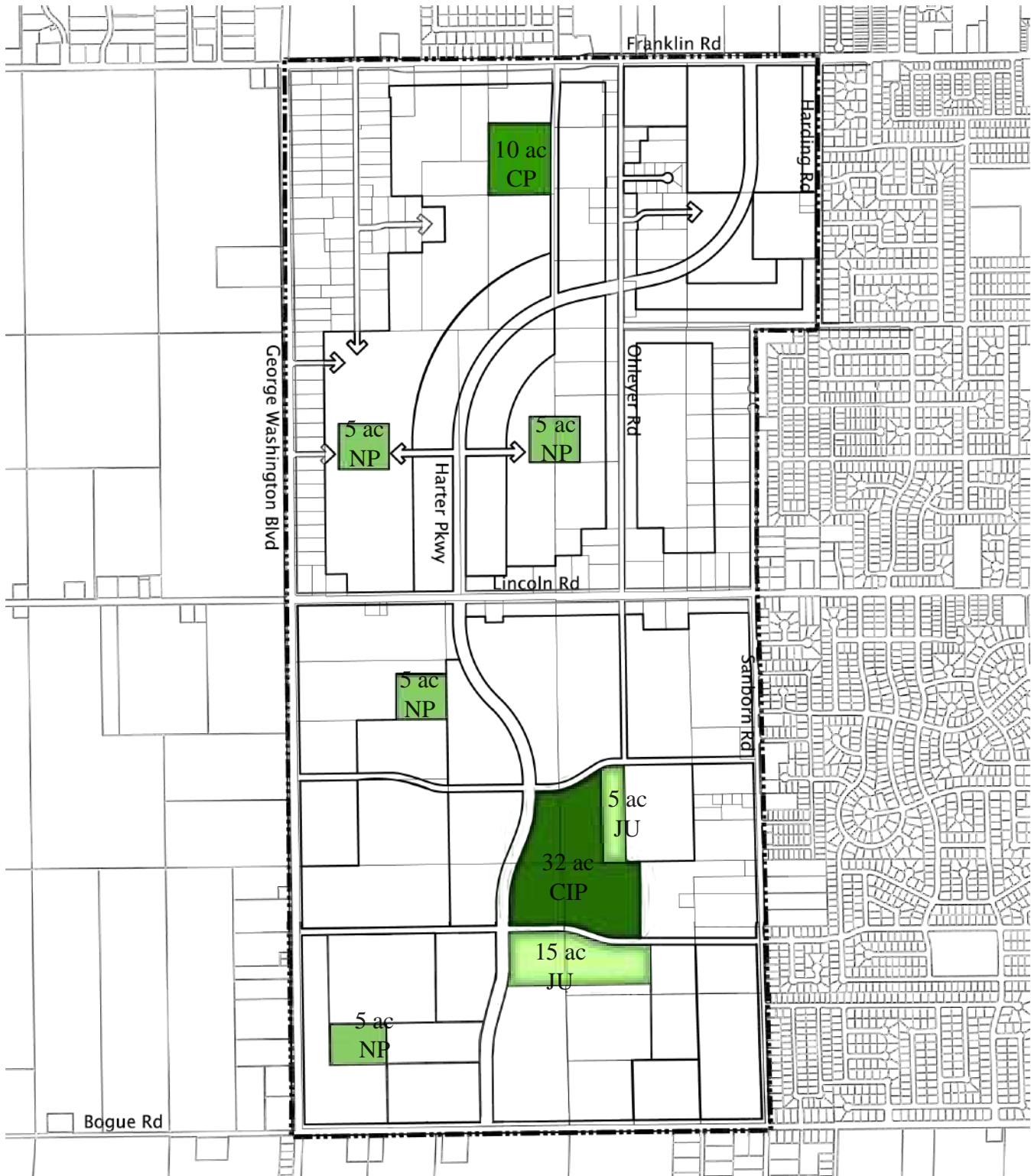
All parks shall be connected to surrounding uses through sidewalks or multi-use trails.

**Parks and Recreation Policy-11**

All park safety and maintenance standards shall comply with City of Yuba City and Americans with Disabilities Act (ADA) standards.

**Parks and Recreation Policy-12**

All parks and open space improvements shall be designed by a licensed landscape architect, as required by state law.



- Proposed City Park-32 acres (CIP)
- Proposed Community Park-10 acres (CP)
- Proposed Joint Use Facilities Area-20 ac
- Proposed Neighborhood Park-20 acres (NP)

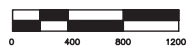


FIGURE 6-1 PARK & RECREATION DIAGRAM

***Parks and Recreation Policy-13***

Parks shall be designed and landscaped for easy maintenance, water efficiency, shade, and to accommodate a variety of recreational uses.

***Parks and Recreation Policy-14***

Furniture and structures within parks shall be selected based on durability, vandal resistance, and long term maintenance, as approved by the City.

***Parks and Recreation Policy-15***

Native plants shall be utilized where feasible.

***Parks and Recreation Policy-16***

Drainage basins/corridors may be co-located with parks subject to the following limitations: no portion of a drainage basin may be counted toward the required park area for neighborhood parks; when located in conjunction with the Community or City Park, and subject to City approval, the portion of the drainage basin that is subject to inundation only in a 100-year storm event (the uppermost tier) may receive partial credit (1/2 to 1) toward meeting the required park area. Drainage basins subject to inundation in storms less severe than a 100-year storm event shall not be counted toward the park requirement.

***Parks and Recreation Policy-17***

A City Park is proposed as the central focal point of the Specific Plan. Access to the City Park, as well as, neighborhood and community parks will be connected to neighborhoods via multi-use trails which will be provided throughout the Plan Area.



*Illustrative of Multi-Use Trail*

***Parks and Recreation Policy-18***

A City Park Master Plan shall be prepared by the City or a consultant of the City's choosing to be paid for by first owner/developer with land depicted as City Park to submit a tentative subdivision map or tentative parcel map to the City for processing. Completion of this master plan shall be part of the "conditions of approval" for the first tentative subdivision or parcel map.

***Parks and Recreation Policy-19***

Residential units shall either front-on or side-lot towards parks. Open street edges are the preferred treatment along park sites. Residential units that are proposed to back onto parks shall be avoided unless approved by the Community Development and Parks and Recreation Director. Residential units which back onto parklands shall incorporate pathways to promote connectivity to the park site.

***Parks and Recreation Policy-20***

Appropriate lighting should be installed along multi-use trails to enhance safety and add aesthetic value. Lighting plans shall be submitted as a part of the improvement plans to exhibit appropriate lighting along trails.

***Parks and Recreation Policy-21***

Dual use detention basins shall not exceed a slope of 5:1 for tiering purposes.



*Sketch of a park with passive recreation*

## **6.4 City Parks**

The City Park is located south of Lincoln Road along Harter Parkway and is approximately 32 acres in size. City Parks are unique in that they contain a wide variety of uses not typically found in smaller Community and Neighborhood parks and are intended to serve a larger population. City Parks are also intended to be a focal point for residents within the Plan Area. Pedestrian connections will link the City Park to surrounding neighborhoods providing bicycle and pedestrian access to the park. City Parks provide a variety of active and passive recreational opportunities (refer to Table 6-2) and may also serve a dual role of providing areas for stormwater drainage through the inclusion of a drainage basin. Slopes for the drainage basin shall not exceed a slope of 5:1. Only the portion of the detention basin subject to inundation during a 100-year storm event may receive partial park credit (1/2 to 1) toward meeting the required park area.

## **6.5 Community Parks**

One Community Park is sited within the Plan Area (refer to Figure 6-1). The park is located along the proposed extension of El Margarita Road. Community parks, similar to City Parks, may contain activities not usually found in neighborhood parks, as well as being a focal point for surrounding residents. Several pedestrian connections will link the parks to surrounding neighborhoods and provide pedestrian and bicycle access to the parks. This type of park provides active and passive recreational opportunities (refer to Table 6-3). Only the portion of the detention basin subject to inundation during a 100-year storm event may receive partial park credit (1/2 to 1) toward meeting the required park area.

## **6.6 Neighborhood Parks**

Neighborhood parks play an important role in the community as they not only provide passive and active recreational amenities, but also serve as primary focal points in the neighborhood. Neighborhood parks serve to strengthen the identity and sense of community within neighborhoods.

A total of 20 acres of neighborhood parks are proposed within the Plan Area. Neighborhood parks within the Specific Plan Area are a minimum of 5 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 1/2 mile radius of proposed park sites and serve as focal points of the community. Located in strategic areas visible and convenient to all residents, these parks are connected to residential neighborhoods through sidewalks or multi-use trails. Neighborhood parks may be active or passive in nature. Off-street parking shall be minimized within neighborhood parks or not provided, when possible. The final design and characteristics contained in neighborhood parks will depend on the characteristics of the surrounding neighborhood.

Neighborhood parks may serve a dual purpose by providing both recreation and stormwater drainage capacity in areas determined to be appropriate. Slopes for detention basins shall not exceed a maximum slope of 5:1. Detention basins may use tiering in their design, based on a 2, 10, and 100 year storm events. During a two year storm, the deepest basin (6 feet below street level) would be expected to be filled; during a 10 year storm, the two deepest basins (6 feet and 3 feet below street level) would be expected to be filled; and during a 100 year storm, all three basins (6 feet, 3 feet, and 1 foot below street level) would be inundated (refer to Figure 6.2). No portion of a detention basin co-located with a neighborhood park shall receive park credit. Details regarding the provision of stormwater detention basins on park sites are detailed in Chapter 8, Public Facilities and Services.

### ***Pocket Parks***

Pocket parks are small open space areas that are located in residential neighborhoods. These parks, up to 3 acres in size, may be strategically located in neighborhoods, and provide recreational opportunities within a short walking distance from residential units. Pocket parks may provide areas for passive recreation, including play areas for small children, seating areas, and picnic areas. If a development proposes a pocket park, the location should be identified in a tentative map or subdivision map.





FIGURE 6-2 CONCEPTUAL DRAINAGE BASIN

**Table 6-2  
City Park Basic Elements**

<b>Park Size</b>	<input type="checkbox"/> 20-40 net acres
<b>Service Area</b>	<input type="checkbox"/> Citywide
<b>Location</b>	<input type="checkbox"/> Proposed along Harter Parkway, south of Lincoln Road
<b>Potential Design Elements</b>	<ul style="list-style-type: none"> <li><input type="checkbox"/> A multi-purpose building/community center for social gatherings, recreation programs, etc.</li> <li><input type="checkbox"/> Perimeter walking and jogging paths</li> <li><input type="checkbox"/> Lighted baseball / softball fields (both youth and adult)</li> <li><input type="checkbox"/> Basketball / tennis courts</li> <li><input type="checkbox"/> Grass turf area for soccer fields</li> <li><input type="checkbox"/> Community pool / swimming complex</li> <li><input type="checkbox"/> Aquatic center / areas for water play (as appropriate)</li> <li><input type="checkbox"/> Frisbee golf course</li> <li><input type="checkbox"/> Group picnic areas with barbecue pits and large shade structures</li> <li><input type="checkbox"/> Individual and small group picnic areas with tables and individual barbeques</li> <li><input type="checkbox"/> Seating areas shall be adjacent to play areas and picnic areas</li> <li><input type="checkbox"/> Trees and structures to provide shade as appropriate in play areas, picnic areas, and seating areas</li> <li><input type="checkbox"/> Potential on-site parking areas</li> <li><input type="checkbox"/> Storage / maintenance service facility</li> <li><input type="checkbox"/> Passive open space area</li> <li><input type="checkbox"/> Dog park</li> <li><input type="checkbox"/> Separate play areas and equipment for children</li> <li><input type="checkbox"/> Permanent restroom structures / concession building</li> <li><input type="checkbox"/> Drinking fountains</li> <li><input type="checkbox"/> Trash receptacles</li> <li><input type="checkbox"/> Any use permitted in Neighborhood Parks</li> </ul>

<b>Table 6-3 Community Park Basic Elements</b>	
<b>Park Size</b>	<input type="checkbox"/> 10 to 20 net acres
<b>Service Area</b>	<input type="checkbox"/> 1/2 mile
<b>Location</b>	<input type="checkbox"/> Proposed along El Margarita Road
<b>Potential Design Elements</b>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Children's play equipment, tot lots</li> <li><input type="checkbox"/> Seating areas shall be adjacent to play areas, as well as group picnic areas</li> <li><input type="checkbox"/> Small group and individual picnic areas with tables and individual barbeques</li> <li><input type="checkbox"/> Youth and adult ball fields (softball, skinned infield ball fields, soccer fields)</li> <li><input type="checkbox"/> Multi-purpose courts, basketball half courts, tennis courts (may be lighted)</li> <li><input type="checkbox"/> Trees and structures to provide shade as appropriate in play areas, picnic areas, and seating areas</li> <li><input type="checkbox"/> Storage / maintenance service facility</li> <li><input type="checkbox"/> Water play, aquatic center as appropriate</li> <li><input type="checkbox"/> Community center / recreation facility</li> <li><input type="checkbox"/> Restrooms / concession building</li> <li><input type="checkbox"/> Open turf areas</li> <li><input type="checkbox"/> Drinking fountains</li> <li><input type="checkbox"/> Small open turf areas for non-organized field play</li> <li><input type="checkbox"/> Walking paths</li> <li><input type="checkbox"/> Trash receptacles</li> </ul>

**6.7 Multi-Use Trails**

Proposed multi-use trails are located throughout the Plan Area. These trails shall connect residential units to neighborhood focal points, such as parks and schools. The locations of proposed multi-use trails are generalized and should be sited within the vicinity of parks and other neighborhood activity centers to provide connections. Locations of multi-use trails will be detailed through the use of tentative maps and improvement plans. Connection points to surrounding residences shall occur at local streets and through day-lighted cul-de-sacs.

Multi-use trails shall be a minimum of 10 feet wide (refer to Figure 6-2). Multi-use trails are recommended to serve as maintenance roads within parks. Trails may be composed of concrete, porous pavement, or other material as determined by the City. Trails shall include landscaping elements including shade trees along portions of the trail. Exact size and location of trails will be determined through tentative maps or development agreements.

**6.8 Joint-Use Parks and Schools**

There are two proposed school sites that directly adjoin the southern City Park, a K-8 school along a proposed minor collector and a high school along the southern Plan

Area boundary at Bogue Road. This provision will allow for shared use of facilities that are developed adjacent to school property that will be made available for use by the community at large, allowing for maximized use of these facilities through the establishment of a joint-use agreement. The joint-use of facilities capitalizes on existing resources, prevents unnecessary duplication of services already being provided, and helps to preserve other valuable land in the community. The school district benefits as well because recreational facilities will be larger than typical schoolyard amenities, as well as allowing the financial responsibilities of operation and maintenance to be shared. Under the agreement, school recreation facilities may be made available to the community as a whole after school hours.

To establish a joint-use of facilities, the City of Yuba City and the Yuba City Unified School District are encouraged to enter into a joint-use agreement. This agreement will detail the policies for joint-use. Additionally, details regarding provision of services, as well as financial, operational, and maintenance responsibilities will be established in this agreement.

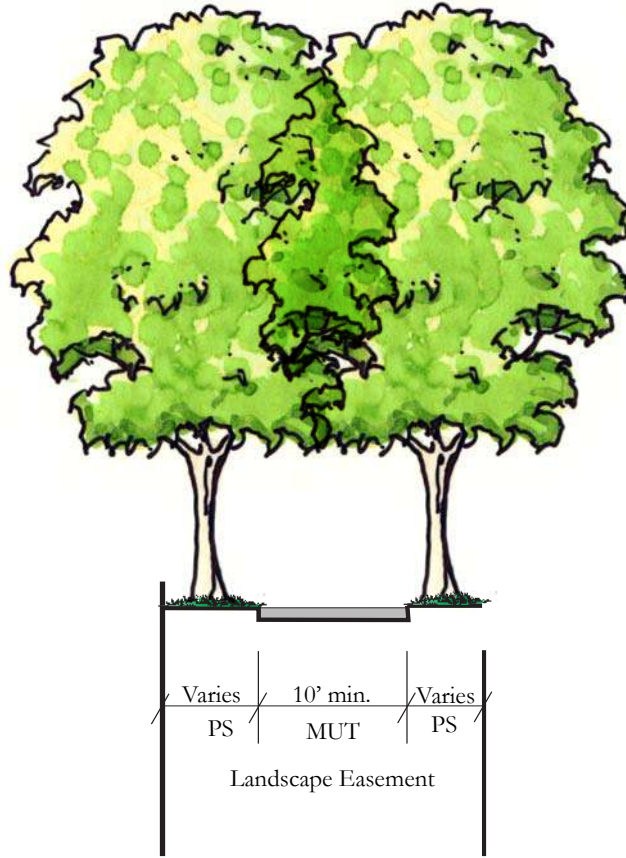


Figure 6-3 Conceptual Multi-Use Trail Next to Local Street Segment

Planting Strip (PS)  
Multi Use Trail (MUT)

Varies  
10 feet min.

## 7.0 RESOURCE MANAGEMENT

### 7.1 Introduction

The Resource Management chapter provides direction to minimize adverse environmental impacts and to implement conservation techniques to protect the character and resources of the Plan Area. These resources include: agriculture, historical and cultural resources, biological resources, water, air quality, and energy conservation.

#### 7.1.1 Resource Management Goal and Objectives

The following goal and objectives establish the implementation framework for the Specific Plan Resource Management chapter:

*Resource Management Goal:*

*To minimize adverse environmental impacts and to implement conservation techniques to protect the character and resources of the Plan Area.*

#### **Resource Management Objective-1**

Provide a transition area between urban development and existing agricultural environments adjacent to the Plan Area boundary to support and preserve viable farming operations.

#### **Resource Management Objective-2**

Protect special status species in accordance with federal and state regulatory requirements.

#### **Resource Management Objective-3**

Promote pedestrian and other non-motorized modes of transportation to reduce vehicle emissions associated with residential and commercial development.

#### **Resource Management Objective-4**

Reduce the amount of paved surfaces by including planting strips and other non-paved surfaces to reduce heat islands and stormwater runoff.

#### **Resource Management Objective-5**

Maintain the viewsheds of the Sutter Buttes, where feasible.

#### **Resource Management Objective-6**

Identify and preserve historical and cultural resources within the Plan Area.

#### **Resource Management Objective-7**

Protect the quality of surface and groundwater resources.

#### **Resource Management Objective-8**

Promote energy conservation by utilizing best available technologies, where feasible.

### 7.2 Agriculture

Agricultural lands are an important resource surrounding Yuba City as both an open space amenity and an economic resource. Currently, there are agricultural uses within and surrounding the Plan Area. Within the Plan Area are existing orchards mixed with limited farm animal raising and ancillary farm uses. The Plan Area is also surrounded on the northwest, southern, and western sides by agricultural uses, primarily fruit and nut orchards. The Specific Plan aims to protect the viability of agriculture uses outside of the Plan Area and minimize the impacts of urban uses near these continuing agriculture operations. A transitional area between agricultural uses and urban uses within the Plan Area shall be provided through the form of roads and setbacks.

Residents in the vicinity of, or adjacent to, land designated or utilized for agricultural uses, facilities, or operations may be subject to inconveniences or discomforts from agricultural operations. Any residential units located in proximity to existing agriculture shall be notified of the existing farming operations in accordance with the Yuba



*Existing agriculture along the Plan Area Boundary*

City General Plan and the Sutter County Right-to-farm Ordinance. Through use of setbacks and policies, land owners near the Plan Area boundary may continue to farm without impacts from surrounding urban uses.

**7.2.1 Agricultural Policies**

***Agricultural Policy-1***

Establish land use designations that provide a transition between the urban and surrounding agricultural environment on the fringes of the Plan Area.

***Agricultural Policy-2***

All new residential units within the Plan Area shall be notified and sign a disclosure statement acknowledging nearby existing farming operations in accordance with Sutter County Right-to-Farm Ordinance.

***Agricultural Policy-3***

New residential developments sharing a boundary with agriculture designated lands outside the Plan Area boundary shall provide a minimum of a 30-foot setback. This 30-foot buffer may take the form of a rear building setback or physical improvements, such as a road.

***Agricultural Policy-4***

Conflicts between agricultural uses and urban uses shall be minimized through site design techniques, per the General Plan.

***Agricultural Policy-5***

Anti-vandalism designs (fencing, landscape features, etc.) shall be required along properties adjacent to agricultural activities, per the General Plan to reduce vandalism of adjacent agricultural facilities and activities.

**7.3 Historic and Cultural Resources**

A historical resource is defined as a building, structure, object, prehistoric or historic archeological site or district possessing physical evidence of human activity that is over 45 years old. One area that has been identified as a historical resource within the Plan Area is the Dahling House. The Dahling House is located along Lincoln Road near the proposed intersection with Harter Parkway.

The Sikh faith and culture is also a significant cultural resource within the Plan Area. The largest Punjabi-American community outside of India is located in Sutter County. The Sri Guru Nanak Sikh Temple, located within

the Plan Area along Bogue Road, is a destination point for those in the Sikh faith. Built in 1980, local individuals of the Sikh faith use this Temple as a focal point of their community.

Additionally, there is a potential for prehistoric resources to be present in the Plan Area. Construction within undeveloped portions of the Plan Area (e.g. grading and excavation, etc.) may potentially disturb or destroy subsurface cultural artifacts or remains. Policies and implementation measures found in this section will minimize the risk of destroying subsurface cultural resources.

**7.3.1 Historic and Cultural Resources Policies**

***Historic and Cultural Resource Policy-1***

Identify, inventory, and preserve historical sites, buildings and structures within the Lincoln East Specific Plan Area.

***Historic and Cultural Resource Policy-2***

Destruction or removal of buildings and structures determined to be historically significant shall be avoided to the extent feasible.

***Historic and Cultural Resource Policy-3***

No construction activities, except for another single family residence, shall occur within 75 feet of the Dahling House, measured from the building. If any impact construction methods are proposed (i.e. pile driving) a more detailed analysis shall be performed in order to recommend the appropriate setback.

***Historic and Cultural Resource Policy-4***

The City of Yuba City shall promote, assist, and / or facilitate the registration of qualified historic sites, buildings or structures in the National Register of Historic Places, State Register of Historic Properties and / or inclusion on the California Inventory of Historic Resources.

***Historic and Cultural Resource Policy-5***

All projects requiring extensive grading or excavation shall hire a qualified archaeologist, who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology, to prepare an Archaeological Resources Report. At a minimum the report shall be based on archival research and a pedestrian survey. The report shall include the results of the research and the survey as well as recommendations for further survey including testing, if warranted. Areas found to contain or be likely to contain



archaeological resources shall be fully surveyed, to the extent required, to characterize and record the site. If a sensitive site cannot be fully surveyed prior to construction (due to the presence of pavement or other reasons), a qualified archaeologist shall be present to monitor all grading and excavation activity. Any artifacts that are uncovered shall be recorded and preserved on-site or donated to an appropriate organization to archive. Copies of all records of recorded resources shall be submitted to the appropriate Information Center in the California Historical Resources Information System (CHRIS).

**Historic and Cultural Resource Policy-6**

Per California Health and Safety Code Section 7050.5, if human remains are discovered, the County Coroner shall be notified immediately and no further disturbance of the site shall occur until their origin and disposition pursuant to Public Resources Code Section 5097.98 have been made. If the Coroner determines that no investigation of the cause of death is required, and if the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission, which, in turn, shall inform the most likely descendent. The descendent will then recommend to the landowner appropriate disposition of the remains and any other grave materials.

**Historic and Cultural Resource Policy-7**

All proponents of projects involving Native American archaeological, ethnographic or spiritual resources shall hire a qualified archaeologist to perform any required identification or treatment of resources. The archaeologist shall be either certified by the Society of Professional Archaeologists or meet the federal standards, as stated in the Code of Federal Regulations (36 C.F.R, 61).

**7.4 Biological Resources**

Existing agricultural areas in the Plan Area potentially provide habitat for species identified as sensitive or special status by the California Department of Fish and Game (DFG) and the U.S. Fire and Wildlife Service (USFWS). The following special status habitats or potential habitats may be present in the Plan Area: Valley Oak trees (located on the south side of Lincoln Road and along the southwestern boundary of the Plan Area); Burrowing Owl habitat (located in the east-central portion of the Plan Area); Swainson’s Hawk foraging habitat (located throughout the Plan Area); and White-tailed Kite (located in the southeastern portion of the Plan Area). Five sensitive natural habitat occurrences also occur within

the vicinity of the proposed project: Coastal and Valley Freshwater Marsh, Northern Hardpan Vernal Pool, Great Valley Cottonwood Riparian Forest, Great Mixed Riparian Forest, and Great Valley Oak Riparian Forest.

**7.4.1 Oak and Native Tree Preservation**

The arborist report prepared for the Specific Plan identifies a total of nine trees within the Plan Area that should be considered for preservation (refer to Figure 7-1). These trees include six valley oak trees, two coast redwoods, and one Hinds walnut. All of these trees are large and meet the criteria to be considered as in good health. Because the ability to restore damage that may be done to trees as a result of construction is very limited, emphasis should be placed on protection during construction. The following section details policies for the preservation of these unique trees.

**7.4.2 Biological Resources Policies**

**Biological Resource Policy-1**

Protect special status species in accordance with federal, state and local regulatory requirements.

**Biological Resource Policy-2**

Prior to any grading or site-disturbing activities the project developer shall retain a qualified biologist to conduct pre-construction breeding season surveys (approximately March 15 through August 30) of the project site and vicinity during each calendar year that construction is planned to begin, in consultation with the City of Yuba City and DFG. If phased construction procedures are planned; the results of the above survey shall be valid only for the season when it is conducted.

Additional surveys could include tree surveys, raptor surveys, special-status plant or animal surveys, and/or a wetland delineation if wetlands are present on the site.

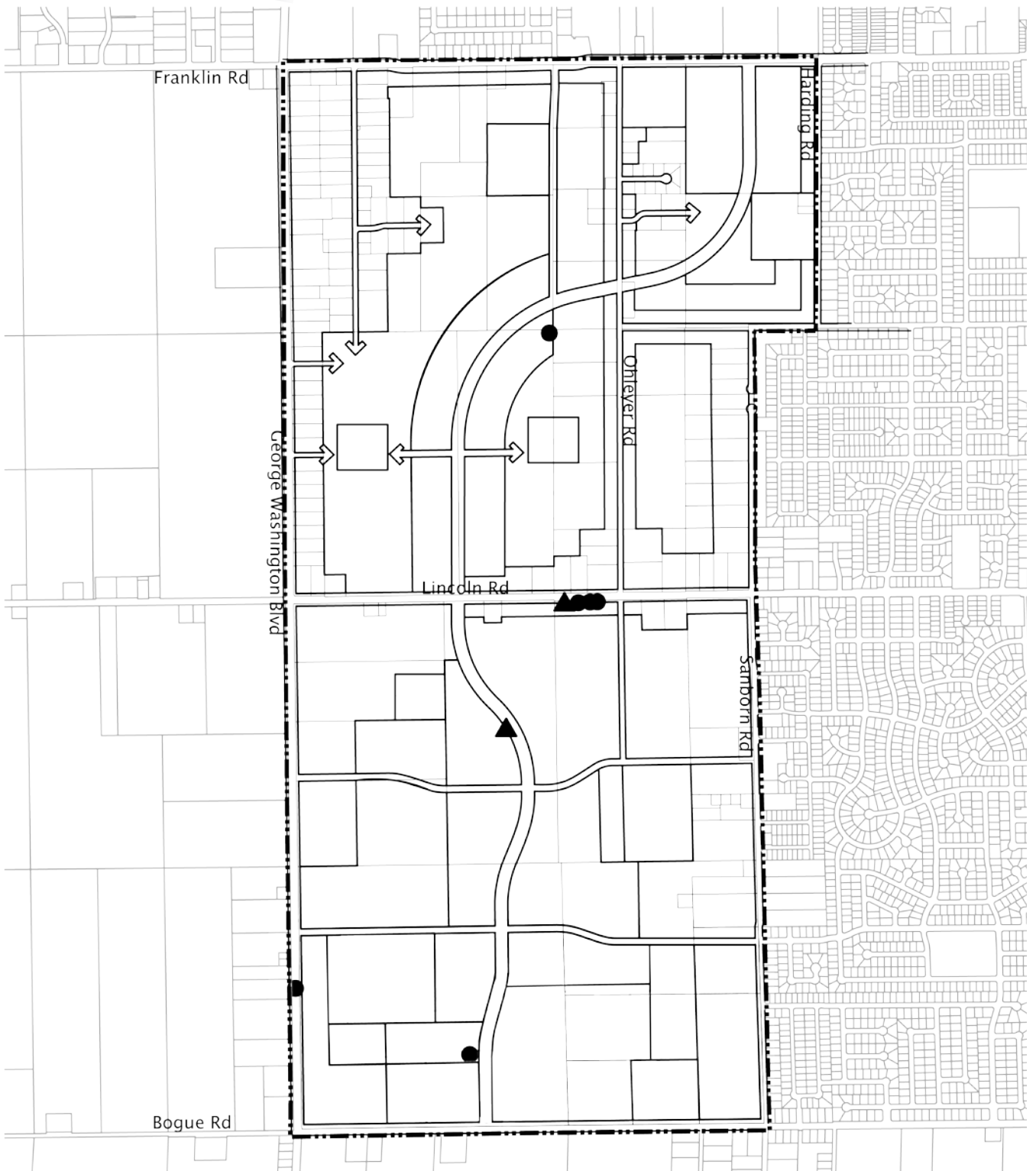
**Biological Resource Policy-3**

All development shall comply with the City of Yuba City tree preservation policies and ordinances, which may require the incorporation, preservation, or relocation of heritage oak trees and other native trees of significant size, to the maximum extent feasible.

**Biological Resource Policy-4**

During any construction activities, critical root zones of oak trees and existing mature trees on site shall be avoided, where possible, and protected during all phases of construction.





- Trees Recommended for Preservation
- ▲ Potential Heritage Tree

FIGURE 7-1 OAK & NATIVE TREE PRESERVATION DIAGRAM

**Biological Resource Policy-5**

Continued maintenance and monitoring of mature trees shall occur during and after construction.

**Biological Resource Policy-6**

Any construction taking place within the Plan Area during the nesting and breeding season (approximately February 1 through August 30) shall be required to avoid all bird nest sites while the nest is occupied with adults and/or young.

**7.5 Water Quality**

The Plan Area lies within the Sacramento River watershed. The primary hydrological feature in Yuba City is the Feather River located east of the Plan Area. The river serves many functions, including providing recreational opportunities, agricultural irrigation, wildlife habitat, and drinking water for Yuba City.

Potable water for Plan Area residents shall meet or exceed Federal, State and local water quality levels through improvements made to the water system. It is also recommended that feasibility studies be performed to determine if use of well water is feasible for irrigation of common landscaping areas within the Plan Area. (See also Section 8.2, Water for further discussion.)

Urban development plays a part in the amount and quality of stormwater runoff and it is critical to implement methods of non-point source pollution reduction. A way to achieve this is to reduce the amount of impervious surfaces within the Plan Area thereby allowing more stormwater to be recharged on site.

**7.5.1 Green Streets**

The Specific Plan encourages the use of “green streets” to help reduce some of the stormwater run-off caused by development of the plan. Green streets help by channeling some stormwater flow into a planter, planting strip, swale, etc. By capturing this flow and filtering the water through the use of landscaping, soils, etc. ground water is recharged and excess flow goes back into the stormwater drainage system with reduction of sediments and flow.

Figure 7-2 shows an example of a prototypical “flow through” system attached to a local residential street that may be used in the Plan Area. Other techniques may be developed to implement a reduction of stormwater run-off and used within the Plan Area. All green street profiles shall be approved by the Yuba City Public Works Department. If street widths are reduced in utilizing these types of measures, curbs along these features should have parking restricted along them to maintain emergency vehicle access requirements.

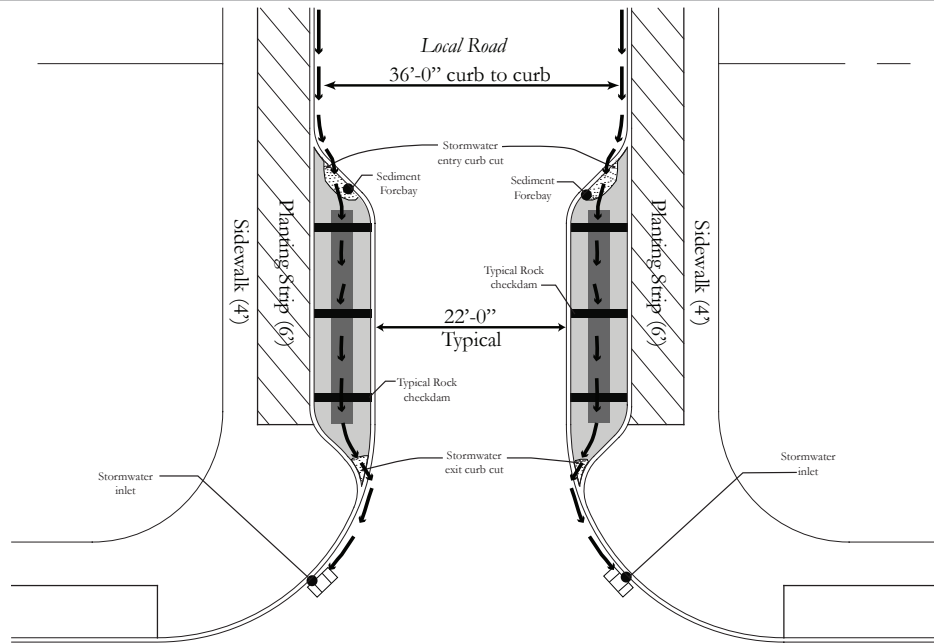


FIGURE 7-2 PROTOTYPICAL “FLOW THROUGH” SYSTEM

**7.5.2 Water Quality Policies**

**Water Quality Policy-1**

The reduction of water usage shall be encouraged through the use of water meters, low-flow toilets, low-flow shower heads, and the use of drought tolerant landscaping in common areas.

**Water Quality Policy-2**

The installation of a well for the purposes of irrigation of common landscaped areas should be utilized.

**Water Quality Policy-3**

The use of biofiltration swales and other “green street” techniques is encouraged throughout the Plan Area.

**Water Quality Policy-4**

Developers within the Plan Area are encouraged to work with Yuba City Public Works Department to create and implement “green street” profiles that connect with the master storm drainage system for the Plan Area.

**Water Quality Policy-5**

New construction shall be required to utilize Best Management Practices such as site preparation, grading, and foundation design for erosion control to prevent sediment runoff into waterways as outlined in the General Plan.

**Water Quality Policy-6**

Use Best Management Practices to control water quality impacts from urban runoff that include, but are not limited to:

- Requiring that low berms or other temporary facilities be built between a construction site and drainage area to prevent sheet-flow stormwater from entering storm drains and waterways;
- Requiring installation of storm drains or other facilities to collect stormwater runoff during construction;
- Requiring on-site detention where appropriate.

**7.6 Air Quality**

Air Quality is an issue in the Northern Sacramento Valley due to its location between the Coastal Range and Sierra Nevada Mountain Range. Air quality is affected through various sources such as vehicle emissions, agriculture operations, point source emissions, etc. Pursuant to the standards of the Federal Clean Air Act and State of California, the Feather River Air Quality Management District monitors the air quality for Sutter and Yuba Counties in the Northern Sacramento Valley Air Basin.

Urban form has a measurable impact on air quality by affecting the desirability and necessity of automobile usage. Opportunities to expand and enhance non-motorized forms of transportation were considered in development of the land use and circulation plans for the Plan Area. The Specific Plan seeks to reduce overall vehicle emissions by providing an interconnected street network that allows for route options for pedestrians, bicyclists, and motorists alike. In areas where automobile traffic is discouraged, use of daylighted cul-de-sacs and multi-use trail connections are provided for pedestrians and bicyclists as safe alternatives to the automobile. Development within the Plan Area provides choices in transportation modes thereby reducing project specific impacts associated with automobile emissions.

**7.6.1 Air Quality Policies**

**Air Quality Policy-1**

Residential development shall provide an interconnected street network that allows alternative routes for pedestrian, bicyclists, and motorists to reduce vehicle emissions associated with development.

**Air Quality Policy-2**

A combination of trees, shrubs, and ground cover shall be incorporated into landscaping plans.

**Air Quality Policy-3**

The Yuba-Sutter Transit Authority shall review fixed-service transit lines within the Plan Area for the implementation of expanded service to the Plan Area.



***Air Quality Policy-4***

Yuba City and the Yuba-Sutter Transit Authority should work closely to locate an additional commuter Park-and-Ride facility near the Plan Area.

***Air Quality Policy-5***

Dust emissions resulting from construction shall be controlled using the following standards as a part of conditions of approval for any project within the Plan Area:

- Dust emissions resulting from clearing, grading, earth-moving, or excavation operations shall be controlled by regular watering, paving of construction roads, or other such dust-preventive measures;
- All excavated or graded material shall be sufficiently watered. Watering, with complete coverage, shall occur at least twice daily, preferably in the late morning and after work is done for the day;
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 20 mph averaged over 1 hour;
- All material transported off-site shall be sufficiently watered or securely covered to reduce dust;
- The area disturbed by demolition, clearing, grading, earth-moving, or excavation operations shall be minimized at all times;
- Areas under construction to remain inactive longer than a period of 3 months shall be seeded and watered until grass cover is grown;
- All on-site roads shall be paved as soon as feasible or watered periodically or chemically stabilized.

**7.7 Energy Conservation**

The Specific Plan strives to create an environmentally friendly community. Reducing energy consumption by using best available technologies is one way that this idea is encouraged. These measures are encouraged not only at the individual residential level, but also at the community level. Some measures that are encouraged to promote energy efficiency include: photovoltaic panels, reduction of paved surfaces, and design of residential units to promote passive solar heating.

***7.7.1 Energy Conservation Policies***

***Energy Conservation Policy-1***

The use of photovoltaic (PV or solar) panels is encouraged for all new residential development within the Plan Area.

***Energy Conservation Policy-2***

15% of all new residential units constructed in each subdivision should be “Energy Star Homes” as defined by the Environmental Protection Agency (EPA) and certified by a qualified independent Home Energy Rater.

***Energy Conservation Policy-3***

The use of energy efficient street lighting shall be used throughout the Plan Area.

***Energy Conservation Policy-4***

To reduce heat islands street trees shall be planted.

## 8.0 PUBLIC FACILITIES & SERVICES

### 8.1 Introduction

The following chapter describes the major backbone infrastructure and public services intended to serve the Lincoln East Specific Plan Area. This information is presented at a conceptual level to provide an overview of the distribution, location, and extent of infrastructure. Infrastructure addressed in this chapter includes water, wastewater, and stormwater, as well as dry utilities. This chapter also outlines the provision of public services within the Plan Area such as fire protection, police services, and public schools.

It is recognized that a significant amount of on and off-site infrastructure improvements are necessary to ensure the conveyance of water, sewer, and storm drainage within the Plan Area. The cost associated with these improvements and various implementation programs required to fund, construct, maintain, and manage these facilities are described in Chapter 9 - Implementation and in the Public Facilities Financing Plan (PFFP) which will include facility cost estimates. The financing plan will include additions to the City's Capital Improvement Program (CIP), which provides for facility projects and buildout phasing of facility components.

The following conceptual infrastructure diagrams do not represent the complete set of improvements necessary to develop the Plan Area. These facilities provide a backbone for infrastructure only; additional project specific infrastructure may be required to develop properties in the Plan Area. Tentative maps and improvement plans shall determine the exact sizing and location of the facilities, however, maps shall follow the design of the infrastructure improvements illustrated in the concept diagrams in this chapter unless otherwise approved prior to submittal of maps or plans by the Yuba City Community Development, Utilities and Public Works Departments. Revisions to these conceptual diagrams shall require approval by the City at the time of filing of the tentative maps or improvement plans.

Where not expressly described in the Specific Plan, physical construction and design standards will be governed by Yuba City Standard Details. For issues not specifically addressed in the Yuba City Standard Details, the project will comply with existing federal, state and local standards, where applicable and appropriate.

#### ***8.1.1 Public Facilities and Services Goal and Objectives***

The following goal and objectives establish the implementation framework for the Specific Plan's Public Facilities and Services Chapter.

##### *Public Facilities and Services Goal:*

*To ensure the provision of adequate and reliable services and utilities to residents and businesses to accommodate the needs of Plan Area uses.*

##### ***Public Facilities and Services Objective-1***

Ensure that existing service levels for existing residents of the City are maintained, while providing for new development in the Plan Area to be served by all necessary public services and utilities.

##### ***Public Facilities and Services Objective-2***

Ensure provision of a water system with adequate supply, transmission, distribution, and storage facilities to meet the needs of the Plan Area.

##### ***Public Facilities and Services Objective-3***

Ensure provision of adequate wastewater treatment capacity to accommodate the Plan Area and to protect public health and safety.

##### ***Public Facilities and Services Objective-4***

Ensure provision and sizing of adequate storm drainage facilities to accommodate the Plan Area.

##### ***Public Facilities and Services Objective-5***

Design stormwater detention areas to accommodate sufficient capacity to handle major storm events as well as provide natural open space.

**Public Facilities and Services Objective-6**

Promote recycling of consumer and business waste to reduce landfill requirements and lengthen the service life of existing landfills.

**Public Facilities and Services Objective-7**

Promote the use of solar energy devices and encourage solar orientation of residential and business buildings to reduce the use of fossil fuels.

**Public Facilities and Services Objective-8**

Expand fire and police protection services to accommodate new residents in the Plan Area and maintain appropriate response times for service calls.

**Public Facilities and Services Objective-9**

Provide for adequate public school facilities and education services for Plan Area residents consistent with school district plans.

**8.2 Water**

The Yuba City Utilities Department provides water within the City and a few areas outside the City limits. The Plan Area is not currently served by the Yuba City Utilities Department, but shall be served by the Utilities Department upon annexation. Existing residences and uses in the Plan Area rely on private wells for water supply and will have the opportunity to connect to City Water Service upon the completion of conveyance systems to these neighborhoods. Existing residents will not be required to connect to City water, however if their well fails, residents will be required to connect to City water services, if available. Existing residents wishing to connect to City water services will be required to pay all applicable connection fees. Additional water infrastructure and water supply will be needed to serve development in the Plan Area as discussed below.

**8.2.1 Water Infrastructure**

Existing underground water facilities are located to the east of the Plan Area boundary. As noted above, residences in the Plan Area currently rely on water supplied through private groundwater wells. Since the Plan Area is not currently served by the Utilities Department, it will be necessary to provide a water trunk line to serve the project. Full buildout of the Plan Area will consist of a maximum 4,865 new dwelling units and an additional 150 existing units that may connect to Yuba City water facilities upon annexation resulting in a total peak hour water demand

of approximately 12.8 million gallons per day (MGD) for a total of 5,015 units served. The conceptual water infrastructure plan will need to be refined and reviewed and approved by the City based on tentative maps and improvement plans submitted by developers.

Components of the new water system include regional water storage tanks, booster stations, water mains, and water laterals. The installation of water improvements may be performed in a multi-phase approach (refer to Figure 9-1, Proposed Phasing Plan). As described below, this approach will allow developers to construct upgrades to the existing water conveyance system that allows for development to occur. In addition, some of these upgraded facilities will be sized to allow for development to occur west of the Plan Area. These facilities shall be considered backbone infrastructure for the Plan Area, but also provide a benefit for future growth in the City. As such, they shall be considered reimbursable as development occurs and may qualify as projects to be considered in the City’s Capital Improvement Plan (CIP). As water infrastructure is expanded within the Plan Area, existing residences and uses will be provided with the option of connecting to the City water system, replacing reliance on private water wells. Adopted connection fees would apply. The following paragraphs describe backbone water conveyance facilities necessary for build out. Refer to Figure 8-1, for the conceptual water system diagram and proposed pipe sizes.

*Initial Development*

As required by the City of Yuba City Water Master Plan for the initial development of the Specific Plan, a system of looped water lines within the Lincoln Road, Sanborn Road, and water line within George Washington Boulevard street profiles are needed with a connection to be made along Sanborn Road to the existing system. Additional improvements may need to be implemented during or prior to construction in order to accommodate additional phases of the Specific Plan. Additional infrastructure needs will be determined by the City prior to the commencement of initial phases.

*Future Phases*

Future phases will require a significant amount of infrastructure improvement to allow for further development of the Plan Area. A water line will be needed in Franklin Road, George Washington Boulevard, and Lincoln Road. This loop line will require an off-site improvement along Lincoln Road and the Bunce Road / Clark Avenue right-of-way east of the Plan Area, connecting to the City's large diameter transmission main. These improvements should be considered by the City as a part of the CIP and developers should pay their fair share of the improvements necessary for development through impact fees or on a case-by-case basis.

In addition to the loop, another loop water line will connect to the water line at George Washington Boulevard / Lincoln Road intersection constructed as a part of initial improvements. This loop will run parallel to the line within the George Washington Boulevard street profile south of Lincoln Road and veer east at Bogue Road and veer north at Sanborn Road connecting to the water line at the intersection of Sanborn Road and Lincoln Road.

A water storage tank will be required for future phases of the project. The City shall determine the exact timing of when the storage tank will be needed to accommodate the City's water storage needs. This tank should be located near the intersection of Lincoln Road and Sanborn Road, or another suitable location as determined by the City. Construction of the water storage tank shall include construction of a booster pump station.

A second booster station should be constructed as a part of later phases when required by the City near George Washington Boulevard and Franklin Road. The location shall be determined by the City, which may include an off-site location suitable for the pump station. Off-site improvements for the water system are shown in Figure 8-2.

**8.2.2 Water Supply**

A Water Supply Assessment (WSA) has been conducted for the project pursuant to the California Water Code that evaluates the availability of water supplies to serve the demand generated by the project. The WSA is further discussed in the Specific Plan EIR.

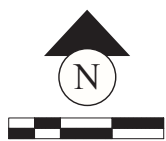
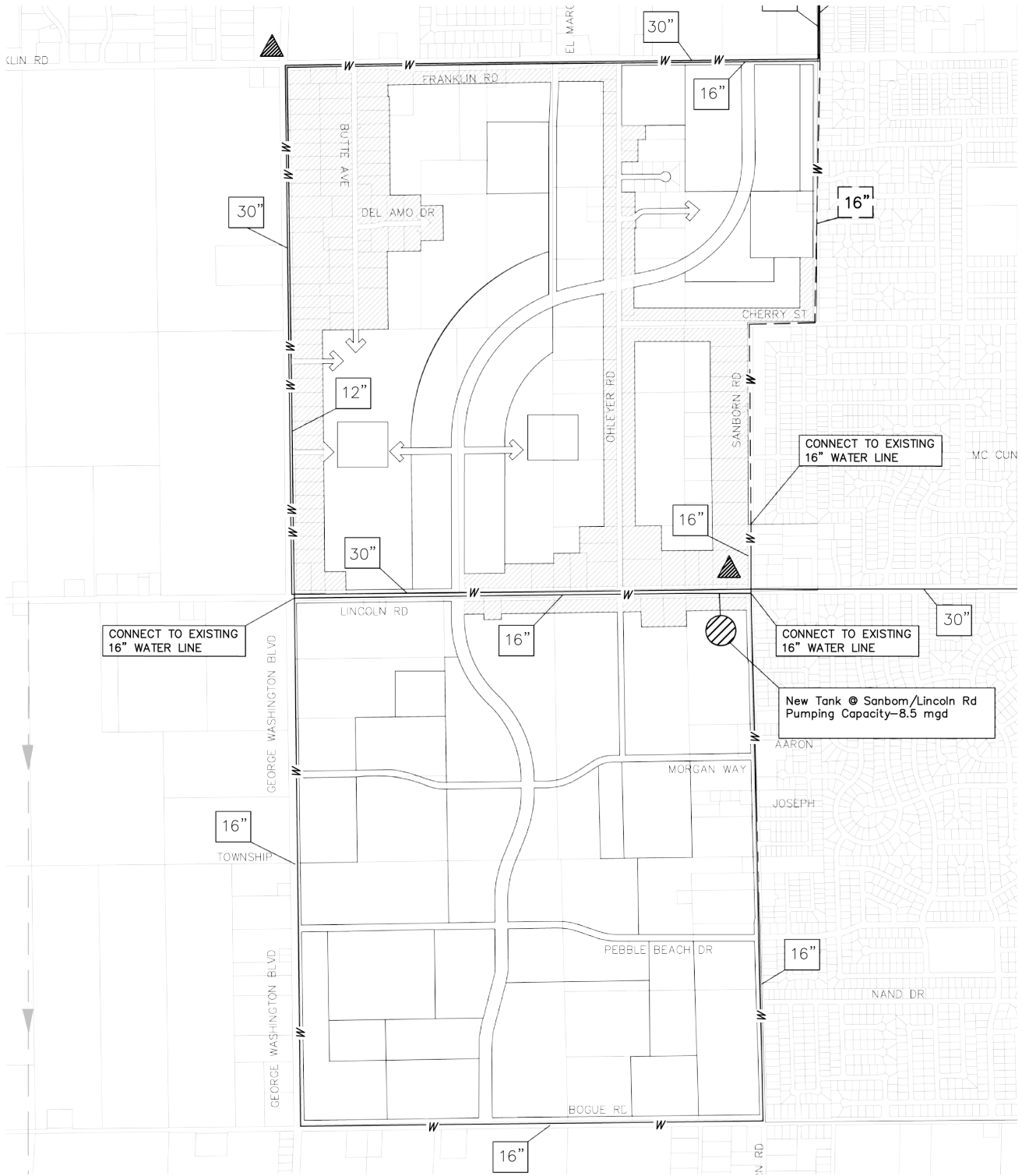
The City currently maintains one back-up/standby groundwater well at the City's Water Treatment Plant. Additional wells exist in various locations throughout the City; however these groundwater supplies are limited by infrastructure capabilities and groundwater quality issues that require either well head treatment or treatment at one of the City's groundwater treatment plants.

The WSA analyzes a 20 year planning horizon and finds that Yuba City does not currently have sufficient water allocation secured from their permits with the State Water Resources Control Board (SWRCB), North Yuba Water District (NYWD) license, state water project, and groundwater pumping capacity to serve the Plan Area and future demands over the next twenty years during normal water years. Under present conditions (i.e., surface water permit curtailments and surface water treatment plant (WTP) limitations combined with limited groundwater treatment capacity) reliable water supplies are insufficient in the event of multiple dry years as early as 2015. The City is currently in the process of securing additional water rights.

The 2004 Water System Master Plan outlines capital improvements through 2020 in excess of \$200 million that will expand surface water treatment capacity and improve the groundwater supply. Along with expansion of the surface water treatment capacity, the City must also develop supplementary groundwater sources and acquire additional surface water entitlements to balance future demands with available supply. One foreseeable remedy the City is considering is an increase in surface water allocations from NYWD. The WSA recommends that the City secure additional water rights to ensure meeting future water supply demands for the Plan Area and City of Yuba City as a whole. Increased water supply in conjunction with conservation efforts and recycled water could be utilized to help balance demand against available supplies.

**8.2.3 Water Policies****Water Policy-1**

Demonstration of the availability of a long-term, reliable water supply from a public water system, with written certification from the Yuba City Utilities Department that either existing sources are available or that needed improvements will be in place prior to occupancy, shall be required.

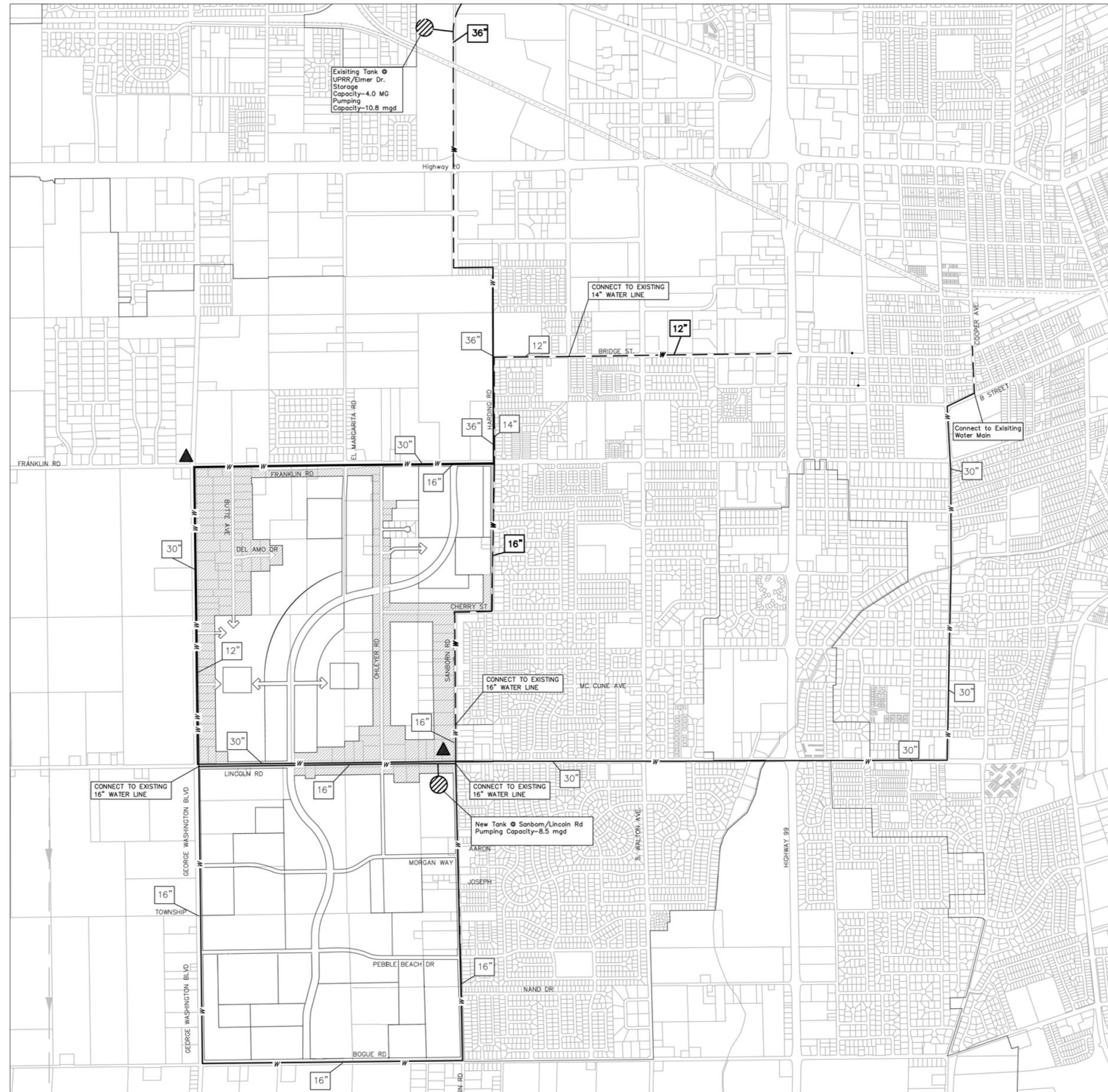


- 30" Water Main and Line Size
- w--- Existing Water Main
- w— Water Main
- Booster Station

FIGURE 8-1 CONCEPTUAL WATER DIAGRAM

NOTE: Off-Site improvements are shown on Figure 8-2





**Legend**

- 60" | Water Main and Line Size
- w— Water Main
- - - Existing Water Main
- ▲ Booster Station

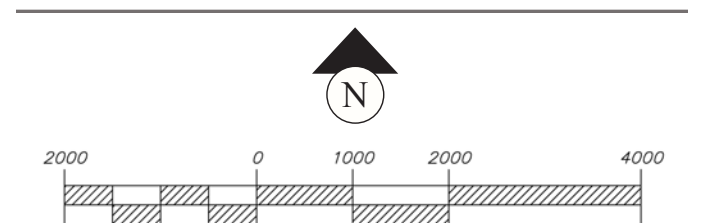


FIGURE 8-2 CONCEPTUAL OFF-SITE WATER IMPROVEMENTS

***Water Policy-2***

Require new water sources to meet or exceed the California Department of Health Services Title 22 regulation regarding water quality and maintain drinking water levels that meet or exceed water quality standards.

***Water Policy-3***

Construct a water distribution system which, at a minimum, meets all pressure requirements outlined in the California Department of Health Services/Waterworks Standards and Yuba City requirements. The Plan Area water distribution system shall be designed and constructed so as to serve all potential connections through full development buildout of the project. The water distribution system may be built in phases.

***Water Policy-4***

As a part of initial development, off-site improvements shall be constructed in appropriate locations of the Plan Area to connect with the existing system. Off-site improvements including pipe size dimensions and specific locations shall be determined by the Yuba City Utilities Department.

***Water Policy-5***

Provide adequate water storage to supply the needs of the Plan Area (i.e., peak flows, fire reserve, and emergency reserve) through the construction of a water storage tank. The area for this storage tank should be reserved as a part of tentative maps or tract mapping, but may be constructed at a later phase as determined by the Yuba City Utilities Department.

***Water Policy-6***

The construction of at least two booster pump stations in the general location that is shown in Figure 8-1 shall be required as a part of Phases 2-7 as determined by the Yuba City Utilities Department. Additional booster pump stations and location of these stations shall be determined by the City.

***Water Policy-7***

Allow for existing residents and uses in the Plan Area to connect to the expanded City water system if desired. Adopted extension and connection fees will apply.

***Water Policy-8***

A dedicated irrigation well should be utilized, with proper warnings for residents, for the irrigation of common landscaping areas and park landscaping from groundwater non-potable supply.

***Water Policy-9***

Implement water conservation strategies such as low flow toilets and shower heads, drought tolerant landscaping, etc. Encourage water conservation with incentives for decreased water use and active public education programs.

***Water Policy-10***

Prior to issuance of building permits, developers shall prepare and submit a water conservation plan that identifies specific conservation measures to be implemented as part of the Specific Plan and include documentation of the estimated water savings.

**8.3 Wastewater**

The 2005/2006 update to the Wastewater System Master Plan focuses on the collection system within the City's Sphere of Influence (SOI) and expected impacts to the wastewater treatment system due to growth within the City's current boundaries and within the SOI. Wastewater demand for development in the Plan Area is included in the updated Wastewater System Master Plan, and the proposed improvements follow anticipated plan recommendations. The Wastewater Master Plan update includes the discussion regarding the sewer collection system and wastewater treatment facilities upgrades to accommodate future growth within the SOI.

Existing underground sewer facilities and a wastewater treatment plant (WWTP) are located east of the Specific Plan boundary. The Plan Area is currently not served by the Yuba City sewer system. Wastewater generated by existing residences within the Plan Area is disposed of through on-site private septic systems.

Since the Plan Area is not currently served, sewer trunk line upgrades that connect to existing conveyance systems that deliver wastewater to the existing WWTP will be needed to serve the Plan Area. Full buildout of the Plan Area will consist of a maximum 4,865 new dwelling units and 150 existing units that may connect to City services anticipated to produce a total wastewater flow of approximately 1.8 million gallons per day (MGD). Future buildout upstream of the Plan Area will also need to be considered in the required improvements for the Plan Area. The sewer lines will need to be sized to convey wastewater flows from upstream properties through the Plan Area downstream to the treatment plant.

The preliminary design of the new wastewater backbone system within the Plan Area consists of a standard gravity flow system, sewer lines, sewer mains and force mains. The sewer improvement installation may be performed in a multi-phased approach. All pipes within the Plan Area are sized to support the maximum proposed buildout of the Plan Area, as well as future growth west of the Plan Area. The City may, at its sole discretion, consider a portion of those pipes that are oversized for future growth as reimbursable, with a funding mechanism to be determined. The following improvements are necessary to provide wastewater services to the Plan Area. These improvements shall consist of both on and off-site improvements. Refer to Figure 8-3, Conceptual Wastewater Diagram for conceptual location and sizing of pipes.

*Initial Development*

On-site improvements include a force main and a lift station within the Lincoln Road street profile connecting to a future force main at Highway 99 that will connect to the Wastewater Treatment Plant. From this main, individual neighborhoods will be connected to the system through the gravity sewer lines and lift station.

*Future Phases*

Future phases will require a significant amount of infrastructure improvement to allow for further development of the Plan Area. On-site improvements within the Plan Area shall occur as development moves forward for each phase and shall have an ultimate connection to an existing sewer main. On-site improvements are shown in Figure 8-3.

Off-site improvements to the wastewater system include a sewer main line that connects the northern Plan Area to the southern Plan Area along Harter Parkway. This line will tie into a constructed line from the Waste Water Treatment Plant to the Plan Area. Additional sewer mains would need to be placed to accommodate additional flow from the Plan Area along El Margarita Road, Lincoln Road, and a minor collector west of Harter Parkway between El Margarita Road and Lincoln Road; the timing of this improvement to be determined by the Yuba City Utilities Department. A portion of these improvements may be considered reimbursable with a funding source to be determined by the City. Off-site improvements are shown in Figure 8-4.

**8.3.1 Wastewater Policies**

***Wastewater Policy-1***

All design improvements for sewer service shall be approved by the City prior to the approval of tentative tract maps or improvement plans.

***Wastewater Policy-2***

Require that treated wastewater be of a quality consistent with the State Regional Water Quality Control Board standards.

center.

***Wastewater Policy-3***

Construct a wastewater collection system sufficient to meet the needs of the Plan Area. The Plan Area wastewater collection system shall be designed and constructed so as to serve all potential connections through full development buildout of the project. The wastewater collection system may be built in phases.

***Wastewater Policy-4***

As a part of additional phases, on-site wastewater improvements shall be constructed as needed for development to occur in locations to be determined by the City of Yuba City Utilities Department. Pipe sizes may vary as determined by the City of Yuba City Utilities Department. The timing of these improvements shall be determined by the Yuba City Utilities Department.

***Wastewater Policy-5***

The construction of a force main shall be required from the Plan Area to the wastewater treatment plant. The timing of this improvement shall be determined by the Yuba City Utilities Department. A portion of the improvements to this main may be considered reimbursable with a funding source to be determined by the City.

***Wastewater Policy-6***

An alternative improvement(s) that provides sufficient wastewater services to the Plan Area that meets the satisfaction of the Yuba City Utilities Department and the Community Planning Department may be used and shall be approved by the Yuba City Utilities Department and the Community Development Department, with final approval of the City Council.

***Wastewater Policy-7***

Additional sewer lines shall be constructed as necessary to provide wastewater services to residential neighborhoods and commercial uses. These sewer lines shall connect to the backbone system as shown in Figure 8-3 and be paid for by developers of each neighborhood or commercial

***Wastewater Policy-8***

Additional wastewater infrastructure including, but not limited to, lift stations, odor control units, and other items necessary for the conveyance of wastewater from residential neighborhoods and commercial uses may be needed as determined by the Yuba City Utilities Department.

***Wastewater Policy-9***

Minimize wastewater flows through water conservation efforts.

***Wastewater Policy-10***

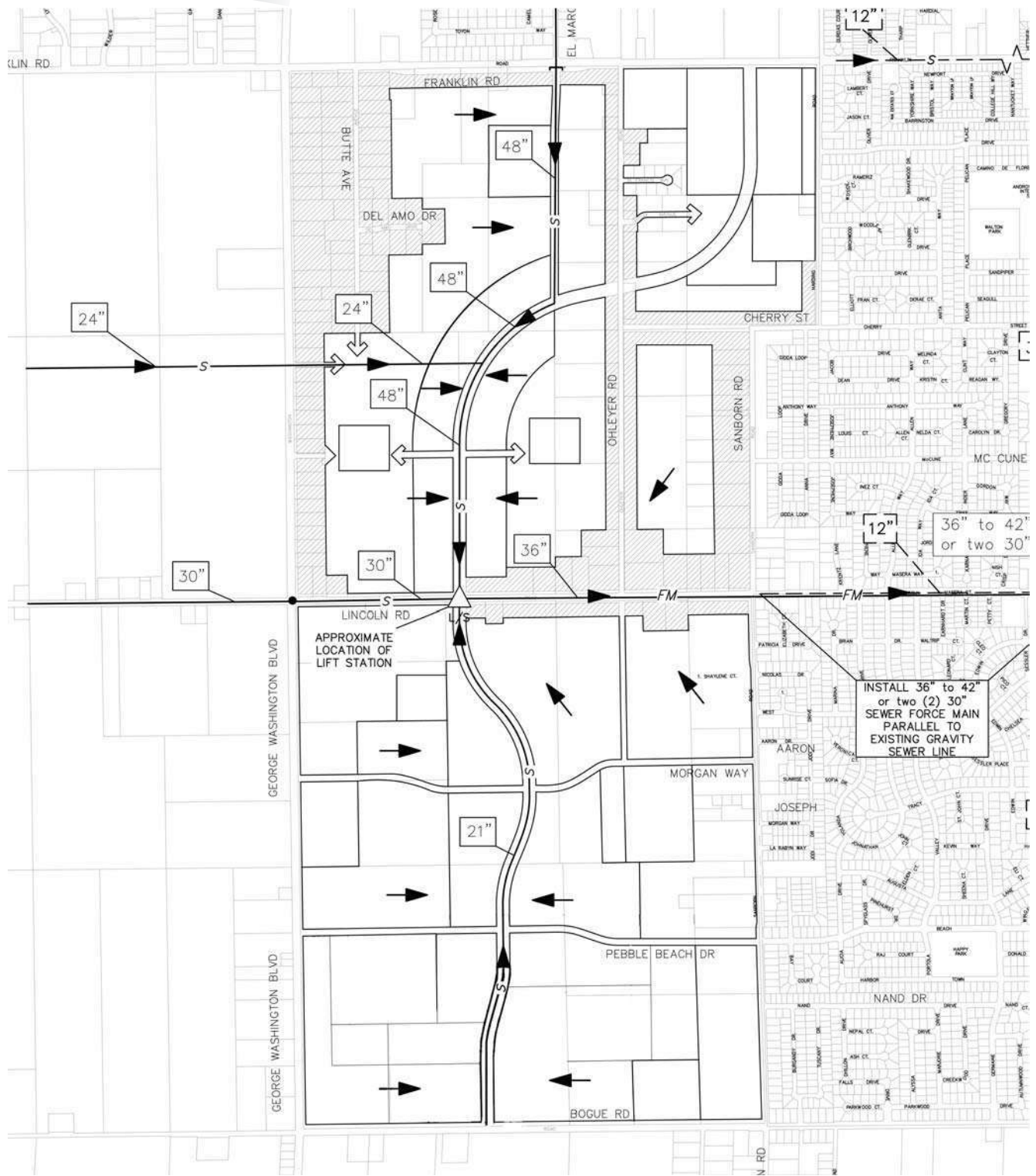
Allow for existing residents and uses in the Plan Area to connect to the expanded City wastewater system, if desired, when the availability to connect to the system occurs. Adopted extension and connection fees will apply.

***Wastewater Policy-11***

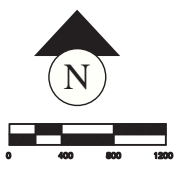
Sewer service shall be extended as required by the City to public parks if restroom facilities are proposed for the city and community park sites.

***Wastewater Policy-12***

Peaking factors and other factors to determine wastewater flows from development shall be determined by the adopted wastewater master plan in effect at the time of map approval.



INSTALL 36" to 42" or two (2) 30" SEWER FORCE MAIN PARALLEL TO EXISTING GRAVITY SEWER LINE




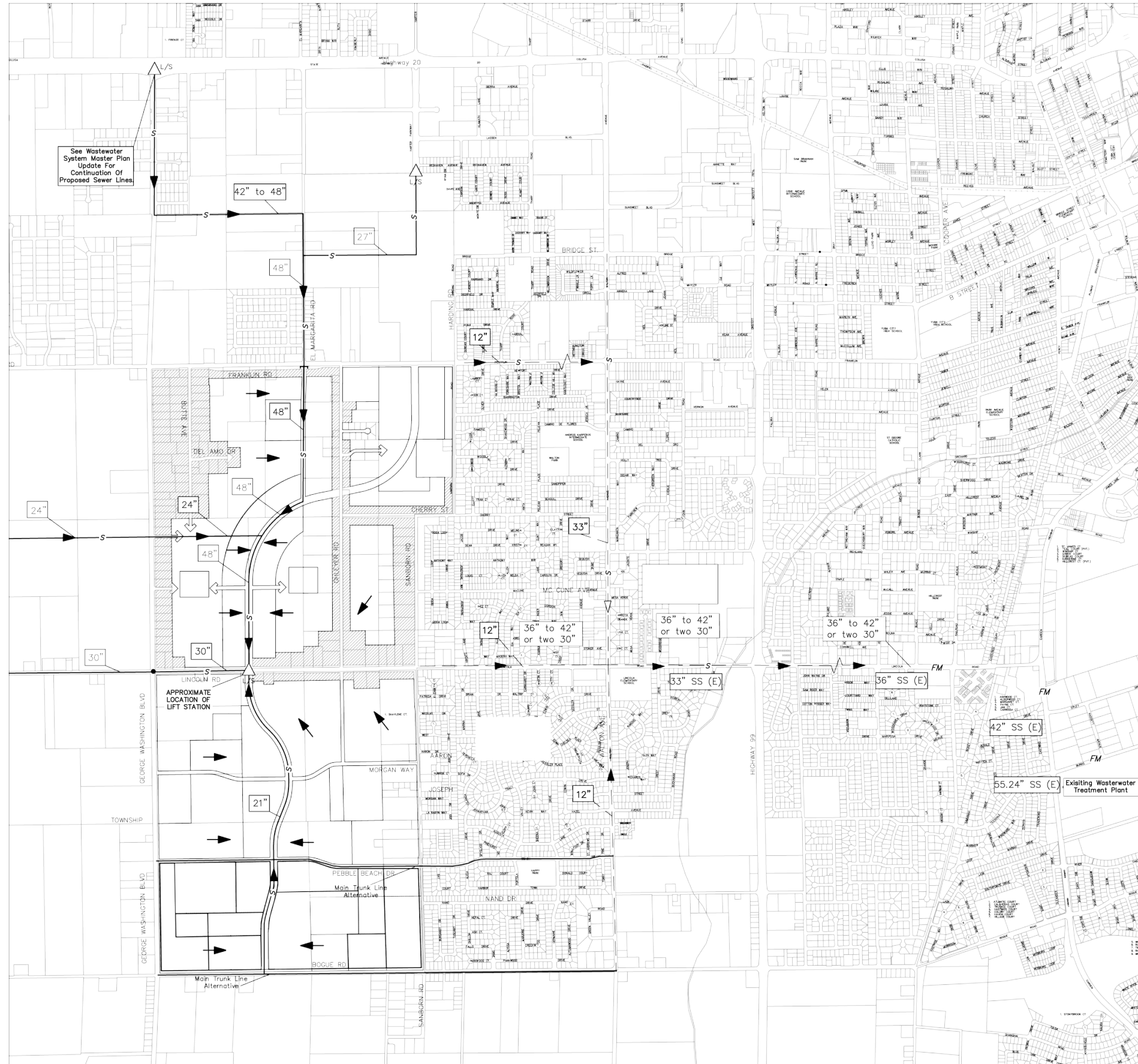
-  Direction of Flow
-  36" Sewer Main & Line Size
-  Proposed Lift Station
-  Proposed Sewer Main
-  Force Main
-  Flow from Future Neighborhoods

FIGURE 8-3 CONCEPTUAL WASTEWATER PLAN

NOTE: Off-Site improvements are shown on Figure 8-4



- Legend**
- Direction of Flow
  - 33" Sewer Main & Line Size
  - L/S Proposed Lift Station
  - FM Force Main
  - s- Proposed Sewer Main
  - s- Existing Sewer Main
  - Flow from Future Neighborhoods

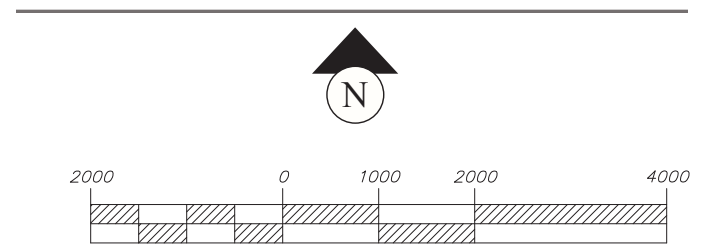


FIGURE 8-4 CONCEPTUAL OFF-SITE WASTEWATER IMPROVEMENTS

## 8.4 Stormwater Drainage

Yuba City Public Works Department will provide stormwater services including collection, transmission, and disposal of stormwater for the Plan Area. The stormwater drainage system is designed to support the Plan Area as a standalone system, with a connection to the Live Oak Canal for the discharge of stormwater. Figure 8-5 illustrates the Conceptual Stormwater Drainage system. Phased portions of the drainage system shall be approved by the City prior to approval of any final subdivision map or improvement plans within the Plan Area. Incremental system improvements will incorporate Plan Area wide system components. Interim improvements (e.g. temporary basins) may be permitted subject to Yuba City Public Works Department approval. However, such interim improvements will not negate the requirement to participate in the construction and / or financing of the pro-rata share of area wide system improvements.

Basins are sized for a 24-hour, 100 year event (refer to Table 8-1). The proposed stormwater drainage system includes three basins co-located with parks. Two basins are proposed to be located north of Lincoln Road and another north of Bogue Road. Basins should maintain side slopes no steeper than 5:1 and have depths no greater than 6 feet (refer to Figure 8-5). Basins will be constructed as a part of phasing of the Plan Area as needed to provide storm drainage capacity. Basins have been sized assuming use of traditional curb, gutter, and underground piping. While “green” drainage solutions are encouraged (i.e. “green” streets; drainage swales), the extent of potential use will be limited due to the generally flat terrain in the Plan Area.

All storm drain lines will gravity flow to the basin; where gravity flow is not possible, force mains and/or pressurized pipes may be included. Storm drain conveyance lines within the Plan Area are sized to connect each basin to the Live Oak Canal. Pump stations will be required to lift outflow water to a high enough level for main lines to reach the canal under gravity flow.

### 8.4.1 Stormwater Policies

#### **Stormwater Policy-1**

Ensure provision and sizing of adequate stormwater facilities to accommodate the Plan Area and provide for water detention sufficient to limit peak flows to pre-development levels.

#### **Stormwater Policy 2**

Provide planted drainage swales where feasible such as in open space corridors or on “green” streets to provide stormwater quality management.

#### **Stormwater Policy-3**

Provide for the conveyance of stormwater run-off as shown in Figure 8-5. Pipe sizing may be modified as determined by the City of Yuba City Public Works Department.

#### **Stormwater Policy-4**

Provide a storm water drainage connection to the Live Oak Canal for the Plan Area discharge. The method and location of connection shall be approved by Yuba City Public Works Department prior to the approval of any tentative subdivision map or improvement plans.

#### **Stormwater Policy-5**

Provide onsite stormwater detention basins that provide sufficient storage volumes as shown in Table 8-1 for the detention of stormwater run-off sized for a 24-hour, 100-year event. All basin facility design shall be approved by the Yuba City Public Works Department.

#### **Stormwater Policy-6**

Stormwater basins should be located co-located with parks, and allow for usable park space through tiering (see also Section 6.3.1 Parks and Recreation policies). If locating a detention basin either in a park or within proximity of a park is infeasible or would create unusable park space, basins may be developed separately from parks. Basins developed separately from parks should be designed and landscaped as an open space feature and be located to enhance visual open space, and provide for passive recreation opportunities such as trails.

#### **Stormwater Policy-7**

Interim stormwater facilities (e.g. temporary basins) may be constructed subject to the approval of the Yuba City Public Works Department and the Community Planning Department. These interim facilities will be considered temporary and constructed at the developer’s expense. The installation of interim stormwater facilities within the Plan Area shall not negate the requirement to participate in the financing / construction of Plan Area wide system improvements on a pro-rata basis or as otherwise set forth in the Specific Plan (see Implementation Chapter).

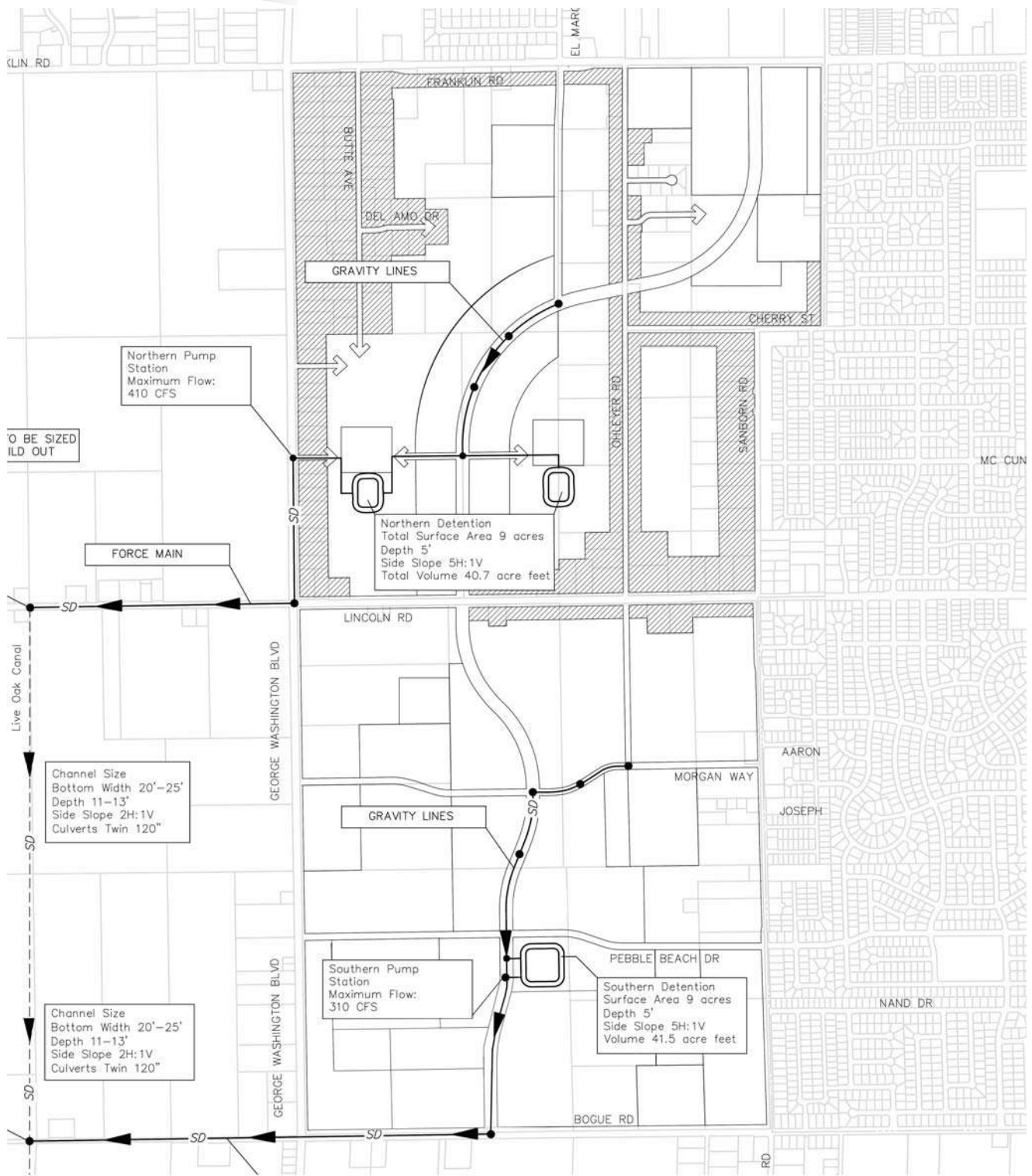
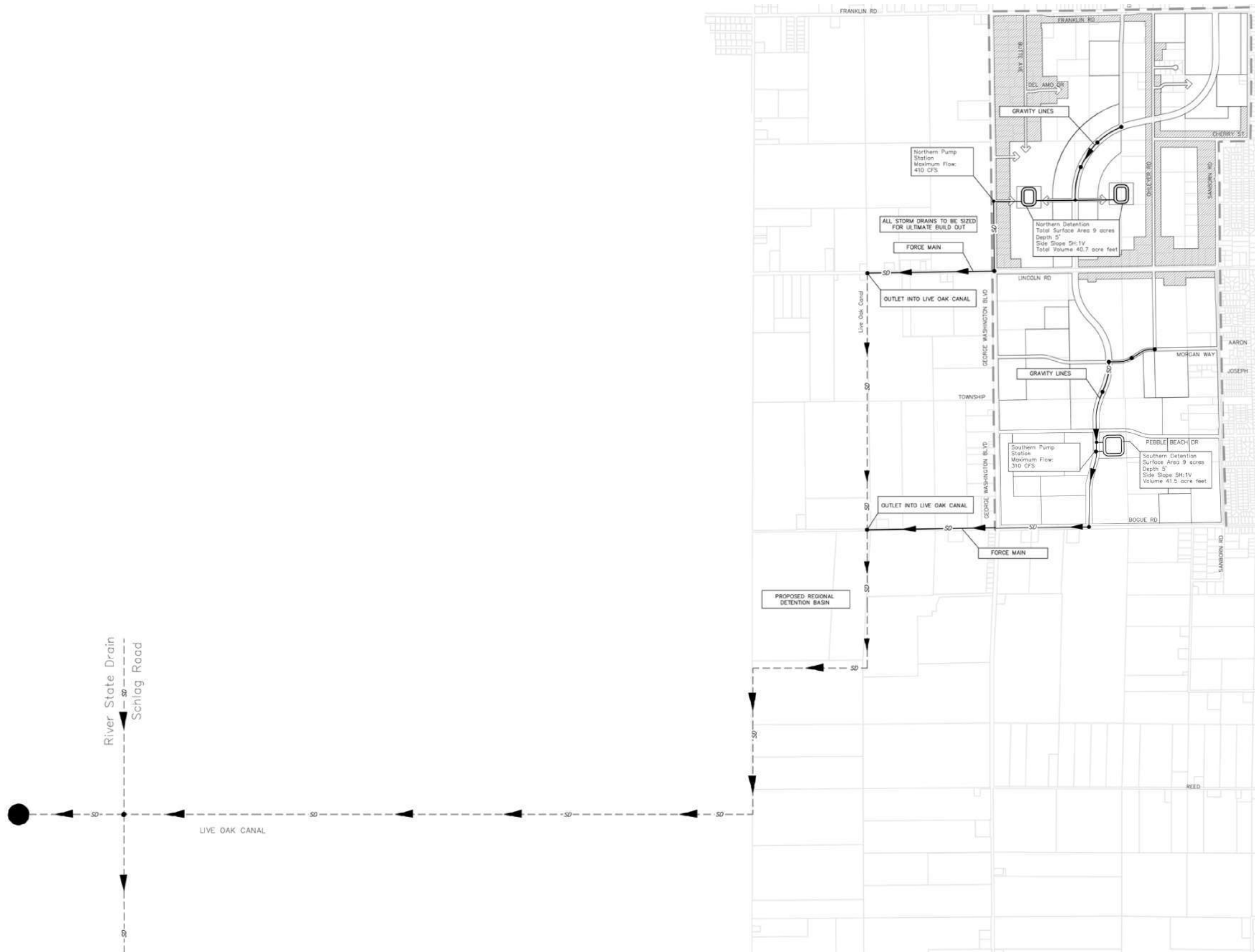


FIGURE 8-5 CONCEPTUAL STORM DRAINAGE DIAGRAM

NOTE: Off-Site improvements are shown in Figure 8-6





Legend

- SD— Storm Drain Force Main
- ▲— Existing Canal
- ▶— Direction of Drainage Flow
- SD- Gravity of Storm Drain

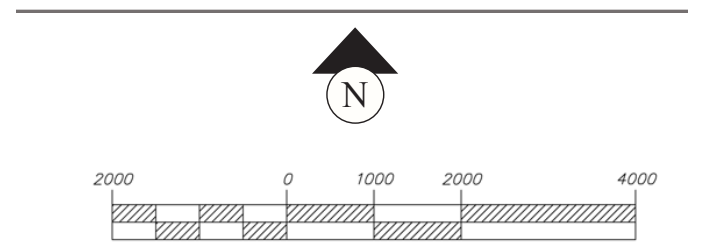


FIGURE 8-6 CONCEPTUAL OFF-SITE STORM DRAINAGE IMPROVEMENTS 8-15

Table 8-1  
Storm Drainage Detention Basin Information

Design Storm	Depth of Tier	Northern Basins	in one park	Divided into two parks	Divided into three parks	Southern Basin	in one park
		Volume (cu.ft.)	Min. Area (acres)	Min. Area (acres)	Min. Area (acres)	Volume (cu.ft.)	Min. Area (acres)
2 year total	6 ft.	527,705	4.3	2.3	1.5	499,705	4.1
10 year total	3 ft.	1,109,882	6.9	3.6	2.4	1,094,755	7.1
100 year total	1 ft.	1,774,919	15.5	7.9	5.3	1,807,167	16.6

Notes

- <sup>1</sup> Splitting the detention basin into tiers allows for more usable space that will be covered by water on a less frequent basis.
- <sup>2</sup> The 2, 10 and 100 year design storm were used per rainfall intensity data supplied in the West Yuba City Area Master Drainage Study.
- <sup>3</sup> The first tier would become wet to some degree during each storm, the second tier would have ponding every couple years and the third tier should remain dry nine years out of ten years.
- <sup>4</sup> Not staging the detention volumes results in approximately 18 acres of 5 feet deep basins that have a minimum of some ponding during each rainy season.
- <sup>5</sup> All ponds have been analyzed with a 5:1 side slope to enable space to remain unfenced and be used for planting or recreation.
- <sup>6</sup> Reducing impervious area through sustainable design policies such as pervious paving and channeling water in above ground earthen swales could reduce total post development flow rates and required detention volumes.

**Stormwater Policy-8**

Planned on-site basins identified in Figure 8-5 may be reduced in size or eliminated, subject to the approval of the City of Yuba City Public Works Department, if an off-site basin location is identified and secured. Comparable improvements must be constructed and all capacity requirements, as described in Table 8-1, must be met.

**Stormwater Policy-9**

Appropriately sized sites shall be reserved for Plan Area basins as noted in Figure 8-5, unless alternative on-site locations have been identified and approved by the City Public Works Department.

**Stormwater Policy-10**

An alternative stormwater drainage system(s) that provides sufficient detention for the Plan Area that meets the satisfaction of the Yuba City Public Works Department and the Community Planning Department may be used and shall be approved by the Yuba City Public Works Department and the Community Development Department, with final approval of the City Council.

**Stormwater Policy-11**

Limit the development of impervious surfaces to the extent practical in order to reduce post-project runoff volumes.

**Stormwater Policy-12**

Require appropriate runoff control measures as part of development to minimize discharge of urban pollutants (such as oil, grease and debris) into drainage areas.

**Stormwater Policy-13**

Integrate stormwater management methods and techniques to capture and infiltrate the majority of stormwater runoff on site. Protect groundwater quality by providing bio-filtration of surface runoff (refer to section 7.5.1).

**Stormwater Policy -14**

Respect existing surface drainage patterns and incorporate them into the Specific Plan.

**Stormwater Policy-15**

Developers within the Plan Area shall comply with all adopted City standards or policies regarding flood control and storm drainage.

## 8.5 Flood Management

Yuba City is prone to seasonal flooding in some portions of the City due to its location between large and small tributaries and the Feather, Yuba, and Sacramento River systems. The Lincoln East Specific Plan is located near one of these smaller tributaries (Gilsizer Slough) that may be prone to seasonal flooding. In addition to seasonal flooding, Yuba City has experienced larger flooding events that cause the larger river systems to rise to the 100-year flood levels, causing flooding around the region, including urban areas. The region experienced this type of event in 1997 mainly due to the failure of local levees. The most significant risk from flooding is due to a failure from a nearby levee or dam. No portion of the Lincoln East Specific Plan is currently within the 100-year flood plain based on 1984 Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). A study is underway by the Army Corps of Engineers to revise the FIRM for Yuba City and the Upper Feather River, but the mapping process will not be complete until late 2009 or 2010.

### 8.5.1 Flood Management Policies

#### ***Flood Management Policy-1***

All new structures within the Plan Area shall adhere to all policies and standards set forth in Chapter 9 in Title 6 of the Yuba City Municipal Code, Flood Damage Prevention.

#### ***Flood Management Policy-2***

Developers shall provide an assessment of a project's potential impacts on the local and sub-regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.

#### ***Flood Management Policy-3***

Until such time as the U.S. Army Corps of Engineers certifies the levees protecting the project site from the 100-year flood hazard, all development within the 100-year flood hazard zone shall comply with applicable FEMA (44 CFR Pt. 60 et seq.) design and insurance standards.

#### ***Flood Management Policy-4***

Proposals to develop within a 100-year flood hazard zone shall require a site-specific hydrological study. The site and building design should incorporate recommendations of the hydrological study and ensure that structures do not impede or restrict water flows in the 100-year floodplain.

#### ***Flood Management Policy-5***

Provide drainage corridors within parks to accommodate multiple uses, including stormwater detention, stormwater quality management, groundwater recharge areas, passive recreation, and visual enhancement.

## 8.6 Utilities

Portions of the Plan Area are currently developed and served by public utilities. Expansion of the current systems for cable television, telephone, natural gas and electricity and other utilities is needed to support development expected in the Plan Area.

### 8.6.1 Cable Television

Cable television and other broadband services that are available through fiber optic cables are planned as part of the Specific Plan. Comcast provides cable television and other various services to Yuba City and will provide services to the Plan Area. A public utility easement (PUE) needs to be obtained to extend services to new development. The cable television conduit will be installed in joint utility trenches within the PUE.

### 8.6.2 Telephone

AT&T, Inc. provides telephone and other broadband services to Yuba City. Telephone service is provided to existing development surrounding and within the Plan Area. Additional system infrastructure will need to be extended to new development in the Plan Area. Service throughout the Plan Area will be provided through joint utility trenches within the PUE.

### 8.6.3 Natural Gas & Electrical Service

PG&E provides natural gas and electrical service to Yuba City and provides natural gas and electrical services to new development in the Plan Area. PG&E provides primary coordination regarding joint utility trenches and offers several energy conservation services to residents and business owners.

### 8.6.4 Utilities Policies

#### ***Utilities Policy-1***

All new public utilities and equipment within the Plan Area shall be placed underground pursuant to the standards and requirements of the City and/or appropriate state or federal regulatory agency.

***Utilities Policy-2***

Planning and design of the new underground infrastructure, including phasing of the improvements shall be coordinated with the local agency for each utility provider.

***Utilities Policy-3***

Utilities shall be located in joint utility trenches within appropriate public utility easements (PUEs).

***Utilities Policy-4***

Project construction and improvements, including utility infrastructure, shall be funded primarily by the project applicant, or developer. Costs for construction for regional improvements may be eligible for reimbursement and should be identified prior to the submittal of tentative or subdivision maps by developers.

***Utilities Policy-5***

Construction of regional facilities may be required if a utility provider determines additional infrastructure is required to meet current and future demand.

**8.7 Waste Collection and Disposal**

Development of the Plan Area will increase the demand for waste collection and disposal. Franchised solid waste collection and disposal for Yuba City is provided by Yuba-Sutter Disposal, Inc. (YSDI). YSDI also provides recycling services to the City. Yuba City currently has a contract to send its waste to the Ostrom Road Landfill in Wheatland, ten miles to the southeast in Yuba County. Although the City’s contract with YSDI will expire in 2011, there is no limitation to the number of renewals to this contract. The Ostrom Road Landfill has an expected life span to the year 2030. The existing waste collection and disposal contract will need to be expanded to include the Plan Area. Fees collected from businesses and residents will support the services needed.

Reuse and recycling is an important goal for Yuba City in order to divert waste from the landfill. 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; (3) environmentally safe transformation and disposal of wastes. The Regional Waste Management Authority (RWMA) has implemented one of the most liberal curbside recycling programs in the state to help

reach diversion goals. Separate bins for green waste, recyclable materials, and non-recyclable waste are provided to households throughout the region. While recycling is not mandatory, households are charged for waste disposal based on the volume of non-recyclable household waste produced. There is no limit to the volume of green waste and recyclable materials picked up. Several redemption centers are distributed within the City. Residents and businesses within the Plan Area will participate in these programs.

***8.7.1 Waste Collection and Disposal Policies***

***Waste Collection and Disposal Policy-1***

The City contract for solid waste, recycling and garden refuse collection services shall be expanded with YSDI to include the Plan Area.

***Waste Collection and Disposal Policy-2***

Participation in available recycling and waste reduction programs is required during construction activities and shall be made available to all residents and businesses in the Plan Area.

***Waste Collection and Disposal Policy-3***

All future developments shall be required to incorporate interior and exterior storage areas for recyclables and convenient access to recycle areas in new commercial and multi-family residential buildings.

***Waste Collection and Disposal Policy-4***

Every residence shall provide a location for trash, recycling and garden refuse dumpster storages located behind the front yard fence.

***Waste Collection and Disposal Policy-5***

Common trash and recycling receptacles provided for parks, medium-high density residential developments, and commercial development shall be located within trash enclosures that are consistent with the overall project design with landscaped screening.

***Waste Collection and Disposal Policy-6***

A minimum of 90 percent of all construction waste shall be diverted from the waste stream. Contractors and/or builders shall provide separate on-site containers to recycle cardboard, wood waste, scrap metal, brick, concrete, asphalt, and dry wall associated with project construction.

**8.8 Public Safety**

**8.8.1 Fire Protection**

The Plan Area is currently and will continue to be served by the Yuba City Fire Department. The Yuba City Fire Department currently operates five fire stations. The Specific Plan contains a site for a new fire station to be located at the corner of Franklin Road and Ohleyer Road, which is currently under construction. This parcel is owned by the City. Ongoing operations for the fire station and related services will be funded by a share of property tax revenue generated by the project and, if necessary, by special taxes or assessments that are generated by an area of benefit created for the Plan Area. Refer to Figure 8-7 for location of existing stations and the station currently under construction..

**8.8.2 Law Enforcement**

Upon annexation to Yuba City, the Plan Area will be serviced by the Yuba City Police Department. The Police Department operates its main station at Poole Boulevard and has satellite facilities at the Yuba City Mall, Yuba City Fire Station No. 3, and the Richland Housing Resource Center. Police Department services will need to be expanded to serve development in the Plan Area. Ongoing operations for police services will be funded by a share of property tax revenue generated by the project and, if necessary, by special taxes or assessments that are generated by an area of benefit created for the Plan Area.

**8.8.3 Public Safety Policies**

**Public Safety Policy-1**

Transition law enforcement services shall be provided from the Sutter County Sheriff’s Department to the City of Yuba City Police Department including a plan for transition of responsibilities and an augmentation of City Police Department staffing and services.

**Public Safety Policy-2**

Require emergency access for emergency vehicles, including adequate street width and vertical clearance on new streets. Street widths shall be wide enough to accommodate fire engines, and cul-de-sacs planned for the area shall accommodate turning radii. The street layout of the Plan Area shall be designed to minimize confusion for emergency response teams to find their destination.

**Public Safety Policy-3**

Subdivision and development plans shall be reviewed by the Fire Department for compliance with code requirements prior to commencement of construction.

**Public Safety Policy-4**

Residential units shall be oriented towards open space, trail corridors, and parks to promote “eyes on the street,” where feasible.

**Public Safety Policy-5**

Fences and vegetation screening shall be placed to ensure a clear view of pedestrian areas. Refer to Appendix A for design guidelines of walls and fencing.

**Public Safety Policy-6**

Adequate lighting shall be provided within roadways, alleyways, parks, and multi-use trails to create visual corridors.

**Public Safety Policy-7**

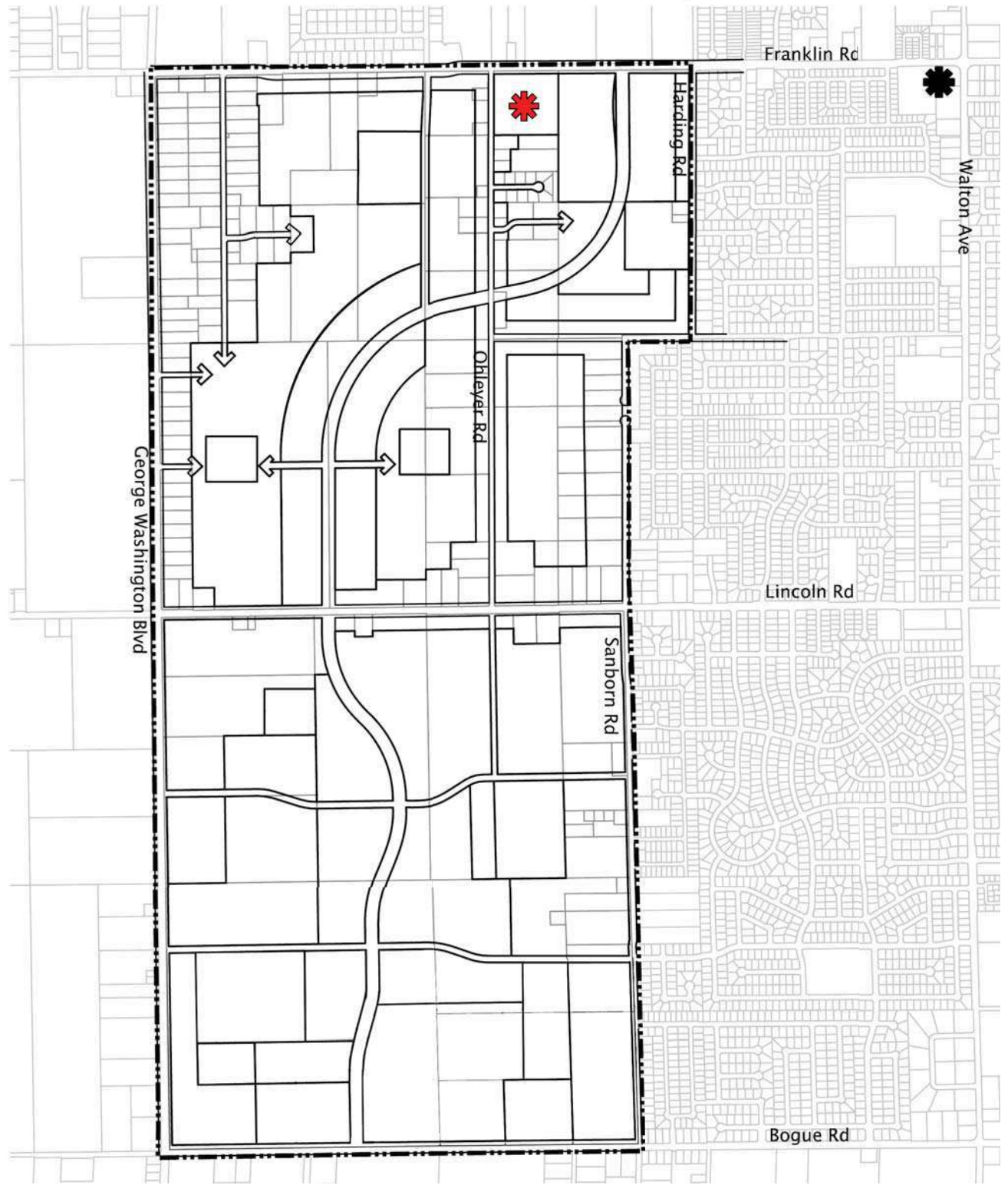
Walls, fences, and other publicly accessible flat surfaces shall be landscaped and designed to minimize areas that attract graffiti (refer to Appendix A).



**8.9 Public Schools**

The Plan Area falls within three school district jurisdictions. The northwest quadrant of the Plan Area (north of Lincoln Road and west of El Margarita Road) is within the Franklin Elementary School District (FESD) and Sutter Union High School District (SUHSD). The remaining portion and majority of the Plan Area lies within the Yuba City Unified School District (YCUSD). The residential dwelling units proposed by the Specific Plan will result in additional student generation and demand for additional school facilities (refer to Table 8-2 for anticipated student generation numbers).

The YCUSD serves most of the Plan Area and currently operates eight elementary schools (grades K-5), two middle schools (grades 6-8), one K-8 school, and two high schools. YCUSD has indicated that there are existing enrollment pressures and needed capacity at the K-8 level in the southwest area of the City. Due to the recent completion of River Valley High School, adequate capacity for high school student generation from the earlier phases of development under the Specific Plan can be accommodated with the existing high school.

**PUBLIC FACILITIES & SERVICES**



-  Fire Station Under Construction
-  Existing Fire Station Location



**FIGURE 8-7 SAFETY  
LOCATION MAP**  
8-21

The SUHSD currently operates one high school in the town of Sutter, approximately eight miles east of the Plan Area. Currently the high school has a capacity of approximately 800 students (but has served up to 820 students at a time in the past). Current enrollment is at 750 students (including 300 interdistrict transfers). Plans are underway for expansion to accommodate approximately 1,500 to 2,000 students within the next 10 to 15 years. SUHSD has indicated that there is adequate capacity to serve the high school students generated from the portion of Specific Plan development within its district.

The FESD currently operates one K-8 school located east of the Plan Area near Franklin and Township Roads. The existing school serves approximately 430 students. The facility is nearing capacity, and site constraints limit expansion of the existing school. FESD is in the process of comprehensively planning for future growth. Until additional facilities are available, FESD has proposed that K-8 students residing in the northwest quadrant of the Plan Area may attend YCUSD schools in the interim and transfer when additional FESD facilities are constructed. This agreement would need to be worked out between the Yuba City Unified and Franklin Elementary school districts.

In order to accommodate existing and planned project-related school demand, the Specific Plan reserves a site for a proposed high school at the northeast corner of Harter Parkway and Bogue Road and a site for a K-8 school east of the planned expanded community park near the planned extension of Ohleyer Road. Figure 8-8 delineates the existing school district boundaries and the locations of the proposed K-8 school site and high school site. Both of the new school sites are located in the YCUSD.

The proposed K-8 school site within the Plan Area is approximately 15 acres located in the southern portion of the Plan Area including an adjacent 5-acre joint use area that borders the city park. The total facility including the joint-use area would be approximately 20 acres. Planning, acquisition, and construction of the K-8 school should commence as part of the first phase of development under the Specific Plan due to existing YCUSD needs.

The proposed high school site consists of approximately 35 acres. With the planned adjacent 15-acre joint-use area connected to the High School directly south of the

city park, the total facility area will be 50 acres. Planning, acquisition, and construction of the high school site may occur in later phases of development of the Specific Plan due to existing available capacity at River Valley High School.

The proposed school sites within the Plan Area are reserved for the respective school district it resides in. Facility planning and the ultimate development of these sites are to be determined by the districts. Developers are required to fully mitigate school impacts in accordance to development agreements, school impact fees and funding agreements with the respective school district.

**8.9.1 Public Schools Policies**

**Public Schools Policy-1**

Cooperate with school districts to ensure safe and convenient access for school children.

**Public Schools Policy-2**

Require that all residential and commercial development pay required school impact fees for the acquisition of future school sites to provide adequate, permanent classroom space or, alternatively, provide land. Individual developers and the affected school district may choose to enter into agreements outlining fee/land acquisition terms.

**Public Schools Policy-3**

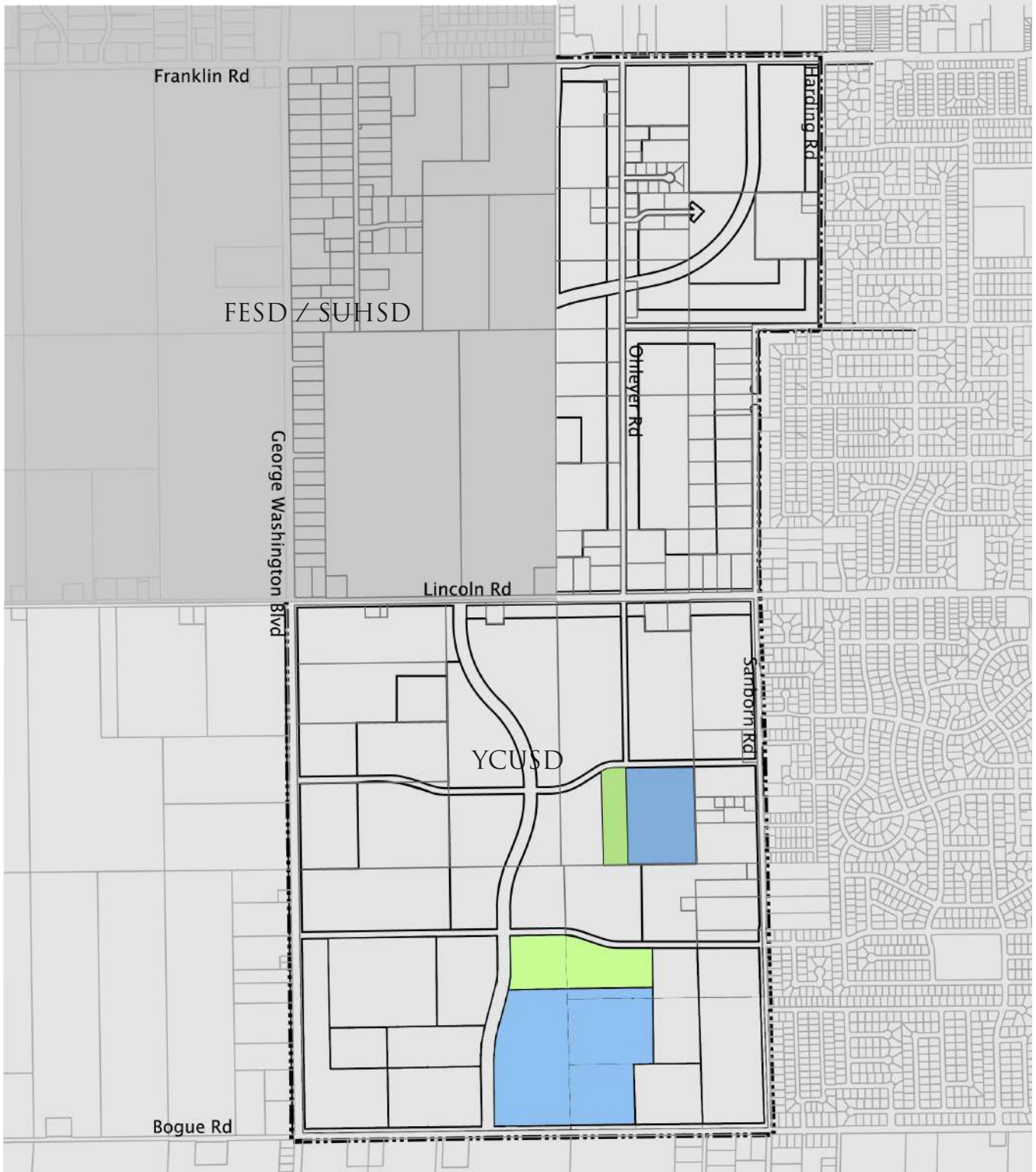
Require all future developers to reserve school sites as shown on Figure 8-8 for school district acquisition for a reasonable period of time. These school sites shall be purchased by the District. Should the district choose different school sites within the Plan Area, the land use designations may be modified through a General Plan amendment and additional CEQA review may be required.

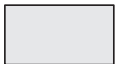
**Public Schools Policy-4**

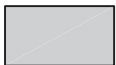
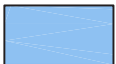
Work closely with the Yuba City Unified School District to commence planning for and acquisition of the K-8 school site upon initiation of the first residential development in the Plan Area.


**Public Schools Policy-5**

Monitor development to ensure that adequate school capacity is available as residential subdivisions are submitted for review and approval and those new facilities are closely coordinated with the demand generated.



-  Yuba City Unified School District

 Franklin Elementary School District / Sutter Union High School District
-  Proposed School Locations

 Joint-Use Location

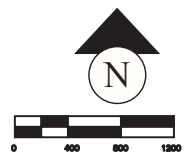




Table 8-2 Lincoln East Anticipated Student Generation by School District			
School Type	Yuba County Unified School District <sup>1</sup>	Franklin Elementary School District <sup>2</sup>	Sutter Union High School District <sup>3</sup>
<i>Elementary School Grades K - 8</i>	3,274	200	N/A
<i>High School Grades 9 - 12</i>	881	N/A	125
<i>Total</i>	<b>4,155</b>	<b>200</b>	<b>125</b>

Notes:

<sup>1</sup> The Yuba County School District (YCUSD) assumed 0.673 students/unit for grades K-8 and 0.181 students/unit for grades 9-12. The SUHSD assumed 500 units from the proposed project would be located within the SUHSD boundaries. Because the SUHSD boundaries and the FESD boundaries overlap on the proposed project, 500 units were also assumed for buildout in the FESD. To calculate students for the YCUSD, 500 units were subtracted from the range of units anticipated for the proposed project to give an accurate result for students strictly within YCUSD boundaries.

<sup>2</sup> The Franklin Elementary School District (FESD) assumed 0.40 students/unit for grades K-8. The SUHSD assumed 500 units from the proposed project would be located within the SUHSD boundaries. Because the SUHSD boundaries and the FESD boundaries overlap on the proposed project, 500 units were also assumed for buildout in the FESD.

<sup>3</sup> The Sutter Union High School District (SUHSD) assumed 0.25 students/unit for grades 9-12. The SUHSD assumed 500 units from the proposed project would be located within the SUHSD boundaries.

## 9.0 IMPLEMENTATION

### 9.1 Introduction

To bring the vision of the Lincoln East Specific Plan (Specific Plan) into reality, implementation needs to be carefully addressed. The Lincoln East Specific Plan will be implemented by the Yuba City development review process. This chapter addresses the implementation of the Plan, public facility improvements, financing, phasing, and the development process.

The Specific Plan will be used as a tool to aid City staff in reviewing and approving development plans for the Plan Area. It includes a precise set of goals, objectives, policies, standards and design guidelines to achieve orderly development of the Plan Area. Responsibility for interpretation and the administration of the Specific Plan lies with the City of Yuba City. The Specific Plan is to be utilized in conjunction with the City's General Plan, Zoning Code, and Improvement Standards during the project approval process. Flexibility is permissible as long as the basic intent of the Specific Plan is kept.

### 9.2 Key Implementation Strategies

To provide a well planned and organized environment for development to occur, removal of some of the risks associated with urban development is a benefit of the Specific Plan process. While the Specific Plan removes many of the obstacles associated with new development, which should result in a smoother, more predictable process, there are a few key implementation strategies that arise from the design of the Specific Plan that merit attention.

#### 9.2.1 Annexation Process

The Plan Area is currently located in unincorporated Sutter County, yet resides within Yuba City's Sphere of Influence (SOI). Once adopted, the Specific Plan and consistent pre-annexation zoning will be the basis for the City's application to Sutter County Local Agency Formation Commission (LAFCO) for annexation. Because the Plan Area contains areas of existing development and residents, the City may opt to either annex the entire Plan Area, or a portion thereof. Any proposed annexation area

containing more than 12 registered voters is considered an inhabited area, and thus residents have a right to officially protest the annexation at a public hearing to be held by the Sutter County LAFCO. A minimum of two meetings will be held to determine whether the annexation will occur. Sutter County LAFCO will determine at the final meeting whether to accept the annexation, deny the annexation, or subject the annexation to an election of property owners affected by the proposed annexation. Annexation of areas for proposed development must be completed prior to the approval and recording of any tentative or subdivision maps.

#### 9.2.2 Agriculture Interface

New residential units will abut existing agriculture lands on the south and west sides of the Plan Area upon complete buildout. Sutter County, the governing jurisdiction to these parcels, recognizes that agricultural uses have the right to operate their facilities under the "Right to Farm" notice. This notice states that all persons purchasing lots within the boundaries of an approved map should be prepared to accept the inconveniences associated with agricultural operations, such as noise, odors, flies, dust, or fumes. The County has determined that such inconveniences shall not be considered to be a nuisance if agricultural operations are consistent with accepted customs and standards.

In order to buffer residences from agriculture on the south side of the Plan Area, the Specific Plan proposes a 60-foot rear building setback from the edge of the right-of-way as outlined in the General Plan. Utilizing the right-of-way of Bogue Road and the setback, residential development is approximately 168 feet away from existing, surrounding agriculture operations and buffered by landscaping.

It is recognized that the area west of George Washington Boulevard has been identified in the Yuba City General Plan for future residential and commercial growth. However, active agriculture operations are still being practiced in this area, and all new development shall take the appropriate steps to minimize conflicts between urban uses and agriculture.

**9.2.3 Existing Development**

As outlined in Chapter 2, there are approximately 150 existing residential units and agricultural uses within the Plan Area. The Specific Plan has responded to the interface of these existing large lot rural estate residential units by creating a separate Low Density Residential category. In addition, some of the existing units may potentially abut higher density uses such as Low Density and Medium-High Density residential. Appendix A will regulate heights and setbacks of these uses, to the extent feasible.

Some residential units and agricultural uses may be located in the path of a street, park, or trail. Yuba City will make an effort to adjust street alignments, subdivision design, and / or delay property occupation to accommodate property owners who wish to retain their residential unit, provided that the adjustment will not compromise the integrity of the Specific Plan or otherwise adversely affect any critical public facilities.

**9.2.4 Roadway Improvements**

Franklin Road, Harding Road, Sanborn Road, Lincoln Road, Bogue Road, and George Washington Boulevard are all existing roadway facilities within the Plan Area and are proposed to have larger right-of-way widths than what is currently present. Harter Parkway, Cherry Street, El Margarita Road and Pebble Beach Drive are roadway segments which will be extended or constructed through the Plan Area. The cost associated with the improvements of these roadways, including landscaping, placement of sidewalks, upgraded lane capacity, and obtaining additional right-of-way from property owners will be born by the developers in conjunction with Yuba City’s updated Traffic Impact Fee. Developers shall make a good faith effort in negotiating sufficient right-of-way from affected property owners. If developers have demonstrated a good faith effort in obtaining right-of-way for roadway improvements, and have not been successful in doing so, the City of Yuba City may consider condemnation as a last resort to obtain needed right-of-way. If the City pursues condemnation to acquire right-of-way for roadway improvements, the developer will be required to pay for condemnation proceedings.

**9.3 Public Facility and Services Improvements**

A significant element to development of the Specific Plan includes the timing of public facilities and services that include on-site and off-site improvements. The following sections describe the major public facility and services improvements that are required by the Specific Plan.

**9.3.1 Critical Backbone Infrastructure**

Chapter 8 describes the critical backbone infrastructure needed to accommodate development of the Specific Plan. Through the subdivision approval process, developers will be required to install critical infrastructure necessary for both on- and off-site improvements, as well as each individual subdivision “in-tract” improvements needed to supply water, sewer, storm drainage, and roadways. A developer’s obligation to install critical infrastructure will be based on the timing and location of the proposed development, which may place proportionately greater burdens on those who develop first. Cost estimates, responsible parties, timing, and financing mechanism to pay for backbone infrastructure are addressed in the Public Facilities Financing Plan (PFFP) that was prepared for the Lincoln East Specific Plan. This plan shall be adopted by the City as a part of the Specific Plan approval process. Those developers that have proportionally greater burdens to install critical backbone infrastructure for both on and off-site improvements shall be reimbursed for those costs over time as a part of a reimbursement agreement to be established with the City of Yuba City.

**9.3.2 Water Storage Tanks and Pumping Stations**

As a part of the critical infrastructure that is needed to bring potable water service to the Plan Area, water storage tanks and pumping stations are necessary to ensure delivery of these services to individual residential units. The design of storage tanks and pumping stations should be made so as to not adversely affect existing residents of the Plan Area.

**9.3.3 Parks and Recreation**

By design, the Lincoln East Specific Plan provides for a significant amount of public open space in the form of parkland, landscape easements, and several multi-use trails. Parkland will be dedicated to the City of Yuba City upon completion, dedication, and / or purchase of the facilities. The following is a list of parks and open space

projects identified as being required with the full build-out of the Specific Plan:

- 20 acres of neighborhood parks –a minimum of 5 gross acres or more in size for each park.
- Multi-use trails
- 2 joint use recreation facilities adjacent to the city park and the Yuba City Unified School District’s K-8 and High School Facilities. Approximately 20 acres of joint use facilities should be constructed.
- A minimum 10 acre community park with passive and active recreation north of Lincoln Road.
- 32 acre city park with passive and active recreation south of Lincoln Road

A City Park Master Plan for the 32 acre city park south of Lincoln Road shall be prepared by the city or a consultant of the City’s choosing and paid for by the first property owner or developer to submit a tentative subdivision map or tentative parcel map to the City for processing. This only applies to the property owners or developers holding land that is depicted as part of the City Park. The City shall require the completion of this City Park Master Plan as part of the “conditions of approval” for the first tentative map. This master plan shall detail the exact location of uses and facilities required to implement the community park.

All park improvements shall be funded through specific plan fees, as outlined in the PFFP. The timing of park elements shall be determined by the City and developers through development agreements. It will be in these agreements that the City may negotiate fees, dedications, timing, etc. Park maintenance for the neighborhood parks, the community parks, and multi-use trail corridors may be funded through a Landscape, Lighting and Maintenance Assessment District, Community Facility District, or other comparable district to be determined by the City.

#### 9.3.4 Circulation System

The circulation system within the Plan Area consists of 1 Parkway (Harter Parkway); 4 major arterials (Franklin Road, George Washington Boulevard, Lincoln Road, Bogue Road); 1 minor arterial (El Margarita Road); 2 major collector roads (Sanborn Road, Cherry Street); 5 minor collectors (Harding Road, Pebble Beach, 3 unnamed collectors) and a number of local roads including Ohleyer Road and other existing and planned roads. Construction of the circulation system will be the primary responsibility of the developers on a tract by tract basis. Landscaping

and irrigation within public right-of-ways will be funded by the developers with a reimbursable agreement in place for those developers with greater burdens. Total cost estimates and funding mechanisms for the projects listed are outlined in the Public Facilities Financing Plan (PFFP).

## 9.4 Development Process

### 9.4.1 Land Use and Zoning Regulations

The Specific Plan, adopted by ordinance in the same manner as a rezone, establishes the land use classifications, pre-zoning, development policies, development standards and design guidelines for the entire Plan Area consistent with the Yuba City General Plan. As provided by the Yuba City Zoning Regulations, the Specific Plan establishes specific development standards applicable to each land use and zoning classification within the Plan Area, which may differ from those contained in the Zoning Regulations. These alternative standards shall supersede those established by the Zoning Regulations, and shall apply to the development of property within the Plan Area regardless of whether they conflict with the standards of the Zoning Regulations. In addition, the City of Yuba City is in the process of adopting the Residential Design Guidelines as a guide to residential and other development. Upon passage of the handbook, items not covered in this Specific Plan shall default to the Residential Design Guidelines.

### 9.4.2 Phasing

The Specific Plan addresses the full range of public facilities including streets, utilities, parks, and open space, as well as, residential uses as required by state law. The primary purpose of the Specific Plan phasing program is to ensure that these public improvements are constructed in a logical and viable sequence, so that each phase of development is supported by the necessary facilities, services and related infrastructure. The “backbone” public facilities required for the development of the Plan Area are discussed in Chapter 8 of the Specific Plan. The need for these facilities and the cost of installation will greatly affect the extent, location, and timing of new development, since each phase of development must be supported by the installation of public facilities that are planned to support the development of the entire Plan Area. As a result, the development of non-contiguous property may be permitted if the appropriate public facilities are installed. Should the installation of critical public facilities necessitate the acquisition of private property, and the

property cannot be otherwise obtained by negotiated sale, the City may consider the use of condemnation as a last resort. If the City pursues condemnation for improvements, the developer will be required to pay for condemnation proceedings.

As with most large planning areas with multiple property ownerships, the timing of the development of the Specific Plan is uncertain and will respond to market conditions as well as landowner and developer interest. This preliminary phasing plan was developed to identify the infrastructure needs of each phase of the Plan Area. Individual subdividers may also be required to install temporary on-site stormwater detention basins until detention basins have been secured and the storm water facilities therein have been constructed. Installation of interim facilities shall not negate the requirement to participate in pro-rata share of improving ultimate Plan Area/regional infrastructure.

The Preliminary Phasing Plan indicated in Figure 9-1, provides for development to begin from the center of the Plan Area and move north and south. It is intended that project phasing will remain flexible enough to respond to changing conditions during the life of the project subject to the provision of the necessary infrastructure and public facilities to support the level of development. Development of the phases may occur either concurrently or consecutively, and the timing and composition of individual phases may be revised as conditions warrant, subject to review and approval by the City.

**9.4.3 Dwelling Unit Allocation Areas**

As discussed in Chapter 3, the Plan Area has been divided into eight dwelling unit allocation areas (refer to Figure 3-3) to ensure balanced and equitable distribution of residential units. Each dwelling unit allocation area may not exceed the maximum number of new dwelling units allowed as outlined in Table 3-3. The number of dwelling units for each of these planning areas shall be tracked by the City through the submittal of tentative subdivision maps, tentative parcel maps, or another methodology of the City’s choosing. Upon exhaustion of allowable dwelling units within a particular residential planning area, no further residential development shall occur in that planning area.

**9.4.4 Infrastructure Phasing Plan**

Developers or property owners within the Plan Area will be required to complete an Infrastructure Plan to ensure phased implementation of infrastructure that includes but are not limited to water, wastewater, stormwater basins, major roads, that not only have been identified in this Specific Plan, but are required to realize full build out of a specific phase as indicated in Figure 9-1 as determined by the City. This Plan shall identify the location and placement of major backbone infrastructure and major roads that are classified as collector and above by the City, as well as identify the cost of construction of this infrastructure and identify a funding source for the infrastructure identified in the Plan. The Infrastructure Phasing Plans ensure that critical backbone infrastructure is identified and may be implemented on an area wide approach rather than a singular, piecemeal approach.

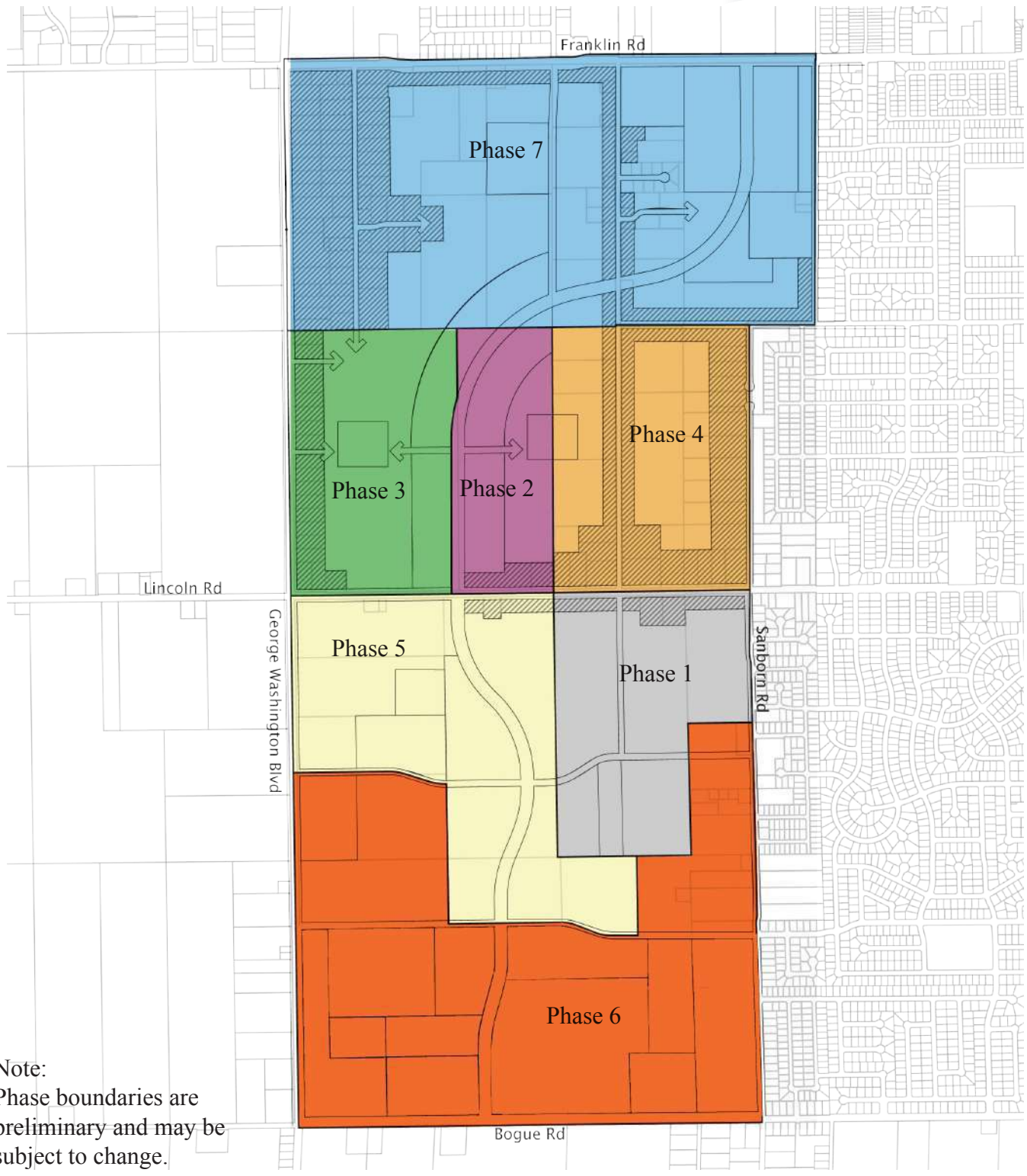
**9.4.5 Affordable Housing**

As discussed in Chapter 4, ten percent (10%) of the total units (486) in the Specific Plan will be targeted for affordable housing units, consistent with the City’s housing compact with SACOG. These 486 units will be developed in conjunction with new market rate housing through the use of incentives such as fee credits, density bonuses, infrastructure improvement offsets, or by other means as established in development agreements or conditions of approval. Individual development proposals will be responsible for proposing the approach and methodology to meet the prorate share of this affordable housing requirement. When appropriate, the City and developer will enter a development agreement (refer to section 9.4.6 Development Agreements) to establish compliance with the City’s affordable housing requirements. Wherever feasible, the affordable housing component of any given neighborhood should be integrated into the neighborhood fabric

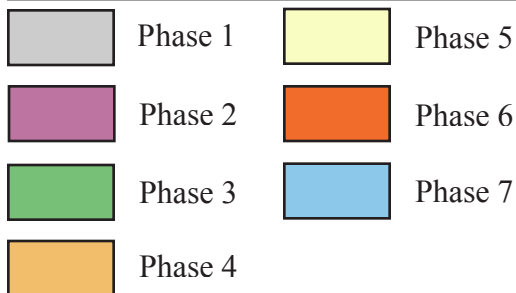
**9.4.6 Development Agreements**

A development agreement is a legal agreement between the City and a developer and governed by State law. It sets forth parameters for implementation of an approved project and can be used to clarify expectations as to phasing of development and the timing and funding of public improvements. The agreement may specify such details including but not limited to financial responsibilities of the developer and the City, provision of adequate public facilities of the project, providing affordable housing, and terms of reimbursement if the developer

**IMPLEMENTATION**



Note:  
Phase boundaries are preliminary and may be subject to change.



Phase	Total Proposed Units	Commercial sf
1	256	
2	290	
3	459	
4	346	
5	872	194,931
6	1,408	
7	1,234	175,329
<b>Total</b>	<b>4,865</b>	<b>370,260</b>

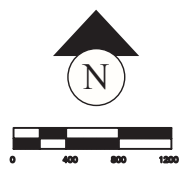


FIGURE 9-1 PRELIMINARY PHASING PLAN

advances funds for public facilities which have benefit for the entire City. Such an agreement cannot be modified without the approval of both the City and developer. The Development Agreement has advantages for both the City and the developer.

Property Owners or developers that submit applications for development of properties that are larger than 10 acres in size or contain more than 40 residential units will be required to enter into a development agreement with that City that is mutually acceptable. Agreements should only be arranged where the property owner or developer is prepared to proceed in accordance with the specific time schedule for seeking the required approvals and commencing construction. The City may hire a legal consultant to help write or review the development agreement at its discretion.

**9.4.7 CEQA Compliance**

The Specific Plan was prepared and processed in accordance with the California Environmental Quality Act (CEQA), and includes an Initial Study, an Environmental Impact Report (EIR), and supporting traffic and water studies. Other mitigations, as appropriate, have been incorporated into the Plan. The approved EIR is intended to cover all development projects in the Plan Area that are consistent with the Specific Plan. Development applications will be reviewed on a project-by-project basis to determine consistency with the EIR. Additional environmental analysis may be required if subsequent changes to the Specific Plan are proposed, or if other circumstances change, that create potential environmental effects not considered in the original environmental analysis. Environmental review for subsequent project approvals will be in accordance with Public Resources Code, §21166 and 21803. In accordance with Public Resources Code 21081.8, a mitigation monitoring plan was prepared to ensure implementation of EIR mitigation measures for the Specific Plan.

**9.5 Subdivision Approval Process**

With a few exceptions (e.g., Schools, High Density Residential, parks, commercial areas), the Plan Area will be developed through the process of subdividing land. It is through the subdivision approval process, governed by the Government Code and Yuba City Municipal Code, that land is divided, developed with residential units, and sold to future residents. Within this process, streets, sewers, water lines, and other public facilities and improvements are

installed and parks and public open spaces are provided for the welfare and enjoyment of residents. The subdivision approval process is the principal means through which the City, and private developers, will implement the Lincoln East Specific Plan.

The subdivision process in the Plan Area is expected to be the same as elsewhere in the City with the following standard map conditions:

- The possible need for a developer to construct critical Plan Area infrastructure beyond the property being subdivided.
- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in an area with parks, multi-use trails, and schools with all of the potential effects on individual homeowners and the neighborhood reasonably associated with the public use of these facilities (e.g., additional traffic, noise, after hours / weekend use, lights for night use).
- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in an agricultural area with all of the potential effects on individual homeowners and neighborhoods reasonably associated with agricultural uses (e.g., noise, odor, dust, flies, pesticides, smoke) and that the farmers in the area have the right-to-farm.
- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in a Specific Planned area of Yuba City that contains more public open space land than is standard and that they will be assessed annually through a landscape and lighting district for its maintenance and upkeep as well as the maintenance and upkeep of other public facilities that directly benefit the property owner (e.g., streets, street lights, street trees, storm drainage system).
- A requirement to provide the appropriate disclosure to future property owners that they are purchasing property in a Specific Planned area of the City of Yuba City that contains lots with smaller side yard setbacks and other such deviations from the City’s zoning regulations.

## 9.6 Financing

### 9.6.1 Public Facilities and Infrastructure

The construction of public improvements to serve the Specific Plan will be funded by a variety of mechanisms including: development impact fees, school impact fees, establishment of a Community Facilities District (CFD), developer financing, and other potential measures. As a part of the adoption of the Specific Plan, a Public Facilities Financing Plan (PFFP) has been completed to better assess the true cost of implementing infrastructure and capital facilities improvements for the Plan Area. The PFFP addresses the following:

- Cost estimates for backbone infrastructure and responsible parties
- Funding mechanisms to pay for backbone infrastructure
- Cost estimates for circulation improvements and responsible parties
- Funding mechanism to pay for capital improvements such as the parks, multi-use trails, etc.
- Creation of new CFDs or other assessment districts to pay for maintenance of public facilities
- Estimates of fees or taxes that will be assessed to future property owners in the Plan Area

### 9.6.2 Development Impact Fees

Under the California Constitution, cities have the right to exact fees from developers in exchange for their receiving the privilege to develop. Development fees are a one-time charge. If the fees recovered are insufficient to cover the costs, the City must consider alternative methods of raising the additional funds. Development fees are paid incrementally as development occurs. The City of Yuba City has adopted development impact fees to finance capital improvements. The fee program requires the payment of these fees prior to the issuance of building permits or certificate of occupancy. The City collects fees for roads, parks, water, sewer, storm drainage, and public facilities. For improvements that cannot be easily constructed on a small scale or incremental basis, it would be necessary to finance improvements through an identified source agreed upon by the City and the developer through a development agreement.

### 9.6.3 School Facilities Impact Fees

Development within the Plan Area will be required to mitigate its impact on the City school system. A School Facilities Impact Fee and payment schedule will be negotiated between developers and all three school districts prior to the issuance of building permits.

### 9.6.4 Community Facility Districts

The Mello-Roos Community Facilities Act of 1982 authorizes cities to establish a Community Facilities District (CFD) to aid in the financing of public services and facilities through a special tax. In order to secure long term funding dedicated to the provision of public facilities such as parks, police, and fire services needed by all new development; the PFFP explores the creation of new CFDs or other similar assessment districts. The purpose of a CFD is to help fund public facilities not included in an existing City wide fee program, but that are essential to the Plan Area's development. A CFD will be in addition to the other City adopted development impact fees. A special tax will be levied annually to cover the City's fees for these public facilities. The City of Yuba City can pay for these improvements through tax revenue or with the bond financing secured by the tax. Formation of the Mello-Roos district is subject to a two-thirds vote by those located within the district at the time of the formation of the district.

### 9.6.5 Specific Plan Impact Fees

Impact fees for infrastructure, common facilities, and other public services are addressed by the PFFP.

## 9.7 Maintenance

Maintenance and associated fees shall be addressed by the PFFP.

## 9.8 Implementation Policies

### 9.8.1 Administration

The Yuba City Community Development Department is responsible for interpretation of the goals, policies, and implementation measures of the Plan. The goals, objectives and policies shall be utilized in conjunction with the City's General Plan and Zoning Regulations during the



project approval process. Flexibility is permissible only if the overall goals and vision of the Specific Plan are met. Other agencies shall be used to approve aspects of projects (e.g., Public Works to approve street sections, intersection geometrics, etc.).

Minor administrative adjustments to the Specific Plan (e.g. typographical errors, grammatical errors) or other insignificant changes that do not impact specific goals, objectives, policies or design guidelines and standards may be made administratively by the Community Development Director. The type of administrative changes shall be allowed as follows:

- a) The addition of new information to the Specific Plan text or maps that do not change the intent of the goals, objectives, policies, implementation measures, design guidelines, and standards of the Specific Plan.
- b) Changes to the conceptual infrastructure (water, sewer, storm drainage) that does not increase expected capacity in the Specific Plan, nor change some of the concepts associated with the backbone infrastructure.
- c) Other changes, modifications or adjustments that, in the judgment of the Community Development Director, are consistent with the intent and purpose of the Specific Plan. Any appeals to the modifications should follow the process and procedures outlined in the Yuba City Zoning Regulations.

**9.8.2 Adoption**

This Specific Plan has been adopted by Ordinance by the City Council of Yuba City on \_\_\_\_\_, and will be used as the basis for approving development permits, development agreements, vesting tentative subdivision maps, tentative maps, and design review of the Plan Area.

**9.8.3 Amendments and Modifications**

The California Government Code Section 65453, clearly states that a Specific Plan “may be amended as often as deemed necessary by the legislative body.” Amendments

to this Plan may be initiated by the developer, any individual property owner or by the City, in accordance with any terms and conditions pertaining to planned development ordinances or any applicable development agreement.

The Community Development Director shall within ten (10) working days of any submittal of a request to amend the Specific Plan, determine whether the amendment is major or minor. As determined by the Community Development Director, minor amendments may be undertaken at staff level so long as the amendments do not significantly modify the intent of the plan, alter the public’s expectation of development, or have the potential to conflict with the General Plan policies or create significant environmental impacts. Examples of minor amendments include minor deviations in text due to grammatical, spelling, or clarification, lot configuration, lot orientation including block length, angle of intersection, exact street location, and minor deviations in improvement timing, etc.

If the amendment is determined to be major, the application shall be reviewed and considered in the manner prescribed by City ordinance and would require a Specific Plan amendment to be approved by the City Council. Any decision of the Director may be appealed to the Planning Commission and /or the City Council, provided said appeal is initiated within ten (10) working days of receipt by the applicant of written notice of the Director’s decision. Examples of major changes include, but are not limited to:

- The introduction to the Plan Area of a new land use designation not contemplated in this original Specific Plan, or in this Specific Plan as subsequently amended;
- Changes in the designation of non-residential land uses/zoning affecting an acre or more from that shown in this Specific Plan or in the Specific Plan as subsequently amended;
- Changes to the circulation system or backbone infrastructure which would materially affect a planning concept detailed in this Specific Plan as subsequently amended;
- Any change which would result in a significant and adverse environmental impact.

*Necessary Findings*

The consideration of a proposed major amendment to this Plan shall include the determination of the following findings:

- Changes have occurred in the community and/or project circumstances since the approval of the original Specific Plan which warrant approving the proposed amendment;
- The proposed amendment is consistent with the Yuba City General Plan;
- The proposed amendment will result in a benefit to the area within this Specific Plan;
- The proposed amendment will not adversely affect the delivery of services and public facilities to the population within the area of this Specific Plan.

Where not otherwise specified by the Specific Plan, the use and development of property shall be governed by the zoning applicable to that property that is established by the Lincoln East Specific Plan Combining District (zoning designations are only applicable within the Plan Area boundary). The Community Development Director will apply the Specific Plan standards and guidelines to specific projects, and may approve minor modifications, exceptions, and waivers to the Zoning Regulations and the Handbook to allow for orderly development in the Plan Area. Modifications or changes considered major (e.g. significant changes in land use/zoning, circulation or public facilities, etc.) may be considered subject to the process and procedures for amending the Yuba City Zoning Regulations (Article 72). Any appeals to these modifications should be made to the City Council and follow the process and procedures outlines in the Yuba City Zoning Regulations.

# APPENDIX A: DESIGN GUIDELINES & STANDARDS

## A.1 Introduction

The purpose of the Lincoln East Specific Plan (Specific Plan) Design Guidelines and Standards appendix is to provide design guidelines and standards for residential, commercial, and public facilities zoning districts. Walls and fences, landscaping, lighting, and community gateways are also addressed in this chapter. The guidelines and standards established for land use development assists public officials during project review and approval of development applications. This section serves as a guide to developers, builders, planners, architects, landscape architects, and civil engineers in project design.

The design guidelines and standards are not intended to be rigid in their application. Rather, their intention is to encourage diverse design opportunities while maintaining a cohesive design character and quality within the Plan Area. Where meeting the full intent of these guidelines and standards creates a demonstrable hardship, or is otherwise infeasible, an exception may be granted by the Yuba City Planning Commission or City Council, with input from the Community Development Department, as a part of the project approval process.

### A.1.1 Relationship to Relevant Planning Documents

The standards and guidelines that are contained within this Appendix shall supersede those of the Yuba City Zoning Regulations and the adopted Residential Design Guidelines. Where this Appendix is silent, the objectives and standards that are noted within the adopted Handbook shall apply. If the Handbook is not adopted, or a specific item is not included in the handbook, the City's Zoning Regulations shall prevail.

### A.1.2 Administration

The Design Guidelines and Standards are adopted as a component of the Lincoln East Specific Plan, but are incorporated into the Specific Plan by reference. The process of amending the Design Guidelines and Standards is similar to the process of that of the Specific Plan, with the intent to allow flexibility as long as the intent of the Specific Plan (the implementation of the goals, objectives, and policies) remain.

### A.1.3 Amendments and Modifications

The Community Development Director shall, within ten (10) working days of any submittal of a request to amend the Design Guidelines and Standards, determine whether the amendment is minor or major. As determined by the Community Development Director, minor amendments may be undertaken at staff level so long as the modifications do not significantly modify the intent of the plan, alter the public's expectation of development, or have the potential to conflict with the General Plan policies or create significant environmental impacts. Examples of minor amendments include minor deviations in text due to grammatical, spelling, or clarification, etc. These modifications will be tracked by the Community Development Department and be made available to the public. A modification sheet should be established showing the original text contained in the Design Guidelines and Standards in a strikeout format, with the new applicable standard or design guideline after the strikeout text.

If the amendment is determined to be major, the application shall be reviewed and considered in the manner prescribed in 9.8.3, Amendments and Modification in Chapter 9 of the Specific Plan, and will require a Specific Plan Amendment that would need to be approved by the City Council.

## A.2 Design Guidelines and Standards, Goals and Objectives

### *Design Guidelines Goal:*

*Provide a strong sense of place through the design of new residential neighborhoods, neighborhood and commercial centers, parks and trails, and also maintain the rural characteristics established by the existing residential neighborhoods.*

### **Design Guidelines Objective-1**

Provide a distinct identity and a sense of cohesiveness throughout the Plan Area that cultivates a strong sense of community.

### **Design Guidelines Objective-2**

Create transitional neighborhoods that provide an interface with existing rural residential estates to retain a distinct semi-rural character within the Plan Area.

### **Design Guidelines Objective-3**

Set a high design standard for both architecture and

landscaping to ensure quality and compatibility throughout neighborhoods.

**Design Guidelines Objective-4**

Establish design guidelines that detail gateways, walls and fences, signs, lighting and landscaping standards that will ensure quality aesthetic and traditional neighborhood character.

**Design Guidelines Objective-5**

Establish design guidelines that create distinctive and attractive commercial centers.

**A.3 Residential Zoning Districts**

There are four residential zoning districts that implement the land use diagram and provide for the development of a range of residential units. These districts are: Residential Estate District (RE-LESP); Single Family Residential District (R1-LESP); Low-Medium Density Residential District (R2-LESP); and Multi-Family Residential District (R3-LESP). The residential design guidelines shall be applied through the use of residential densities.

**A.3.1 Residential Estate Zoning District (RE-LESP)**

The Residential Estate Zoning District (RE-LESP) provides for single family residential development with a range of 1 dwelling unit to 3.9 dwelling units to the acre (du/ac). The average dwelling unit per acre for this district is 2 du/ac. The minimum lot size of 10,000 square feet. This district provides for large estate residential unit development in proximity to existing rural estate residential housing units. The average number of dwelling units for RE-LESP is approximately 332 units.

New residential units within the district shall strive to create a semi-rural character surrounded by existing neighborhoods. These estate units should incorporate a variety of architectural styles to create a semi-rural character through the use of large setbacks, porches, split rail fencing, etc. Existing uses within



*Example of a Low-Medium Density residential project*

existing residential lots shall continue to be permitted upon annexation. Table A-1 details the development standards for RE-LESP district.

**A.3.2 Single Family Residential Zoning District (R1-LESP)**

The Single Family Residential Zoning District (R1-LESP) consists of approximately 466 acres of single family residential development with a density range of 2.0 dwelling units to the acre to a maximum of 8.0 units to the acre. The average number of dwelling units per acre in this district is 4.25. The R-1 LESP zoning district may accommodate approximately 932 to 3,728 total dwelling units. The average number of dwelling units for R1-LESP is approximately 1,981. The R1-LESP district has an average projected population of approximately 5,288 existing and future residents. Table A-2 contains development standards and design guidelines for the R1-LESP zoning district.

**A.3.3 Low-Medium Density Residential Zoning District (R2-LESP)**

The Low-Medium Density Residential Zoning District (R2-LESP) consists of approximately 134 acres of small lot, single family detached or attached residential development with a density range of 6.0 dwelling units to the acre to a maximum of 14.0 units to the acre. The average dwelling unit per acre in this district is 9. The average number of dwelling units for R2-LESP is approximately 1,206. The R2-LESP district has an average projected population of approximately 3,220 future residents. Table A-3 contains development standards and design guidelines for the R2-LESP zoning district.

**A.3.4 Multi-Family Residential Zoning District (R3-LESP)**

The Multi-Family Residential Zoning District (R3-LESP) consists of approximately 56 acres of Multi-Family residential development with a density range of 12.0 dwelling units to the acre to a maximum of 36 units to the acre. The average dwelling unit per acre in this district is 24 du/ac. The average number of dwelling units for R3-LESP is approximately 1,368. The R3-LESP district has an average projected population of approximately 3,653 future residents. Table A-4 contains development standards and design guidelines for the R3-LESP zoning district.

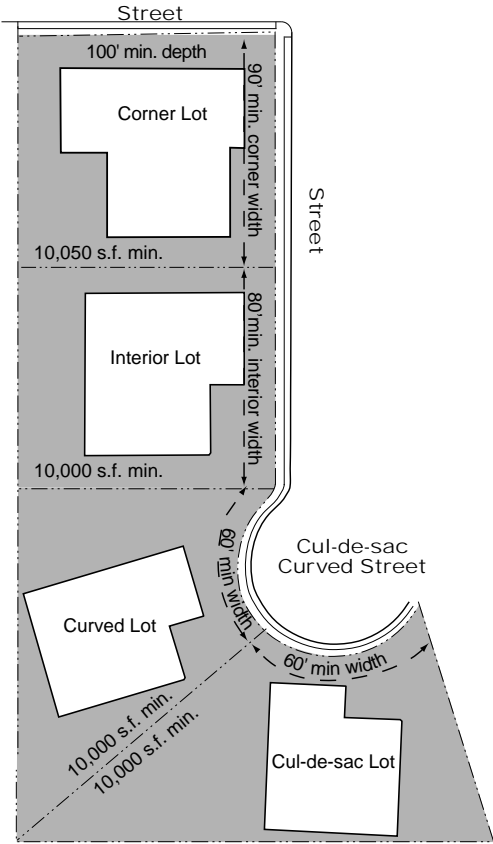
**A.4 Residential Design Guidelines and**

**Table A-1 Residential Estate Development Standards (RE-LESP)**

Zoning District	Residential Estate Zoning District (RE-LESP)
Land Use	Low Density Residential-10,000 sf min. (LD-10K)
Density Range	1.0 – 4.0 dwelling units/gross acre max.
Lot Size Range	10,000 s.f. and above
Permitted Uses	Refer to Yuba City Zoning Regulations Section 8-5.02 and 8-5.3502
Conditional Uses	Refer to Yuba City Zoning Regulations Section 8-5.02 and 8-5.3502

*Lot Configuration*

Lot Area	
Interior Lot	10,000 s.f. min.
Corner Lot	10,050 s.f. min.
Width (At Property Line)	
Interior Lot	80 ft. min.
Corner Lot	90 ft. min.
Depth	100 ft. min. (avg. min. depth per lot)
Curve/Cul-de-sac Front (At Front Setback)	60 ft. min.
Lot Coverage	40% of lot max. for 2-story 45% of lot max. for 1-story
Landscape Area Coverage	40% of lot min.



**Table A-1 Residential Estate Development Standards (RE-LESP) cont.**

Setbacks\*

Front Yard

Main Building	25 ft. min.
Porch	20 ft. min.
Attached Garage	30 ft. min.
Detached Garage	35 ft. min.

Side Yards

Interior Side Yard	15 ft. min. on both sides
Corner Side Yard	20 ft. min. (attached corner side loading garage shall provide a 20 ft. min. setback)

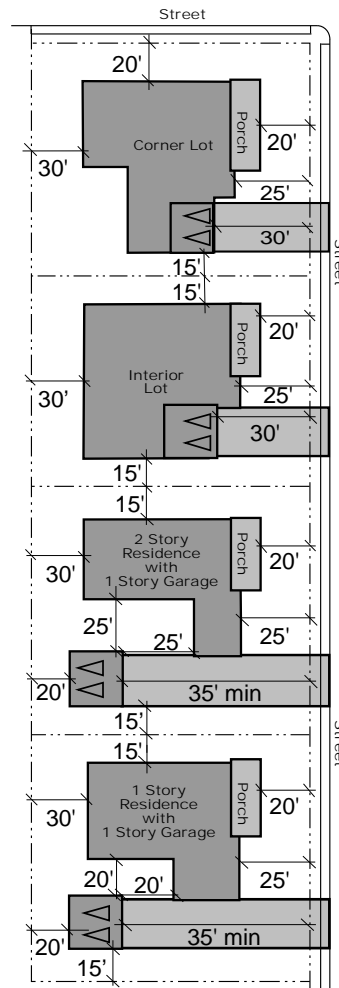
Rear Yard

Main Building	30 ft. min.
Accessory Building	20 ft.
Detached Garage	20 ft.

Distance Between  
Buildings on Same Lot

Single-story	20 ft. min.
Two-story	25 ft. min.

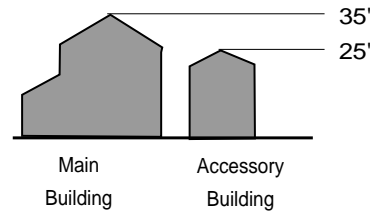
(when two buildings of mixed heights are adjacent to each other, the distance for the taller structure applies)



\*Setbacks for new RE-LESP residential units adjacent to Lincoln Road may differ from these standards, refer to A.4.5 Lincoln Road Residential Frontage

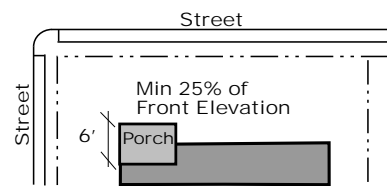
Table A-1 Residential Estate Development Standards (RE-LESP) cont.

Building Massing	
Building Height	
Main Building	35 ft. max. (2 stories max.)
Accessory Building	25 ft. max. (1 story max.)
Accessory Structure	10 ft. max. (all other structures)



Porch/Courtyard Lot Ranges	Refer to Section A.4.4 Porch/Courtyard
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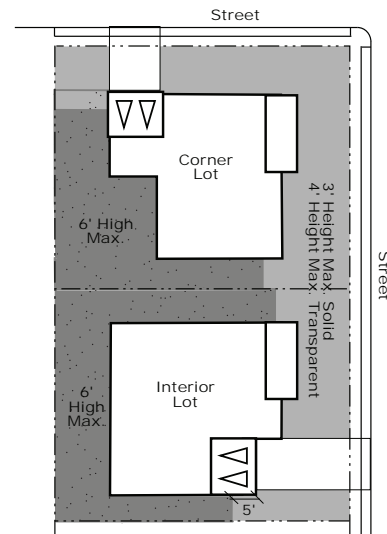
Porch/Courtyard	60% min. of all dwelling units
Depth	6 ft. min.
Width	25% min. of front elevation



Fencing and Walls All Lot Ranges	Refer to Section A.9 Walls and Fences
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Within Setbacks	
Front Yard	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)
Corner Side Yard	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)

Behind Setbacks	
Behind Building Edge	6 ft. max. height (setback 5 ft. min. behind building edge along front yard)
In Front of Building	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)



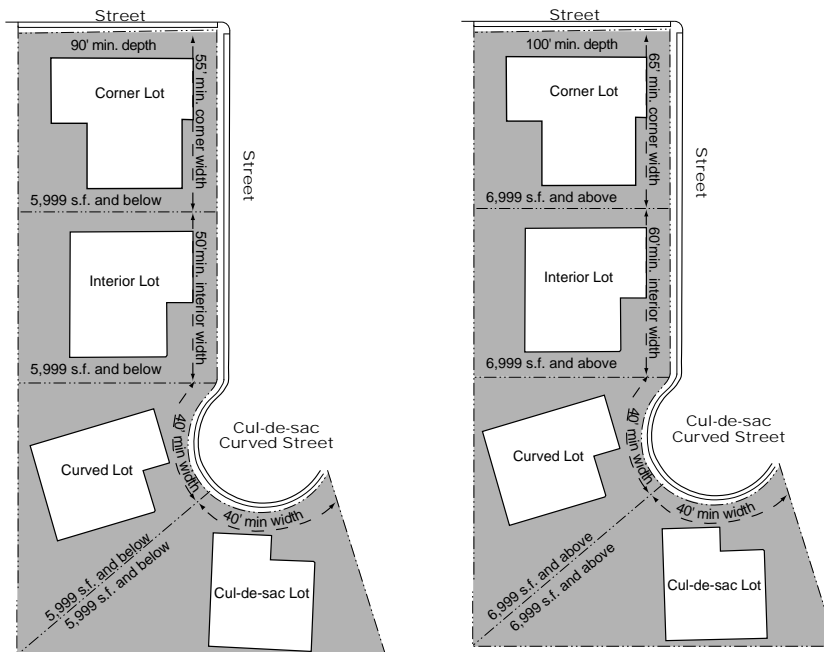
\* A picket fence or split rail fence meets the definition of 50% transparency

Parking

Off Street Parking	Refer to Section A.4.3 Garage Guidelines
Parking Requirements	2 spaces/unit (spaces shall be in a garage)
Front Loaded Garage	50% max. of front elevation

**Table A-2 Single Family Development Standards (R1-LESP)**

<b>Zoning District</b>	<b>Single Family Residential Zoning District (R1-LESP)</b>	
Land Use	Low Density Residential (LD)	
Density Range	<b>2.0 – 8.0 dwelling units/gross acre max.</b>	
Lot Size Range	<b>5,000 s.f. to 21,750 s.f.</b>	
Permitted Uses	Refer to Yuba City Zoning Regulations Section 8-5.02	
Conditional Uses	Refer to Yuba City Zoning Regulations Section 8-5.02	
Lot Configuration		
	If Lot Size is: 5,999 s.f. and below	If Lot Size is: 6,000 s.f. and above
Lot Area		
Interior Lot	5,000 s.f. min.	6,000 s.f. min.
Corner Lot	5,500 s.f. min.	6,500 s.f. min.
Width (measured at Property Line)		
Interior Lot	50 ft. min.	60 ft. min.
Corner Lot	55 ft. min.	65 ft. min.
Depth	90 ft. min. (avg. min. depth per lot)*	100 ft. min. (avg. min. depth per lot)*
Curve/Cul-de-sac Front (measured at Front Yard Setback)	40 ft. min.	40 ft. min.
Lot Coverage	40% of lot max. for 2-story 45% of lot max. for 1-story.	40% of lot max. for 2-story 45% of lot max. for 1-story.
Landscape Area Coverage	25% of lot min.	30% of lot min.



\*Note: If the minimum lot depth is used the minimum lot size must still be met.



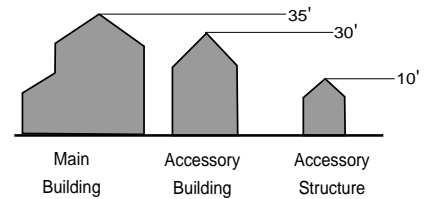
Table A-2 Single Family Development Standards (R1-LESP) cont.

	If lot size is: 5,999 s.f. and below	If lot size is: 6,000 s.f. and above
<b>Setbacks</b>		
<b>Front Yard</b>		
Main Building	15 ft. min.	20 ft. min.
Porch	12 ft. min.	15 ft. min.
Attached Garage	20 ft. min.	25 ft. min.
Detached Garage	25 ft. min.	25 ft. min.
<b>Side Yards</b>		
Interior Side Yard	5 ft. min.	10 ft. min.
Corner Side Yard	10 ft. min. (attached corner side loading garage shall provide a 20 ft. min. setback)	15 ft. min. (attached corner side loading garage shall provide a 20 ft. min setback)
<b>Rear Yard</b>		
Main Building	15 ft. min.	20 ft. min.
Accessory Building	10 ft. min.	10 ft. min.
Alley Loaded Garage	5 ft. min. from rear property line	5 ft. min. from rear property line
Detached Garage	10 ft. min	10 ft. min.
<b>Distance Between Buildings on Same Lot (excluding single story detached garage)</b>		
Single-story	5 ft. min.	5 ft. min.
Two-story	10 ft. min. (when two buildings of mixed heights are adjacent to each other, the distance for the taller structure applies)	10 ft. min. (when two buildings of mixed heights are adjacent to each other, the distance for the taller structure applies)

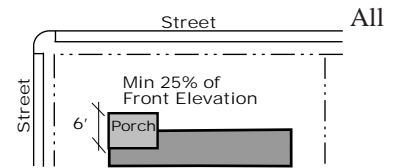


**Table A-2 Single Family Development Standards (R1-LESP) cont.**

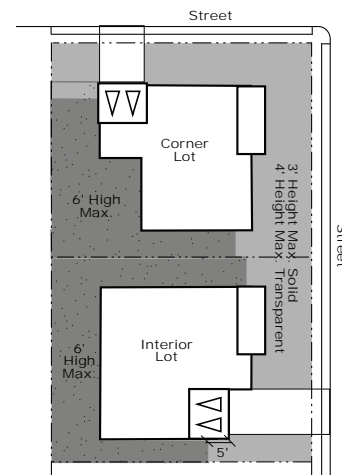
Building Massing	
Building Height - All Lot Ranges	
Main Building	35 ft. max. (2-stories max.)
Accessory Building	30 ft. max. (2-stories max.)
	(if providing secondary unit / detached garage)
Accessory Structure	10 ft. max. (all other structures)



Porch/Courtyard	
Lot Ranges	Refer to Section A.4.4 Porch/Courtyard Guidelines
Porch/Courtyard	60% min. of all dwelling units
Depth	6 ft. min.
Width	8 ft. min, 25% min. of front elevation



Fencing and Walls	
All Lot Ranges	
Refer to Section A.9 Walls and Fences	
Within Setbacks	
Front Yard	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)
Corner Side Yard	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)
Behind Setbacks	
Behind Building Edge	6 ft. max. height (setback 5 ft. min. behind building edge along front yard)
In Front of Building	3 ft. max. height if solid 4 ft. max. height if transparent (50% minimum transparency*)



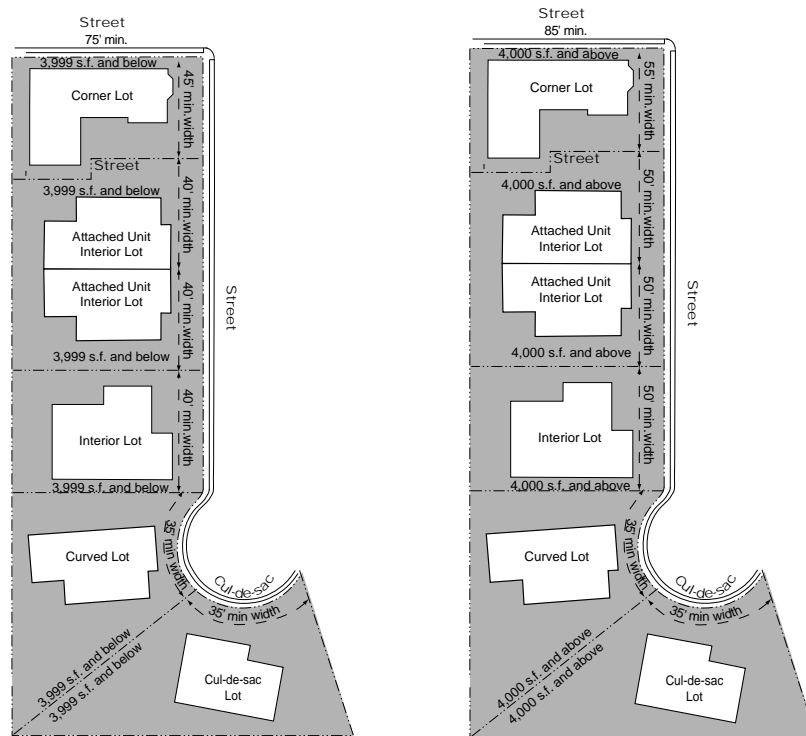
\* A picket fence or split rail fence meets the definition of 50% transparency

Parking	
Off Street Parking	Refer to Section A.4.3 Garage Guidelines
Parking Requirements	2 spaces/unit (spaces shall be in a garage)
Front Loaded Garage	50% max. of front elevation

**Table A-3 Low-Medium Density Development Standards (R2-LESP)**

<b>Zoning District</b>	<b>Low-Medium Density Residential Zoning District (R2-LESP)</b>	
Land Use	Low-Medium Density Residential (MD)	
<b>Lot Size Range</b>	<b>3,100 s.f. to 7,250 s.f.</b>	
<b>Density Range</b>	<b>6.0-14.0 dwelling units/gross acre</b>	
Permitted Uses	Refer to Yuba City Zoning Regulations Section 8-5.602	
Conditional Uses	Refer to Yuba City Zoning Regulations Section 8-5.602	

Lot Configuration	If Lot Size is: 3,999 s.f. and below	If Lot Size is: 4,000 s.f. and above
Lot Area		
Interior Lot	3,100 s.f. min.	4,000 s.f. min.
Corner Lot	3,500 s.f. min.	4,500 s.f. min.
Width (measured at Property Line)		
Interior Lot	40 ft. min.	50 ft. min.
Corner Lot	45 ft. min.	55 ft. min.
Depth	75 ft. min. (avg. min. depth per lot)*	85 ft. min. (avg. min. depth per lot)*
Curve/Cul-de-sac Front (measured at front setback)	35 ft. min.	35 ft. min.
Lot Coverage	60% of lot max.	60% of lot max.
Landscape Area Coverage	20% of lot min.	20% of lot min.



\*Note: If the minimum lot depth is used the minimum lot size must still be met.

Table A-3 Low-Medium Density Development Standards (R2-LESP) cont.

	If Lot Size is: 3,999 s.f. and below	If Lot Size is: 4,000 s.f. and above
<b>Setbacks</b>		
<b>Front Yard</b>		
Main Building	12 ft. min.	15 ft. min.
Porch	10 ft. min.	12 ft. min.
Attached Garage	20 ft. min.	20 ft. min.
Detached Garage	20 ft. min.	25 ft. min.
<b>Side Yards</b>		
Interior Side Yard	3 ft. min. for detached 0 ft. min. for attached <sup>1</sup>	5 ft. min. for detached 0 ft. min. for attached <sup>1</sup>
Corner Side Yard	10 ft. min. (corner side loading garages shall provide a 20 ft. min. setback)	10 ft. min. (corner side loading garages shall provide a 20 ft. min. setback)
Alley Loaded	5 ft. min. for corner lots 3 ft. min interior lots <sup>1</sup>	5 ft. min. for corner lots 3 ft. min. off interior lots <sup>1</sup>
<b>Rear Yard</b>		
Main Building	10 ft. min., 5 ft. detached garage	15 ft. min., 5 ft. detached garage
Accessory Building	5 ft. for single-story	5 ft. for single-story
Alley Loaded Garage	5 ft. min. at prop. line	5 ft. min. at prop. line

Distance Between  
Buildings on Same Lot (excluding detached garage)  
Single & Two Story 10 ft. min.

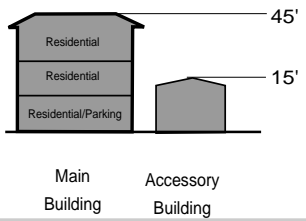
10 ft. min.



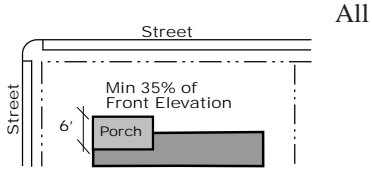
<sup>1</sup> - Refer to Neighborhood Form A.4.1 t

**Table A-3 Low-Medium Density Development Standards (R2-LESP) cont.**

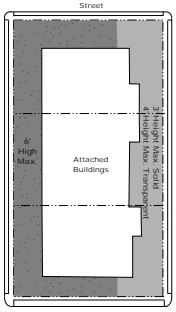
Building Massing	
Building Height	
Main Building	45 ft. max. not to exceed three stories
Accessory Building	15 ft. max. not to exceed one story



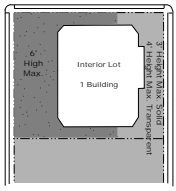
Porch/Courtyard	
Lot Ranges	Refer to Section A.4.4 Porch/Courtyard Guidelines
Porch/Courtyard	60% min. of all dwelling units
Depth	6 ft. min.
Width	25% min. of front elevation, 8' min.



Fencing and Walls	
All Lot Ranges	Refer to Section A.9 Walls and Fences
Within Setbacks	
Front Yard	3 ft. max. height for solid 4 ft. max. height for transparent (50% minimum transparency*)
Corner Side Yard	3 ft. max. height for solid 4 ft. max. height for transparent (50% minimum transparency*)



Behind Setbacks	
Behind Building Edge	6 ft. max. height (setback 5 ft. min. behind building edge along front yard)
In Front of Building	3 ft. max. height for solid 4 ft. max. height for transparent (50% minimum transparency*)



\* A picket fence or split rail fence meets the definition of 50% transparency

Parking	
Off Street Parking	Refer to Section A.4.3 Garage Guidelines
Parking Requirements	
Detached Units	2 spaces/unit (spaces shall be provided in a Garage)
Attached Units	1.5 spaces/unit (1 space shall be covered)

**Table A-4 Multi-Family Development Standards (R3-LESP)**

**Zoning District** *Mutli-Family Residential Zoning District (R3-LESP)*

**Land Use** Medium-High Density Residential (HD)

**Density Range** **12.0-36.0 dwelling units/gross acre**

**Permitted Uses** Refer to Yuba City Zoning Regulations Section 8-5.702

**Conditional Uses** Refer to Yuba City Zoning Regulations Section 8-5.702

**Lot Configuration**

<b>Unit Type</b>	<b>Attached Units</b>	<b>Multi-Family Units</b>
	1,200 s.f. min	5 acre min. site area

**Width (at property line)**

Interior Lot	30 ft. min.	N/A
Corner Lot	35 ft. min.	N/A

**Depth** 40 ft. min. N/A

**Lot Coverage** 60% of lot max. 60% of lot max.

**Landscape Area Coverage** 10% of lot min. 20% of lot min.

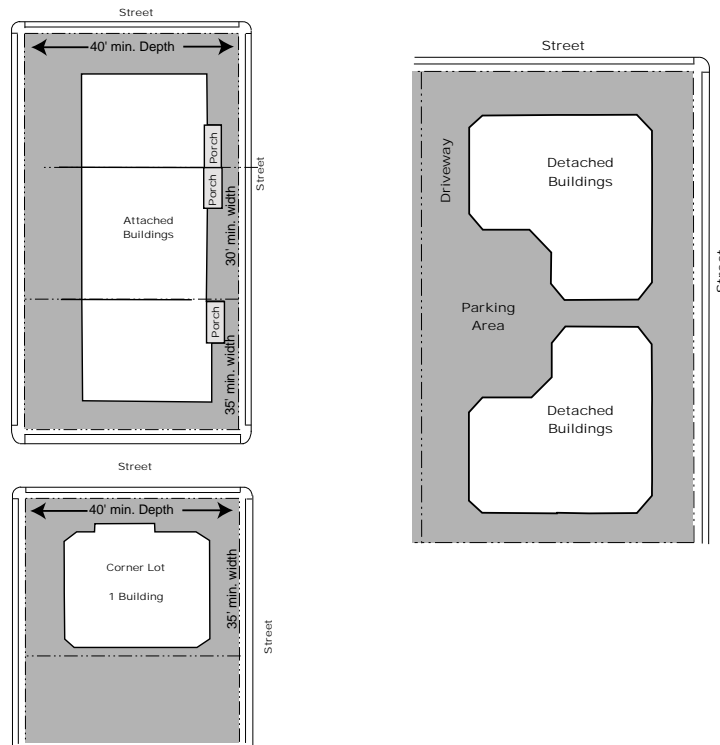
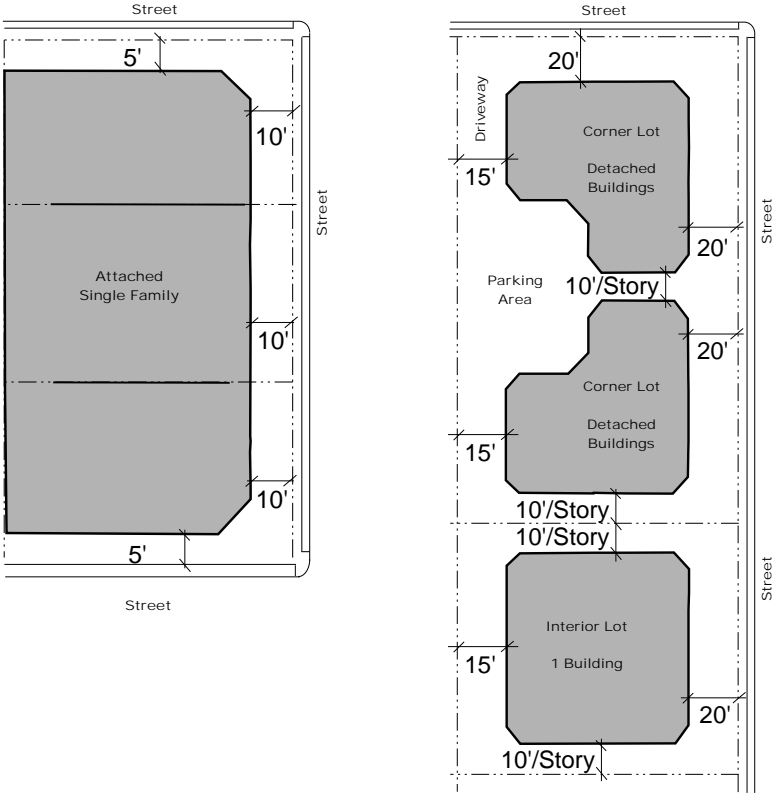


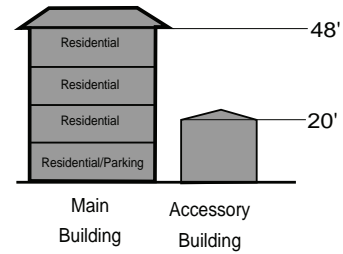
Table A-4 Multi-Family Development Standards (R3-LESP) cont.

Setbacks	Unit Type: Attached Units	Unit Type: Multi-Family Units
Front Yard		
Main Building	10 ft. min.	20 ft. min.
Outdoor Space	5 ft. min.	10 ft. min.
Garage	20 ft. min.	N/A
Side Yards		
Interior Side Yard	0 ft.	10 ft. min. between buildings per story
Corner Side Yard	5 ft. min./per story	20 ft. min.
Accessory Structure	3 ft. min.	3 ft. min.
Rear Yard		
Main Building	0 ft. min.	15 ft. min.
Accessory Building	5 ft. min.	5 ft. min.
Distance Between Buildings on Same Lot	0 ft. min.	10 ft. min. per story (when two buildings of mixed height are adjacent to each other, the distance of the taller structure applies)

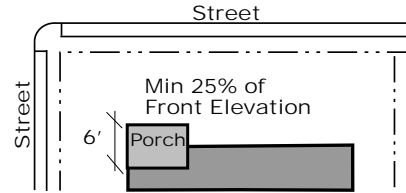


**Table A-4 Multi-Family Development Standards (R3-LESP) cont.**

Building Massing  
 Building Height 48 ft. max. not to exceed four stories



Outdoor Spaces (Refer to Section A.4.4)  
 Porch/Balcony 75 sf. min. for ground floor units  
 50 sf. min. for second floor or above  
 Depth 6 ft. min.



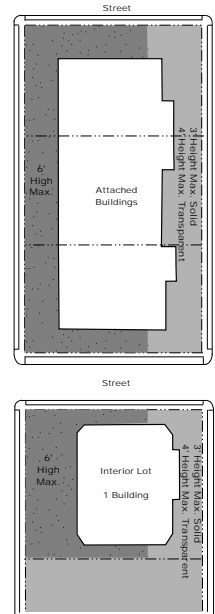
Common Open Space 250 sf. per unit (does not include private balcony/porch)

Fencing and Walls  
 Refer to Section A.9 Walls and Fences

Within Setbacks  
 Front Yard 3 ft. max. height if solid  
 4 ft. max. height if transparent  
 (50% minimum transparency\*)  
 Corner Side Yard 3 ft. max. height if solid  
 4 ft. max. height if transparent  
 (50% minimum transparency\*)

Behind Setbacks  
 Behind Building Edge 6 ft. max. height  
 (setback 5 ft. min. behind building edge  
 along front yard)

In Front of Building 3 ft. max. height if solid  
 4 ft. max. height if transparent  
 (50% minimum transparency\*)



\* A picket fence or split rail fence meets the definition of 50% transparency

Parking	Unit Type: Attached Single Family	Unit Type: Multi-Family
Parking Requirements	1.5 spaces/unit (up to 2 bedrooms)	1.5 spaces/unit (1 space shall be covered, up to 2 bedrooms)
	2 spaces/unit (3 bedrooms or more)	2 spaces/unit (3 bedrooms or more)
Front Loaded Garage	50% max. of front elevation	N/A



Standards

*A.4.1 Neighborhood Form*

- a. Residential units shall be oriented towards tree-lined streets to create pedestrian spaces.
- b. Large front yard setbacks shall be utilized in the RE-LESP zoning district to maintain the existing rural character in the area by providing ample space between residential units and the public right-of-way.
- c. Neighborhoods shall be designed to interconnect with surrounding neighborhoods by encouraging the use of grid or modified grid street patterns. Multiple points of ingress and egress are strongly encouraged.
- d. The maximum length of a neighborhood block shall be no more than 660 feet measured from street centerline to street centerline to discourage vehicular speeding in residential neighborhoods.
- e. All common areas in both the R2-LESP and R3-LESP zoning districts including, but not limited to, parking areas and setbacks shall be thoroughly landscaped.
- f. Attractive natural amenities such as rock outcroppings, vegetation, and drainage swale areas should be incorporated into the development of large residential lots in the RE-LESP to provide landscaping orientation, visual interest, and scale.
- g. Secondary residential units shall be permitted and encouraged on larger residential parcels in the RE-LESP and R1-LESP zoning districts.
- h. Walls that create isolated residential enclaves shall not be permitted. Noise attenuation walls along Harter Parkway and perimeter streets (excluding Harding Road and Sanborn Road due to existing residential frontages) are permitted.
- i. Use of cul-de-sacs shall be minimized. Where feasible, cul-de-sacs shall be daylighted to allow for pedestrian access to sidewalks and trails.
- j. Residential units are not permitted to create a backing condition adjacent to parks and schools. Residential units are encouraged to be oriented



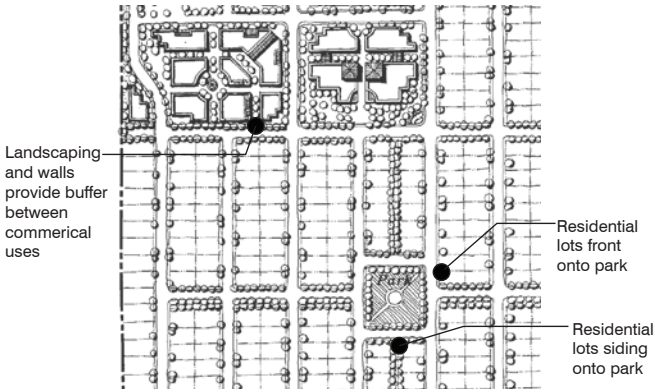
*Example of residential units oriented towards tree-lined streets*



*An example of a well landscaped residence*



*Example of residential units with good articulation*



*Prototypical subdivision layout*



*An example of a wrap around porch along the street*



*An example of a well designed attached home*

toward streets adjacent to schools and parks, or side-lot with daylighted cul-de-sacs when adjacent to a park. The Community Development Director may approve proposed residential units that back onto a park or school if a developer can prove a demonstrable hardship.

- k. Residential parcels shall vary in setback to allow variety and flexibility in building placement and massing. Smaller minimum lot sizes and width may be used as long as the average lot size and width meets the minimum requirement established in Tables A-1 to A-4 for each residential development.
- l. Residential units in the R1-LESP zoning district directly adjacent to roads classified as Major Arterials and Parkways (refer to Figures 5-3, 5-4, and 5-6), with the exception of Bogue Road, shall have a larger setback than required in Table A-2. If the residential unit has a back-on condition, a 30 foot minimum rear set back shall be required. If a residential unit has a side-lot condition, then a 20 foot side yard setback shall be required. These setbacks shall be measured from edge of the easement line / soundwall.
- m. Residential units backing on to Bogue Road in the R1-LESP shall have a minimum rear yard setback of 60 feet measured from the public right-of-way.
- n. In the R2-LESP residential zoning district, residential lots above 4,000 sf that have a back-on or side-lot condition along Harter Parkway (refer to Figure 5-3) shall have a rear yard setback of 25 feet measured from the edge of the easement line / soundwall. In the R2-LESP zoning district, residential lots below 3,999 sf that back-on or side-lot condition along Harter Parkway shall have a rear yard setback of 20 feet measured from the edge of easement line / soundwall.
- o. Residential streetscapes shall include planting strips between the curb and sidewalks (refer to Figure 5-8 through 5-10).
- p. Street trees shall be planted within planting strips at minimum intervals of an average of 30 linear feet of street frontage on center. Trees shall be setback at least 2.5 feet from the sidewalk edge. Typically each Multi Family development should plant one (1) tree for every two units.
- q. In addition to the required street trees, each

residential lot shall provide a minimum of two (2) shade trees within the lot with at least one (1) tree planted within the front yard setback. Additional shade trees shall be planted along the side yard of corner lots.

- r. Rail fencing may be used within the front setback of a residential unit to promote a semi-rural characteristic within the neighborhood in the RE-LESP zoning district.
- s. If masonry walls are used within a project, they shall be well landscaped with shade or screening trees and bushes as described in the neighborhood landscape guidelines (Section A.10).
- t. Residential development with side yard setbacks of less than 5 feet shall require installation of an automatic fire sprinkler system with the exception of detached garages.

**A.4.2 Neighborhood Character**

- a. Architectural features such as porches, chimneys, door placement, window proportions, dormers, wood detailing, and siding should be included on residential units. Color schemes shall be coordinated and complement the overall building design and should be compatible with the surrounding neighborhood context.
- b. A variety of building types and styles shall be provided. This shall be accomplished through variation in building heights, massing, setbacks, architectural elevations, and floorplans. No more than 25 percent of the residential units on a block shall have the same architectural design.
- c. Building wall and roof planes shall be varied and articulated into smaller modules (an average of 20-feet) to reduce the structures apparent bulk and size from public view. Roofing colors shall minimize reflective glare and visual impacts.
- d. Exterior wall materials, trim, and architectural details shall be provided on all elevations. All elevations exposed to public rights-of-way shall be architecturally enhanced.
- e. Two and three story structures are encouraged for

attached housing products to provide variety in the building mass.

- f. Residential units shall be oriented toward the street or common open space areas with outdoor sitting spaces such as porches, balconies or courtyards. Porches, balconies, and/ or courtyard type features should be included on residential units that front or side onto these public spaces.
- g. Porch designs shall be consistent with and complimentary to residential architecture character.
- h. Porches, balconies, and / or courtyard type features should be included on both attached and detached housing products within the R2-LESP and R3-LESP zoning districts.
- i. Porches and courtyards shall be consistent with



*Porches provide attractive elements to neighborhoods*



*Split rail fences promote the rural characteristic of the RE-LESP zoning district*



*Alternative garage placement is encouraged*



*Landscaped common areas provide attractive gathering places*

the residential porch and courtyards design guidelines (refer to section A.4.4).

- j. Garage locations and articulation shall be designed to minimize their visibility. Alternate garage loading configurations are encouraged (refer A.4.3 Residential Garage Design Guidelines)
- k. Alternative garage locations that are not equivalent to the minimum garage setback such as rear loaded, side loaded, single door tandem, and turn-in garages should be used in new residential development (refer to Figure A-1).
- l. All utility and mechanical equipment shall be screened from view. Roof mounted air conditioners, coolers, and antennas shall not be allowed. Satellite dishes are encouraged to be placed in the rear of a residential unit, away from the public right-of-way.

#### ***A.4.3 Residential Garage Design Guidelines***

The Lincoln East Specific Plan encourages alternative garage placement within neighborhoods in order to de-emphasize the dominance of traditional fronting garages and to create a place that accommodates pedestrian interaction. The following guidelines establish how garages shall be designed within the Plan Area.

- a. Alternative garage loading configurations should be utilized (i.e. side loading garages, turn-in garages, alley loaded garages, detached garages) for attached and detached single family homes. No more than 40 percent of each individual development may have garages located in the front 50 feet of a lot with garage doors facing the street.
- b. Detached garages shall be designed as an integral part of the residential unit's architecture.
- c. The visual impact of garages and driveway aprons shall be minimized and shall not dominate the street scene. Driveway aprons shall be minimized at the public right-of-way to a maximum of 16 feet wide for a two-car garage, and 24 feet wide for a three car garage.
- d. Garages should be recessed from the primary

residential unit to reduce the visual dominance of garage doors. A front-load garage shall be setback at least 5 feet behind the front façade of a residential unit.

- e. No more than 50 percent of a façade width may be devoted to a garage.
- f. Garages for attached housing products should be creatively designed and located to minimize their visual presence. Attached housing should place garages with access from either an alleyway or shared or clustered driveways.
- g. Multi-family residential garages and parking areas shall be sited to have the least amount of visual impact from the street. Multi-family housing should have garage access from clustered or shared driveways and shared off-street parking bays.

#### *A.4.4 Residential Porch and Courtyard Guidelines*

It is strongly encouraged for residential units within the Plan Area to have porches, balconies, courtyards, and other outdoor gathering spaces to foster neighborhood interaction. These spaces shall be designed and articulated to maximize visibility and enhance the pedestrian-oriented atmosphere. The following guidelines establish how outdoor spaces shall be designed in the Plan Area.

- a. Residential units should provide an outdoor seating area that is oriented toward the street.
- b. Porches and courtyards should be used to maximize the front entry of a home and should be designed to create opportunities for increased interaction among residents.
- c. The size, scale, proportion, color, placement,

and detailing of porches and courtyards shall complement the overall massing and scale of the adjacent structure. The height of a porch should be no taller than the height of the first story elevation.

- d. Porches shall extend a minimum of 6-feet in depth and shall include a minimum of 8-feet in width of unobstructed seating area. The minimum porch size may be reduced at the discretion of the Community Development Director within the R2-LESP / R-3 LESP zoning districts.
- e. Porches shall include detailed columns and railings that are consistent with the architectural character of the building and neighborhood.
- f. Corner lots should include wrap-around porches to establish a strong relationship to the street.
- g. Courtyards shall be a semi-enclosed, private, front-yard living area that is large enough for seating. Refer to A.9, Walls and Fencing for wall height requirements.
- h. Sixty percent of all residential (R1-LESP and R2-LESP) units shall provide a porch or courtyard in the front yard. Porches and courtyards shall be a minimum of 25 percent of the front elevation.
- i. All multi-family residential units (R3-LESP) shall provide an outdoor space such as a porch or balcony that is a minimum of 100 sf per unit.

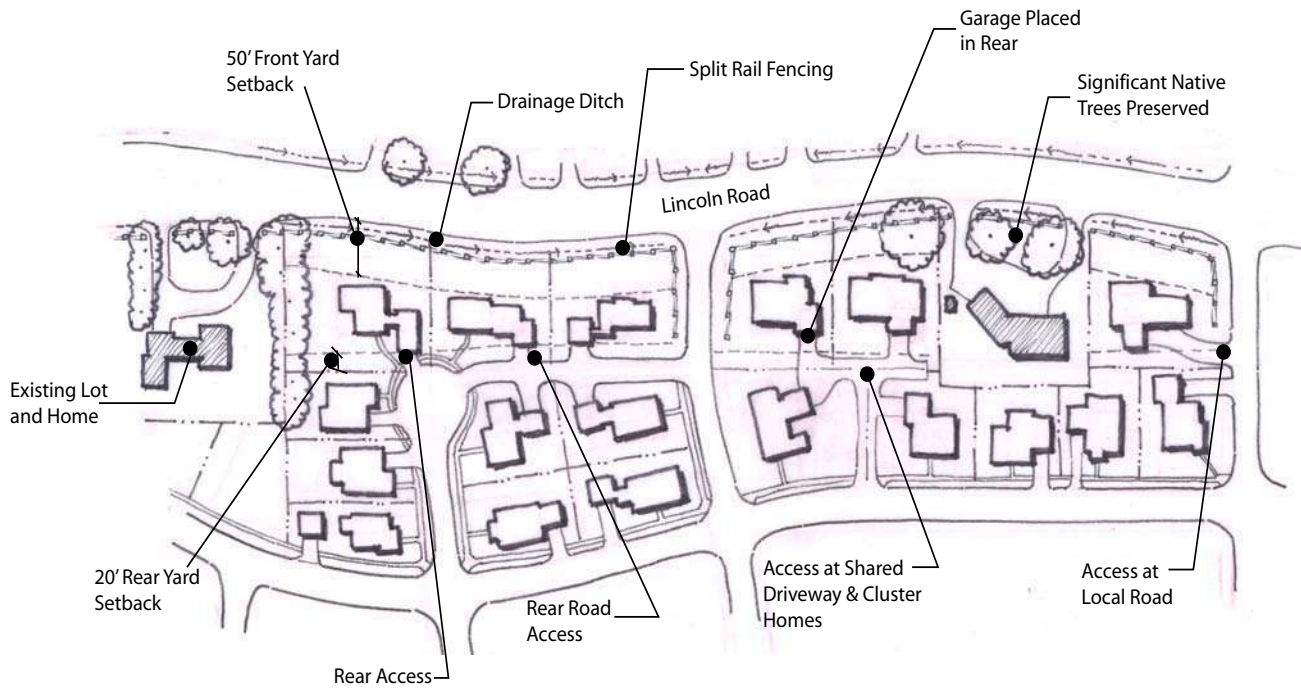


FIGURE A-1 ALTERNATIVE GARAGE LOCATIONS

**A.4.5 Lincoln Road Residential Frontage**

Careful attention to detail shall be adhered to when siting residential units along Lincoln Road between Sanborn Road and Harter Parkway. This area contains existing large lot residential estate units, and it is the intention of the Specific Plan to maintain the rural estate character along Lincoln Road. If the City and developers agree on using the reduced street section of Lincoln Road for this segment, then residential units can choose to either front on or back-on to the road. The preference for this condition would be to front on Lincoln Road and incorporate larger setbacks, alternative access points, and create a rural frontage through the use of split rail or other types of transparent fencing along Lincoln Road to mirror similar existing development that occurs along the northern section of the roadway. The following design guidelines shall be followed when developing residential units along Lincoln Road in the RE-LESP zoning district:

- a. Residential units fronting Lincoln Road between Sanborn Road and Harter Parkway shall have a minimum 50-foot front yard setback to provide for additional buffering between the primary residential unit and the road.
- b. The rear yard setback may be reduced for residential units fronting Lincoln Road between Sanborn Road and Harter Parkway to 20 feet to accommodate a larger front yard setback.
- c. Residential unit access from Lincoln Road is discouraged, but may be permitted with approval from the Community Development Director and Public Works Director.
- d. Residential units should be accessible through designated local roads, etc.
- e. Residential unit clustering and shared driveway access is encouraged.
- f. Split rail or other types of transparent fencing shall be utilized along residential frontage along Lincoln Road between Sanborn Road and Harter Parkway.



*Sketch of Lincoln Road Residential Frontage*

**A.4.6 Neighborhood Transition Zones**

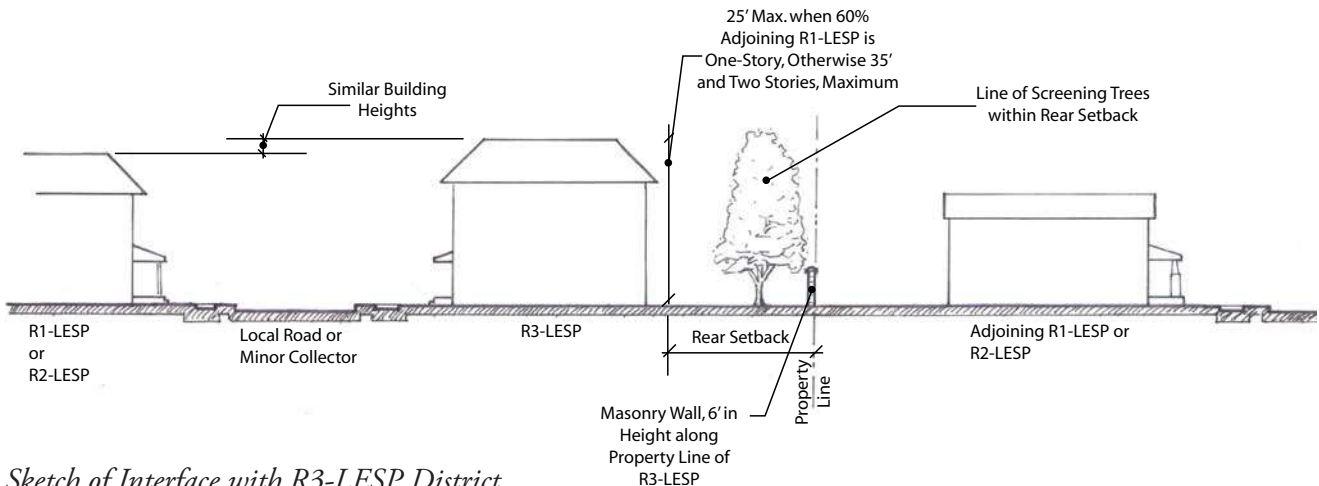
By design, the Lincoln East Specific Plan incorporates a mixture of residential land uses within neighborhoods. In some instances, zoning districts such as R1-LESP which accommodates single-family residential units borders R3-LESP, which provides for a wide range of detached and attached housing. By right, R3-LESP units may build 4-story structures and shall not exceed 48-feet in height in order to achieve some of the higher densities that are permissible through the Specific Plan. A transition zone shall be established between higher density uses in the R3-LESP zoning district and the R1-LESP/R2-LESP zoning district. This transition zone is necessary to respect neighborhood character and minimize conflicts that may arise from differing heights allowed by each zoning district. The following standards shall be applied to the R3-LESP zoning district to minimize conflicts from adjoining uses:

- a. Building heights in the R3-LESP zone shall be restricted as follows if the zoning district directly adjoins another residential district and only for buildings that are directly adjacent to the rear yard and side yard setbacks and the adjoining district:
  - Directly adjoining an R1-LESP neighborhood block that is a maximum of 660 feet measured from street centerline to street line, building heights shall not exceed 25-feet if 60 percent of residential units with a back-on condition consist of single story structures.
  - Directly adjoining R1-LESP or R2-LESP, building heights shall not exceed 35-feet or two-stories, whichever provides the lowest building height.

- b. A masonry wall with a 6-foot maximum height or other similar material shall be constructed along the property line by developers of an R3-LESP project.
- c. Screening trees shall be planted in an arrangement approved by the Community Development Director that provides adequate visual screening for adjoining properties within the R3-LESP rear setback when adjoining either R1-LESP or R2-LESP.
- d. When R3-LESP zoning district is adjacent to either R1-LESP or R2-LESP and is separated by a local road or minor collector, similar building heights and massing should be utilized to provide for a cohesive and attractive neighborhood scene.

Additionally, there are instances where R1-LESP areas which accommodate single family residential units will abut RE-LESP lands which provide for lower density, large lot neighborhoods. In cases where these two districts are adjacent, a transition zone shall be established between them. R1-LESP areas shall provide larger rear setback on properties that back onto RE-LESP, or shall provide larger parcels when directly adjacent in the R1-LESP zone to complement the large lot character of the RE-LESP district.

- e. R1-LESP shall provide larger parcels when directly adjacent to RE-LESP districts to maintain a similar style and character to the RE-LESP district.



*Sketch of Interface with R3-LESP District*



- f. When backing onto RE-LESP parcels, R1-LESP parcels shall apply larger rear yard setbacks to maintain the large lot character of the neighboring parcel. The additional setback shall be a minimum of 10 feet in addition to the required setbacks that are shown in Table A-2.

**A.5 Commercial Zoning Districts**

Commercial uses within the Plan Area are proposed along higher visibility roadways and at key intersections. Commercial uses are located within walking and bicycling distance of residential neighborhoods and within driving distance from surrounding existing neighborhoods. Commercial uses within the Plan Area consist of one district: Community Commercial Zoning District (C-2-LESP).

**A.5.1 Community Commercial Zoning District (C-2-LESP)**

The Community Commercial Zoning District (C-2-LESP) provides a full range of retail and offices serving the entire community that includes: restaurants, business and professional offices, durable goods, specialty shops, grocery stores, drug stores, and other similar uses. Two sites within the Plan Area carry the C-2-LESP zoning designation. The typical FAR is 0.25.

**A.6 Commercial Design Guidelines and Standards**

**A.6.1 Commercial Form**

- a. Buildings shall be located adjacent to the street edge or public amenities such as parks and multi-use trails and designed to encourage pedestrian activity.
- b. Building pads should be located at the street edge to reduce the visual impact of expansive parking lots and promote pedestrian activity.
- c. Developments shall provide identifiable pedestrian access to building entrances and key areas within the site from the street, sidewalk, parking areas, and residential neighborhoods.
- d. Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lighting.

- e. Sidewalks shall be provided creating pedestrian linkages to surrounding residential neighborhoods.
- f. Specialty paving should be used at intersections where pedestrian and vehicle interactions are directed to occur.
- g. Commercial centers should be adaptable to a variety of uses.
- h. Common areas, such as plazas, courtyards, etc., should be included throughout centers and should incorporate such elements as shade trees and pedestrian amenities (benches, tables, trash receptacles, etc.).
- i. To foster a strong “sense of entry,” the primary vehicular entrance should be aligned with that of the most prominent building on-site.
- j. Off-street parking shall be internalized (behind buildings) and shielded from public view.
- k. Large expanses of paved areas and long rows of parking spaces shall be avoided. Parking areas shall be landscaped with at least one (1) tree for every three spaces plus one (1) tree at the end of each row of parking spaces. Trees shall provide 50% shade cover for parking lots.
- l. Parking and security lights should not exceed 18’ in height, measured from finished grade.
- m. A combination of shade trees, shrubs, and ground cover shall be incorporated into landscaping plans with enhanced landscaping, specimen trees, color annuals, and decorative monuments utilized at parking lot entrances.
- n. Bicycle racks shall be provided throughout the center to promote the use of bicycles. Bicycle racks shall be provided at a ratio of one bicycle space per 25 parking spaces.
- o. Outdoor furniture and fixtures should be compatible with the center’s architecture and should be carefully considered as integral elements of the project.

**Table A-5 Community Commercial Development Standards**

**Zoning District**      **Community Commercial Zoning District (C-2-LESP)**

Land Use      Community Commercial

Floor Area Ratio      0.25 max.

Permitted Uses      Refer to Yuba City Zoning Regulations Section 8-5.1302

Conditional Uses      Refer to Yuba City Zoning Regulations Section 8-5.1302

**Lot Configuration**

Landscape Coverage Area 15% of parcel min.  
 (Area between front / street side property line and the building, excluding driveways shall be landscaped per City standards)

**Setbacks**

**Front Yard (Main Entrances/measured from edge of right-of-way)**

Along Harter Parkway      30 ft. min.  
 35 ft. min. if project exceeds 75,000 s.f.

Along other ROW      15 ft. min.  
 (Ground floor elevation of two-story buildings are encouraged to have zero front and side yard setbacks, unless accommodating pedestrian plazas or corridors)

**Side Yards (Non-Service Loading Frontage)**

Interior Side Yard      0 ft. min.  
 (15 ft. minimum if adjacent to residential)

Exterior Side Yard      15 ft. min.

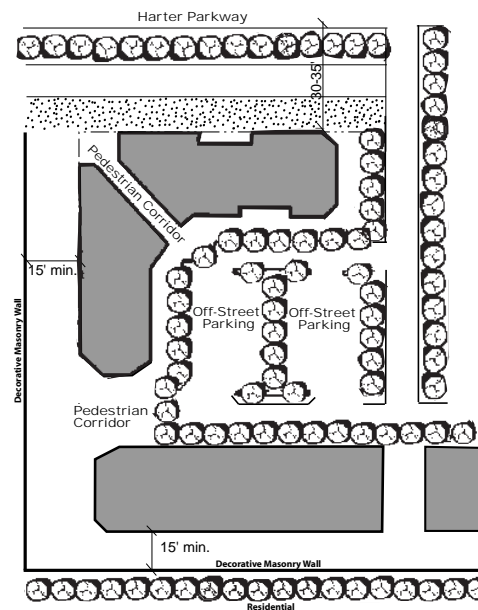
**Rear Yard (Service Loading Areas)**

Adjacent to non-residential      15 ft. min.

Adjacent to Residential      15 ft. minimum if adjacent to residential to include a minimum 6 ft. high decorative masonry wall with pilasters and caps

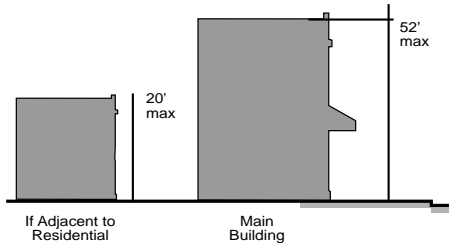
Distance Between Buildings      0 ft. min.

Buildings



*Table A-5 continued*

Building Massing	
Building Height	
Main Building	52 ft. max. (not to exceed 4 stories)
Adjacent to Residential	20 ft. max.

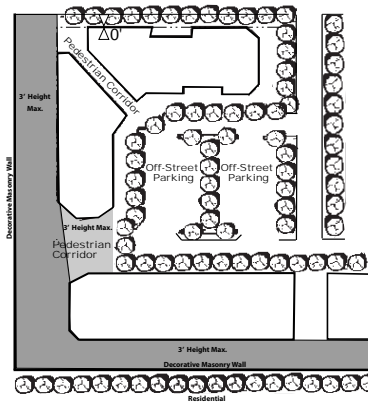


Off Street Parking

Parking Requirements	Per City Standards
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Fencing and Walls

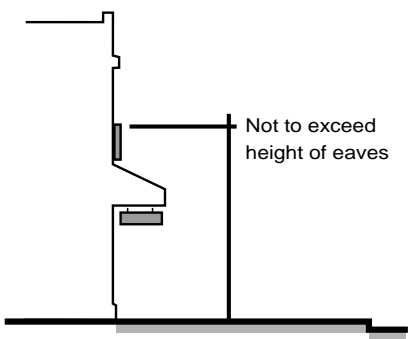
Front Yard	Not Permitted
Side Yard	3 ft. max. height transparent only (6 ft. landscaped masonry wall with pilasters and caps shall be required along property lines abutting residential zones)
Rear Yard	3 ft. max. height (6 ft. landscaped masonry wall with pilasters and caps shall be required along property lines abutting residential zones)



Signage

Monument Type	Per City Standards (Refer to 8-5.6310B Signage Standards of the City of Yuba City Zoning Code)
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Attached Signage	10 ft. maximum
Area Ratio	1.5:1 maximum ratio based on total square footage of sign area per linear feet of building frontage. (Refer to Section 8-5.6304 of the City of Yuba City Zoning Ordinance)





*An example of a pedestrian oriented plaza*



*Parking areas shall be well landscaped*



*An example of a Community Commercial Center*

- p. Fences and walls shall be designed with materials and finishes that complement project architecture.
- q. Large retail developments located next to residential development or undeveloped residential property should emphasize lighting design and installation that utilizes low-level uniform coverage to protect nearby residential properties from intensive illumination and glare. Development of a lighting plan as a part of the development plan process for each commercial site is recommended.
- r. Loading and service areas, trash enclosures and storage areas, mechanical equipment, and utility meters shall be located as far as possible from the street and adjacent properties and should be enclosed. If enclosure is not possible, then these areas shall be screened with decorative walls, vegetation, berming with heavy landscaping, or a combination of these treatments. These treatments shall be approved by the City through development plan review.
- s. Loading areas shall be avoided in highly visible areas.
- t. Designated pedestrian paseos / paths shall be provided in parking areas to buildings.

**A.6.2 Commercial Character**

- a. Proposed building elevations shall be architecturally detailed on all sides to avoid the appearance of blank walls facing the public right-of-way. Treatments such as offsets in massing, arcades, colonnades, and the use of a variety of different façade materials shall be used.
- b. Undulating facades and varying heights shall be used to provide visual interest and pedestrian scale.
- c. Where feasible, minimize the visual impact of large structures by creating a cluster of smaller buildings or the appearance of a series of smaller attached buildings.

- d. Similar and complementary massing, materials, and details should be incorporated into every building elevation visible from the public right-of-way.
- e. The base of the building should be surrounded by a landscape buffer to soften the building's edge. Trees should be planted to help create a pedestrian scale and create a desirable buffer between the building and any surrounding paved surfaces.
- f. Architectural elements, such as overhangs, trellises, projections, awnings, insets, material, texture, and color, shall be used to create light and shadow effect that contribute to a building's character, and relate to pedestrian scale.
- g. Parapets and similar architectural elements shall be used to shield roof mounted equipment.
- h. Buildings should be constructed of durable materials that are resistant to vandalism and weather damage. A variety of materials should be utilized in the façade and elsewhere (precluding stucco as the sole material used), including concrete, stone masonry, brick, commercial grade ceramic tile, etc.
- i. Variable roof forms shall be used throughout individual tenant buildings to give the appearance of individual buildings.
- j. A variety of details and treatments should foster a lively and interesting roofline, including, but not limited to, usage of cornice detailing to provide unique caps atop building facades.
- k. The design of any outdoor storage or gardening facilities shall complement the architecture of the primary building as well as the overall site design. Details of storage design shall be subject to development plan review.
- l. Corporate tenant architecture shall be designed to fit the scale and character of the commercial center. The use of corporate architecture should complement the individual character of a commercial center.



*Buildings shall provide visual interest at the pedestrian scale*



*Provide visual interest by scaling elements to the pedestrian level*

- m. Light fixtures shall be architecturally compatible with the building design and shall be sited, directed, and / or shielded to prevent spot lighting, glare, or light overflow beyond property lines.
- n. Conventional strip mall designs shall be avoided.
- o. Equipment rooms, fire control, etc. may face the street but shall be architecturally blended and hidden from view, to the extent feasible.

**A.6.3 Commercial Signage**

- a. Signs shall consist of monument-style signs for multiple tenants, and shall be well articulated, proportioned, and consistent with the architecture and design of the commercial center.
- b. Individual tenant signs shall follow a consistent design standard and be integrated into the building architecture and design.
- c. Number of signs and dimensions shall be consistent with the Yuba City Zoning Code and other standards. Large signs that dominate a building façade shall not be permitted.



*Example of a monument style sign*

**A.7 Public Facilities Zoning District**

Public Facilities (PF-LESP) make up approximately 59 acres of the Lincoln East Specific Plan and includes uses such as a proposed K-8 school, proposed high school and proposed fire station and utility structures. This zoning district is located in two locations within the Plan Area. The school sites are both located adjacent to the southern expanded community park and the fire station is located in the northeast portion of the Plan Area along Franklin Road.

**A.8 Public Facilities Design Guidelines and Standards**

**A.8.1 Public Facilities Form**

- a. Public Facilities shall be oriented towards tree-lined streets to allow pedestrian interaction with uses.
- b. Pedestrian walkways should be safe, visually attractive, and well defined by landscaping and lighting.
- c. Specialty paving should be used at intersections with heavy pedestrian use, or designated safe route to school crossing.
- d. Fences and walls shall be designed with materials and finishes that complement project architecture.
- e. A combination of trees, shrubs, and ground cover shall be incorporated into landscaping plans.
- f. Street trees shall be planted within planting strips at minimum intervals of an average of 30 linear feet of street frontage on center. Street trees shall be setback at least 2.5 feet from the sidewalk edge.

**A.8.2 Public Facilities Character**

- a. Any proposed building elevations that face public rights-of-way, whether such elevations function as the front, side, or rear of the building, shall be architecturally detailed to avoid the appearance of blank walls along the public right-of-way. Treatments such as offsets in massing, arcades, colonnades, and the use of a variety of different façade materials should be used.
- b. Undulating facades and varying heights shall be used to provide visual interest and pedestrian scale.
- c. Public Facilities structures should fit with the character of surrounding residential and commercial developments.
- d. Light fixtures shall be architecturally compatible with the building design and shall be sited, directed, and/or shielded to prevent spot lighting, glare, or light overflow beyond property lines.
- e. Buildings should be constructed of durable materials that are resistant to vandalism and weather damage. A variety of materials should be utilized in the façade and elsewhere (precluding stucco as the sole material used), including concrete, stone masonry, brick, and commercial grade ceramic tile, etc.
- f. Building wall and roof planes shall be varied and articulated into smaller modules and features to reduce the structures apparent bulk and size. Roofing colors shall minimize reflective glare and visual impacts.

**A.9 Walls and Fencing**

Walls and fencing can differentiate neighborhoods, provide a boundary between private and public property, and aesthetically enhance the Plan Area. All walls and fences should complement the project architecture, coordinate with landscaping treatments, and contribute to the desired character of the community.

**A.9.1 Walls and Fencing Policies**

**Walls and Fences Policy-1**

Walls should only be used when necessary and should be constructed as low as possible while still performing screening, noise attenuation, and security functions. Walls should be minimized along public streets.

**Walls and Fences Policy-2**

Walls and fences shall be designed to minimize policing problems, indefensible spaces, and hiding spots.

**Walls and Fences Policy-3**

When used, fencing and walls should be integrated with the project design.

**Walls and Fences Policy-4**

Fences and walls shall be designed to complement the architectural style of the neighborhood; all non-transparent perimeter walls and / or fences shall be architecturally treated on both sides.

**Walls and Fences Policy-5**

To bring continuity to the overall street scene, similar elements such as columns, materials, and cap details should be incorporated on perimeter walls that transition from one neighborhood to another.



*Example of split rail fencing with enhanced landscaping*

**Walls and Fences Policy-6**

Large expanses of fences or wall surfaces should be offset and architecturally designed to prevent monotony.

**Walls and Fences Policy-7**

Walls shall not block the sight lines of drivers, whether entering, leaving, or driving through the site.

**Walls and Fences Policy-8**

Walls and fences shall be constructed of high quality, long lasting, low maintenance, and vandal resistant materials. Walls should be landscaped with vegetation that is easy to maintain, and enhances the overall appearance.

**Walls and Fences Policy-9**

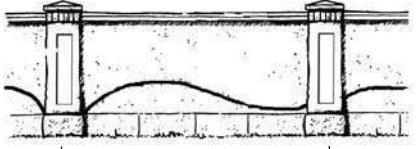
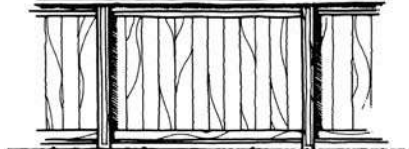
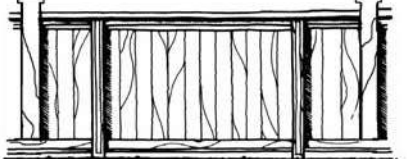
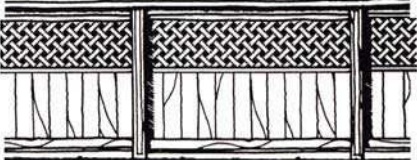

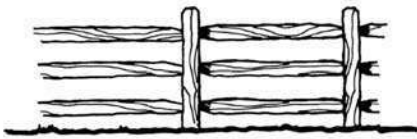
Masonry walls shall be placed along parkways and arterials adjacent to new residential subdivisions for noise attenuation purposes. The maximum height of walls shall be 6-feet unless otherwise noted by the EIR mitigation measures or additional noise impact studies conducted by developers.

**Walls and Fences Policy-10**

Enhanced wood fences, which include decorative columns, should be installed along residential subdivisions on public streets other than parkways and arterials, when residential lots either back-on or side-on to these roadways.



**Table A-6 Wall and Fence Standards**

<i>Fence / Wall</i>	<i>Permitted Application</i>	<i>Interpretation</i>
<p>Decorative Masonry Wall Decorative wall used for noise attenuation and visual screening. Block wall. Height 6-feet maximum.</p>	<p>Rear/side property lines of residential units along R3-LESP, R1/R2-LESP, and Community Commercial. A berm shall abut the wall to decrease the apparent size.</p>	 <p style="text-align: center;">25' to 40'</p>
<p>Wood Fence Wood fence with wood posts. Height 6-feet maximum.</p>	<p>Rear and side yard of residential units when visible from public view.</p>	
<p>Enhanced Wood Fence Wood fence with wood posts and columns. Height 6-feet maximum.</p>	<p>Appropriate for residential subdivisions located along public streets, except for arterials.</p>	
<p>Good Neighbor Fence Wood fence with wood posts and decorative caps. Caps should be a semi-transparent panel. Height 6-feet maximum.</p>	<p>Residential units may use these instead of standard wood fence. Encouraged for the Low-Medium residential units, as well as interface with existing estate homes and new subdivisions.</p>	
<p>Picket Fence Picket fence with wood posts. Height 4-feet maximum. 50% minimum transparency (i.e. if 1"x2" boards used, 2" of space between boards is required)</p>	<p>Within the front yard setback of residential lots, and on private property lines along the multi-use trails (side yard included).</p>	
<p>Split Rail Fence Rail fence reflecting the rural character of the area. Height 4-feet maximum. 50% minimum transparency.</p>	<p>Within the front yard setback of residential lots and on private property lines along the multi-use trails (side yard included).</p>	
<p>Chain Link Fence</p>	<p>Not Permitted</p>	

**A.10 Community Landscaping**

Well planned landscaping enhances the identity and character of a community. Landscaping should be used to define areas such as entrances to buildings, plazas, or highlight a main trail going through a park. Landscaping can also be used to provide a buffer between land uses and / or screening when necessary. Safety, environmental impacts, and accent elements should all be considered when selecting and locating trees and other landscaping elements.

***A.10.1 Harter Parkway***

Harter Parkway should be a well landscaped corridor that incorporates appropriate street trees that provide shade for pedestrian and bicyclists utilizing the multi-use trail and Class II bicycle lanes. Visually prominent and colorful ornamental trees should be planted in the median. Street trees should be selected from the City’s approved tree list or alternatively, may be approved by the Community Development Director at the development plan submittal stage for the roadway. Shrubs and other vegetation should be planted along planting strips adjacent to any walls constructed for noise attenuation purposes along the parkway to create a park-like setting for the Parkway as envisioned by the Specific Plan.

***A.10.2 Lincoln Road***

Lincoln Road’s existing landscaping is rural in nature and should be maintained with the new development that is proposed along it. To maintain this rural feel, any additional street trees should be of a species similar to those that currently exist along Lincoln Road. Similarly, as a part of neighborhood gateway features, new roads that intersect with Lincoln Road should contain orchard-like plantings as gateway features. Shrubs and other vegetation should be planted along planting strips adjacent to any walls constructed for noise attenuation purposes in order to reduce the visual appearance of the decorative wall.

***A.10.3 Major/Minor Collector Roads***

A system of new collectors will feed new residential and commercial development to existing development east of the Plan Area, as well as prominent sites such as community parks, commercial centers, and schools. These collector roads should be landscaped accordingly with vibrant ornamental trees that provide various colors and character to these roadway segments. Shrubs and other groundcovering may be planted as an alternative to turf between ornamental tree plantings. Ornamental

trees should be selected from the City’s approved tree list, or alternatively, may be approved by the Community Development Director at the development plan submittal stage for these roadway segments.

***A.10.4 Gateways and Entries***

The landscape treatment at entries should feature ornamental trees and shrubs in combinations of formal and natural planting patterns. Neighborhood entry features, which may include entry monuments, should provide additional color, texture, and details that transition into the treatment along the streetscape.

***A.10.5 Residential Neighborhoods***

Residential neighborhoods shall include the use of street trees at regular intervals to provide a continuous canopy cover for the local roads, with ornamental trees placed at key intersections. Landscaping should include the use of drought tolerant plant material, which should be arranged within planting strips and medians to provide interest and safety to pedestrians as well as automobile traffic. All street trees and street-side plantings within residential areas shall comply with Fire Code regulations for height and location.

***A.10.6 Parks***

Landscape treatment of parks should include a combination of formal and informal arrangements that utilize tree species listed in the City’s master tree list or as selected by the City’s Parks Master Plan upon adoption. Parks should



*Example of a enhanced landscaping along entry features*

include usable turf areas and may incorporate formal gardens or other areas of interest that are permitted in Chapter 6 of the Specific Plan or as outlined in the City’s Parks Master Plan, upon adoption. Street trees shall surround the perimeters of the parks to provide a canopy edge.

***A.10.7 Commercial Centers***

Landscape treatment of the commercial centers should include a variety of drought tolerant landscape elements. Trees shall be planted in the rear and side yard setbacks along property lines adjacent to residential neighborhoods to screen views.. Landscaping along perimeter walls including shrubs and other such elements that will grow onto the wall further reducing its visual prominence are encouraged. Parking areas shall include trees and be well shaded. The commercial center directly across of the community park south of Lincoln Road should coordinate its landscaping to match that of proposed planting in the community park as outlined by its Community Park Master Plan (refer to Chapter 6).

***A.10.8 Community Landscaping Policies***

***Community Landscaping Policy-1***

A combination of trees, shrubs, and ground cover shall be incorporated into landscaping plans.

***Community Landscaping Policy-2***

A variety of height, textures, and colors should be used in the planting palette.

***Community Landscaping Policy-3***

Trees and shrubs should be located and spaced to allow for mature and long-term growth.

***Community Landscaping Policy-4***

Landscaping along street frontages shall coordinate with adjacent properties to provide a consistent visual corridor.

***Community Landscaping Policy-5***

Street trees shall be planted at 30 feet on center to create a full canopy of shade along sidewalks and walkways when trees mature. Street trees should be selected from the approved City Tree list, or may be approved by the Community Development Director.

***Community Landscaping Policy-6***

Street trees shall provide shade for pedestrians, define the public way and soften the street. Ornamental trees shall be used to define entrances, add variety in form and color, or highlight other focal points of the street. Shade trees shall be placed generally at residential units and in parks to provide shade. Screening trees shall be used to obscure less desirable visual elements from public view.

***Community Landscaping Policy-7***

Landscaped medians should consist of planted shrubs, and ground coverings. Ornamental trees should be used within landscape medians to highlight prominence of the street, as well as add visual interest. Ornamental trees should be selected from the approved City Tree list, or may be approved by the Community Development Director.

***Community Landscaping Policy-8***

Trees and shrubs planted at all intersections, roundabouts, and driveways shall be selected and located to maintain a safe sight line distance for vehicles and pedestrians.

***Community Landscaping Policy-9***

The school sites should have a landscape character that complements the Plan Area. Landscape treatment should include formal landscape elements complemented by uniformly spaced street trees with flowering accent trees at entries and key locations.

***Community Landscaping Policy-10***

The landscape treatment at gateways will feature the use of trees and shrubs in a combination of formal and natural planting patterns.

***Community Landscaping Policy-11***

Street trees should be used around the perimeter of the park to provide a canopy edge to the park.

***Community Landscaping Policy-12***

Landscaping within pedestrian corridors shall be coordinated.

***Community Landscaping Policy-13***

Ensure that adequate and appropriate landscaping reflective of the character of the Plan Area is provided within all development projects. New residential development should include fully landscaped front yards.

### A.11 Community Lighting

An attractive streetscape can enhance the livability and desirability of a neighborhood. Community lighting adds to the neighborhood character by responding to the need for safe, secure, and well-lit streets. Pedestrian-scaled lighting, as well as accent lighting used to highlight special features of a site, can contribute to community character.

#### A.11.1 Community Lighting Policies

##### **Community Lighting Policy-1**

Lighting fixtures should be selected to complement the architectural style of buildings and neighborhoods.

##### **Community Lighting Policy-2**

Light fixtures shall be sited, directed, and/or shielded to prevent spotlighting and to minimize glare upon neighboring property.

##### **Community Lighting Policy-3**

Low-voltage/high efficiency lighting should be used in the landscape whenever possible. Timers and sensors should be used to avoid unnecessary lighting.

##### **Community Lighting Policy-4**

The use of accent lighting to highlight such features as entries, trails, and special plantings is encouraged.



*This example shows directed lighting to minimize glare in the neighborhood*

##### **Community Lighting Policy-5**

Walkways shall be illuminated to ensure safe nighttime conditions.

##### **Community Lighting Policy-6**

Pedestrian light poles along sidewalks or pathways shall be a maximum of 15 feet high.

##### **Community Lighting Policy-7**

Street lighting shall occur at all traffic intersections and at regularly spaced intervals along the roadway to provide safety for motorists and pedestrians.

##### **Community Lighting Policy-8**

An outdoor lighting plan shall be submitted as a part of the improvement plan submittal to ensure consistency of light fixtures, spacing, etc.

##### **Community Lighting Policy-9**

Street lighting should be of a consistent design theme throughout the Plan Area. A street light theme should be chosen by the initial developer within the Plan Area and should be used along prominent roadways such as Harter Parkway, Lincoln Road, major and minor collectors, commercial areas, parks, and gateway features.



*This is an example of bollard lighting along a walkway*

**A.12 Community Gateways**

Gateways provide a statement for residents and visitors and contribute to a unique identity for Lincoln East. Gateway elements should provide a sense of arrival and departure. The gateway elements can be used to reinforce the character of the Plan Area. The Specific Plan features major and minor gateway locations.

**A.12.1 Major Gateways**

Major gateways are located at the entrances to the Plan Area. Major gateways should convey a sense of arrival into the Plan Area. Major gateways are proposed at the intersection of Harter Parkway and Lincoln Road; Bogue Road and George Washington Boulevard; Bogue Road at Harter Parkway; and Harter Parkway and Franklin Road (refer to Figure A-2).

Gateways should be designed to incorporate specific elements that identify and reinforce the character of Lincoln East and correspond with like colors and elements

of architectural style that exist throughout the Plan Area. Enhanced landscaping treatments and entry signs are important features of major gateways. An agrarian theme will be utilized for gateways that should incorporate the use of orchards, water features that mimic or portray the Feather River, the use of windmills, rural fencing, public art or other similar enhancements along these intersections that honor Yuba City’s heritage as an agriculture center from the days of John Sutter to the present.

**A.12.2 Minor Gateways**

Minor gateways may be located at the intersections of individual neighborhoods and other prominent neighborhood focal points. These gateway elements will be similar in nature to the major gateway elements but will be smaller in size. These features should be coordinated with the overall character of the neighborhood. Enhanced landscaping is an important feature of the minor gateways that may include: ornamental trees, seasonal interest



*Example of a major gateway Harter Parkway at Lincoln Road*

plants, small orchard plantings, shrubs and flowers. Other elements that may be used for minor gateways include split rail fencing, stone walls, accent paving, and lighting. Signage that includes the name of neighborhood's development is permitted in a minor gateway.

Commercial gateways should be articulated in a manner that is welcoming to visitors as well as establish the prominence of the center. Gateways for the commercial centers should include landscaping with the use of ornamental trees shrubs, flowers, a monument that is consistent with the design theme for the center, monument signage, lighting, accent paving, etc. The use of roundabouts as gateway features for a commercial center is also encouraged.

**A.12.3 Community Gateway Policies**

**Community Gateways Policy-1**

Gateway features should provide additional color, texture, and details that transition into the treatment along the street.



*Example of a pedestrian scaled gateway feature*

**Community Gateways Policy -2**

Gateways should be prominently marked with signage, accent paving, lighting, landscaping, ornamental trees, and monumental features.

**Community Gateways Policy -3**

Monuments and signage shall reflect the overall character of the neighborhood and should be used for both minor and major gateways.

**Community Gateways Policy -4**

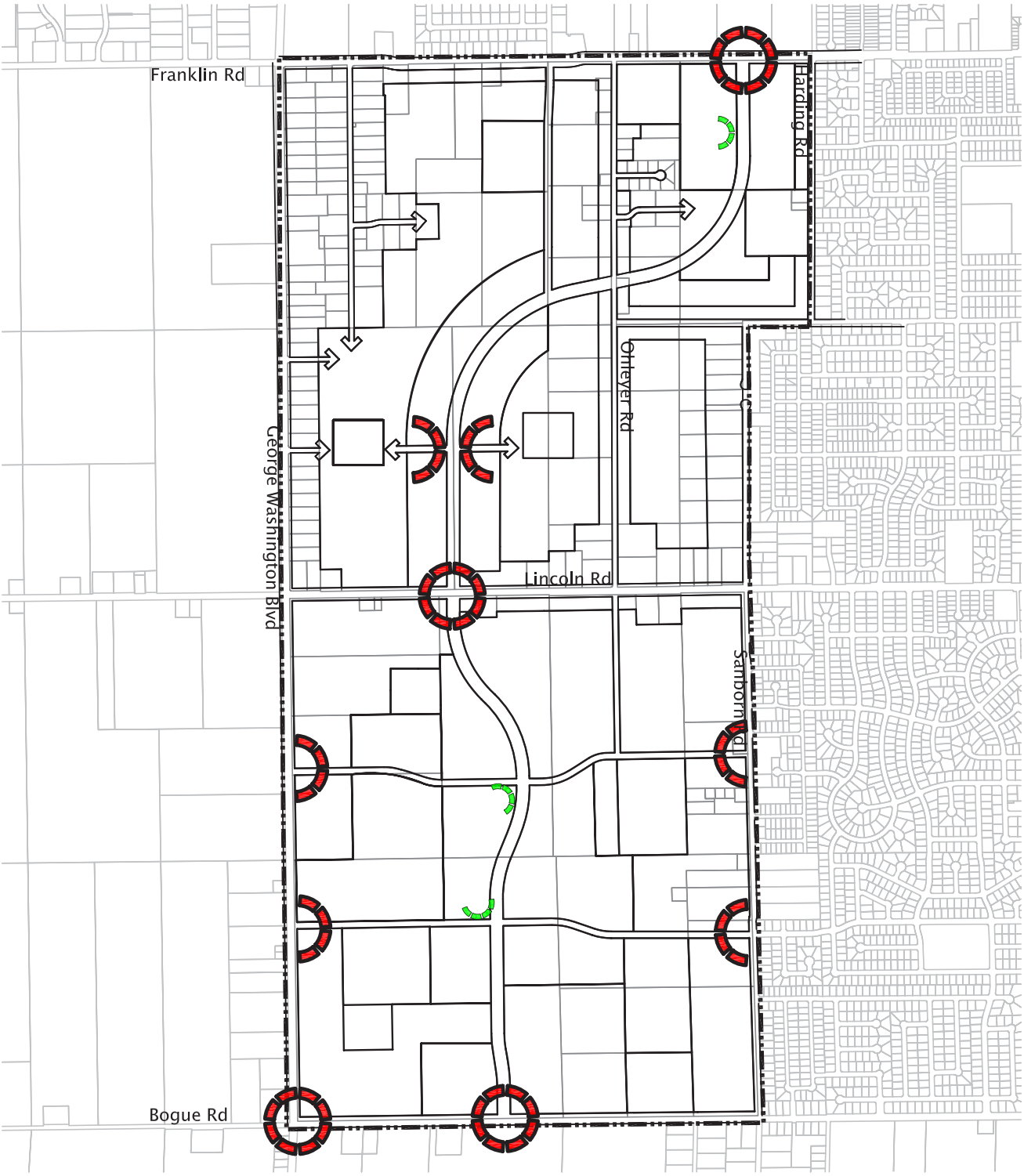
The design of gateways shall be coordinated with any adjoining lighting, landscaping, walls or fencing elements, and shall be consistent with the surrounding neighborhood architecture.

**Community Gateways Policy -5**

Gateways and landmarks shall be designed to provide site visibility.



*Example of an entry feature*



Major Gateway



Minor Gateway



Commercial Gateway

FIGURE A-2 CONCEPTUAL GATEWAY LOCATION DIAGRAM

### A.13 Community Signage

Signage makes up a significant amount of the streetscape environment, and signs must be properly located and attractively displayed, especially for temporary signage pertaining to home sales or neighborhood entry signs erected to establish a neighborhood identity. It is important to consider both pedestrians and motorists when designing signage directions to sales offices, or direction signage for trails. Street signs provide a strong unifying element in a community and shall be consistent with existing regulations mandating their use by the Public Works Department. A unique color and format for the residential subdivision signs are important aspects and these common elements will unify the Plan Area. Signage shall comply with the Sign Standards established by the Yuba City Zoning Code unless otherwise stated in the Specific Plan.

#### A.13.1 Community Signage Policies

##### **Community Signage Policy-1**

Neighborhood entry signs or temporary residential home sales signs should be well lit, landscaped, prominently placed to increase visibility for motorists and reflective of the neighborhood character.

##### **Community Signage Policy-2**

Neighborhood entry signs or temporary residential home sale signs shall incorporate complementary colors, materials, and lettering fonts and should complement the surrounding architecture in form, materials, and detail.



*Example of a directional sign with landscaping*

##### **Community Signage Policy-3**

Sign scale should be in proportion to neighboring buildings and landscaped areas.

##### **Community Signage Policy-4**

All street signs should be the same size and shape, have the same color palette, and use the same font type and size that is mandated by City Public Works department.

##### **Community Signage Policy-5**

Directional and neighborhood amenity signs should be used in key locations throughout the Plan Area to identify parks and other public amenities.

##### **Community Signage Policy-6**

Interpretive and trail signs should be incorporated into the multi-use trail system to provide trail users with information such as regional and local trails, area history, native wildlife and vegetation, and fitness information.



*Table A-7 Community Signage Standards*

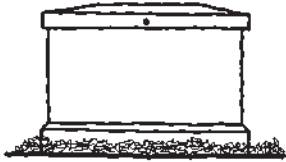
**Sign Type**

**Permitted Application**

**Interpretation**

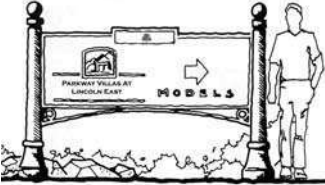
**Monument Signs**  
Monument signs are used in both neighborhood and community commercial centers for businesses to provide information about the services offered in the centers.

May be incorporated within Community Commercial areas.



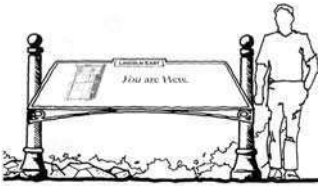
**Marketing Signs**  
Neighborhood and project specific signs and marketing logos provide information about new neighborhoods, the involved builders, and model home locations.

May be incorporated within the Plan Area as temporary signs. Must be removed when the sales offices/model homes close down.



**Interpretive Signs**  
Interpretive Signs provide an opportunity to display and distribute information about Lincoln East (probable location in Community Parks).

May be incorporated within the multi-use trail corridors. Shall be designed at pedestrian scale and incorporate colors and materials consistent with the character of the Plan Area.



**Street Signs**  
Street Signs provide a recognizable sense of repetition and clearly enable motorists, bicyclists and pedestrians to know where they are and where they need to go.

Shall be designed with the same colors and graphics as the City of Yuba City street signs, to provide visual unity. All street signs shall be the same size and shape.