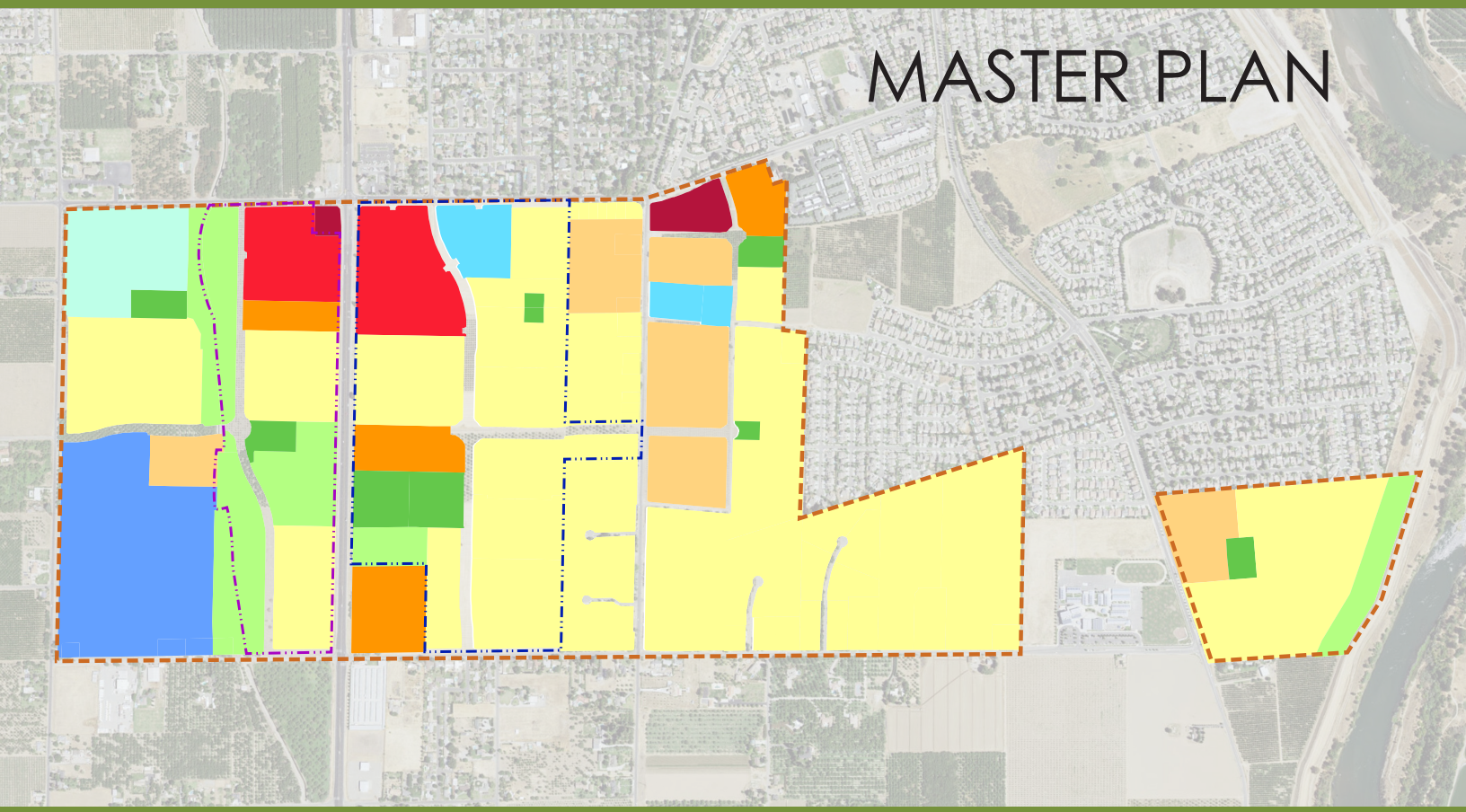
BOGUE-STEWART

MASTER PLAN



Final

Approved December 17, 2019
City Council of the City of Yuba City
Resolution No. 19-119

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Chapter 1
INTRODUCTION

1.1 Purpose and Authority

The Bogue-Stewart Master Plan (BSMP) guides the orderly and cohesive development of 741.5 acres along the southern edge of Yuba City in a manner consistent with the City's General Plan and Zoning regulations. The BSMP provides for a mix of residential and commercial uses, parks and recreational sites, and public facilities. At the time of the preparation of this Master Plan, the BSMP Area (also referred to as the Plan Area) was located outside the City's sphere of influence (SOI) and was recognized by the City and Sutter County as a potential future annexation area.

This document provides direction for land use and community design, mobility, utilities, public services, and implementation. It also functions as the BSMP Area's zoning mechanism, regulating allowed uses, development standards, design expectations, and guidance on roadway alignments and rights-of-way to fit into the existing City neighborhood pattern. As a regulatory document, the BSMP has been adopted by ordinance. All subsequent development projects, zoning regulations, public improvements, and related activities within the BSMP Area are required by the City to be consistent with this Master Plan.

The Bogue-Stewart Master Plan (BSMP) is the regulatory and implementation tool for establishing the orderly development of the 741.5-acre new community with a mix of residential and commercial uses, parks and recreational sites, and public facilities.

Existing orchards within the Plan Area (2016).

1.2 Location and Setting

1.2.1 Location

Regional Setting

The City of Yuba City is located in Sutter County, approximately 42 miles north of Sacramento and 0.25 miles east of Maryville. Situated at the crossroads of Highway 99 and Highway 20, the City encompasses approximately 14 square miles and as of 2016 had an estimated population of 68,052.[1]

The 741-acre BSMP Area is located directly south of Bogue Road, along the southern edge of the City. The BSMP Area is split by Highway 99 and is generally bounded by Bogue Road to the north, West Feather River Levee (boundary is 30 feet from landside levee toe), and the Feather River to the east, Stewart Road to the south, and South Walton Avenue to the west (see **Figure 1-1**, Regional Location).

Because the BSMP Area is located in unincorporated Sutter County and outside the Yuba City SOI, the City's SOI will need to be amended to include the BSMP Area and then annex the BSMP Area in order to complete subsequent entitlements. See Chapter 6, Implementation, for additional information about the annexation process as it relates to the BSMP, along with the expansion of the Gilsizer County Drainage District to include the annexation of land into the District.

The City's planning and development of the BSMP Area has been influenced by the proposed annexation of the 625-acre "South Yuba City" area. Approved by the Sutter County Local Agency Formation Commission (LAFCO) on September 22, 2016, the general boundaries of the South Yuba City annexation area are along the western and eastern sides of Highway 99, from Franklin Road to Bogue Road[2]. However, this annexation went before a public vote on November 7, 2017, and again on June 5, 2018 and was defeated. The South Yuba City proposed annexation was not required for the BSMP east of Gilsizer Slough.

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[1] *California Department of Finance, Demographic Research Unit, 2016. Report E-4: Population and Housing Estimates for Cities, Counties, and the State, 2011-2016, with 2010 Census Benchmark. May 2016.*

[2] *This annexation also simultaneously detached the area from County Service Area (CSA) G for fire protection services and the Consolidated Street Lighting District.*

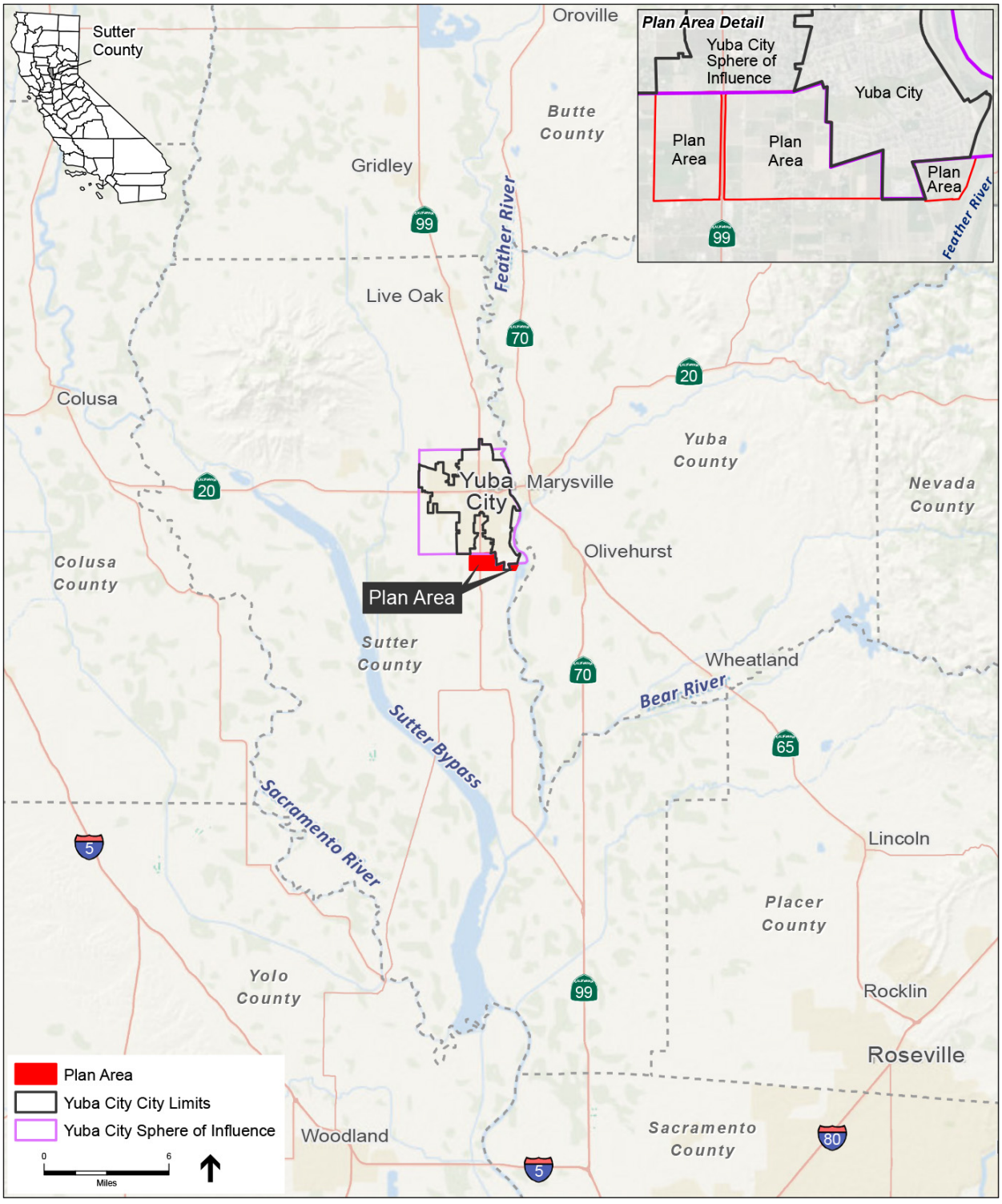

Figure 1-1: Regional Location

BSMP Phase Areas

The proposed project consists of a three distinct phases wherein development will initially occur along Highway 99 and then generally spread further to the west and east (see **Figure 1-2**, BSMP Phase Areas):

> **Phase 1: Newkom Ranch,** is generally bounded by Stewart Road to the south, Highway 99 to the west, Bogue Road to the north, and Railroad Avenue to the east, with much of the development along Railroad Avenue extending as far as 600 feet to the west of the roadway. The initial phase of development, this area includes approximately 170.3 acres and is planned for a total of 643 housing units and 338,243 square feet of non-residential uses. Primary uses include low density housing, with limited medium/high density housing, parks, public facilities (water detention areas), and a mixture of community commercial and office uses.
>
> **Phase 2: Kells East Ranch**, is generally bounded by Stewart Road to the south, Gilsizer Slough to the west, Bogue Road to the north, and Highway 99 to the east. The second phase of development, this area includes approximately 95.3 acres and is planned for a total of 270 housing units and 161,172 square feet of non-residential uses. Primary uses include low density and medium/high density housing, public facilities (water detention areas), and community commercial uses.
>
> **Phase 3: Final Phase**, includes the remaining portions of the BSMP Area both west and east of Highway 99 (including the area east of Garden Highway). The final phase of development, this area includes approximately 475.9 acres and is planned for a total of 1,604 housing units and 657,320 square feet of non-residential uses. Primary uses include low density and medium/high density housing, neighborhood commercial, business, technology and light-industrial, and public facilities (such as parks and open space, a K-8 school, a PG&E substation, and a water tank site).

Phases 1 and 2 contain a greater level of planning and detail and will therefore involve a project-level analysis, while Phase 3 includes a lesser level of detail and will involve a more programmatic analysis.

1.2.2 Existing Conditions

Existing General Plan Land Uses

At the time of this Master Plan approval, most of the BSMP Area was designated for Agricultural land use (20-acre minimum) or Estate Residential land use by Sutter County. Limited areas of Low Density Residential and Industrial land use were also designated (see **Figure 1-3**, General Plan Land Use). The BSMP Area includes 472 acres designated for Agricultural use, 260 acres designated for Estate Residential use, 1.5 acres designated for Industrial use, 6.7 acres designated for Low Density Residential use, and

0.3 acres designated for Open Space use. The proposed Newkom Ranch and Kells East Rach areas are currently designated for Agricultural (AG-20) use.

Existing Uses

The majority of the BSMP Area is being used for agricultural production, primarily consisting of fruit and nut orchards. The orchards contain ancillary uses for farm and irrigation activities along with dirt access roads that connect to public roadways. A scattering of existing residences that support farming activities are located near the existing public roadways (see **Figure 1-4**, Existing uses).

Existing orchards along Stewart Road, within the Plan Area (2016).

Approximately 260.8 acres of large lot estate residential uses are located in the BSMP Area. These parcels are primarily located along the southern section of the BSMP Area fronting existing streets include Stewart Road and Railroad Avenue. There is also a row of single-family homes along Bogue Road. In total, approximately 71 existing residences are located within the BSMP Area. These existing residences have been considered in the design of the Master Plan.

An existing quasi-public use is also located within the BSMP Area – a PG&E electric sub-station at the northeast corner of Tuscan Road and Railroad Avenue. There is also a gas station at the southwest corner of Bogue Road and Highway 99, which provides an existing commercial use within the Plan Area.

Existing Landform

The BSMP Area is generally flat, with topographic features that are limited to a differential in elevation from the northern portion of the BSMP Area to the area south of Stewart Road. The original slope of the BSMP Area was towards Gilsizer Slough, however, due to years of farming, the natural topography of the site has been modified in some areas to create blockages within the natural drainage pattern. As the BSMP Area is relatively flat, slope and topography are

not major concerns for development. However, development is located within portions of the 100- and 200-year floodplains, and all development associated with the proposed BSMP will be required to comply with adopted flood standards. In addition, the soil and other geologic characteristics of the BSMP Area are well suited for development.

Surrounding Uses and Circulation

The BSMP Area is surrounded by a mixture of mostly agricultural uses to the south and southwest and lower density residential uses to the north, east, and southeast (see **Figure 1-4**, Existing Uses). Near the southeast corner of Stewart Road and Highway 99, there are also some industrial uses that front the highway. Circulation is largely focused along Highway 99, but traffic flows to the residential communities on Bogue Road and Railroad Avenue. Bogue Road features a traffic light at its intersection with Highway 99, providing commuters with a safer connection to the adjacent communities. Garden Highway is another major thoroughfare that bisects eastern portions of the BSMP Area and offers access near the Feather River between Downtown Yuba City and agricultural uses, which are to the north and south, respectively.

1.3 Document Organization

The BSMP document is organized into the following chapters:

Chapter 1: Introduction

Identifies the purpose of the Master Plan; provides the location and existing setting for the BSMP Area; lays out the organization of the document; and how the Master Plan interfaces with other existing City documents.

Chapter 2: Project Vision and Objectives

Lays the vision for the BSMP Area and the project objectives, including the core design principles behind land use, circulation, and open space.

Chapter 3: Land Use Plan

Presents the land use plan along with associated land use and zoning designations.

Chapter 4: Circulation and Mobility

Discusses the circulation network goals and objectives in creating an interconnected community and provides guidance for design of the streetscape and public realm.

Chapter 5: Utilities and Services

Summarizes the infrastructure, utilities and public services required to support development of the BSMP Area.

Chapter 6: Implementation

Describes strategies and procedures to implement and administer the document including the development review process, improvements obligations, phasing and financing strategies.

Appendix A: Development Standards and Guidelines

Provides development standards and design guidelines that convey a vision for the development of the BSMP community.

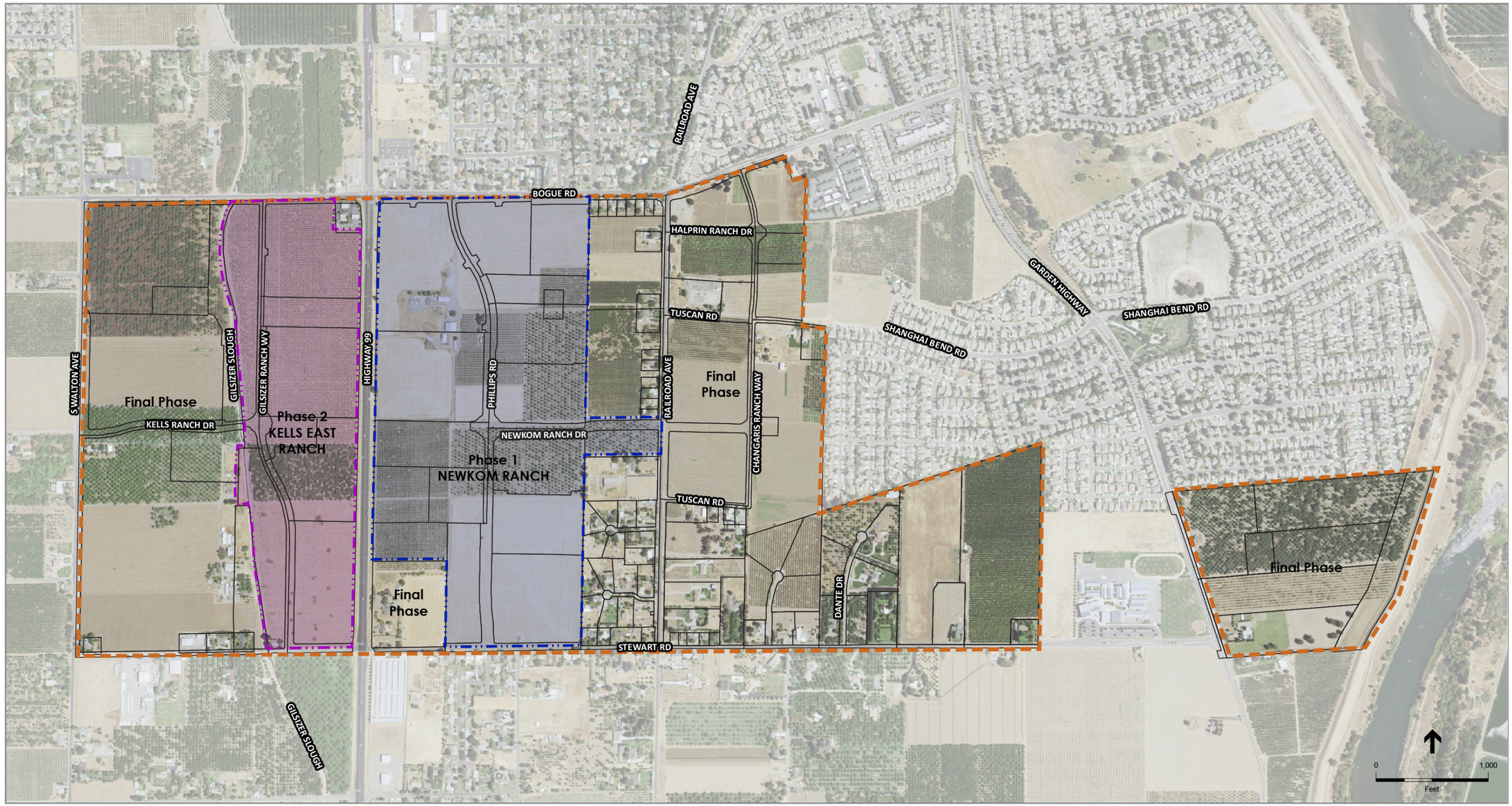

Figure 1-2: BSMP Phase Areas

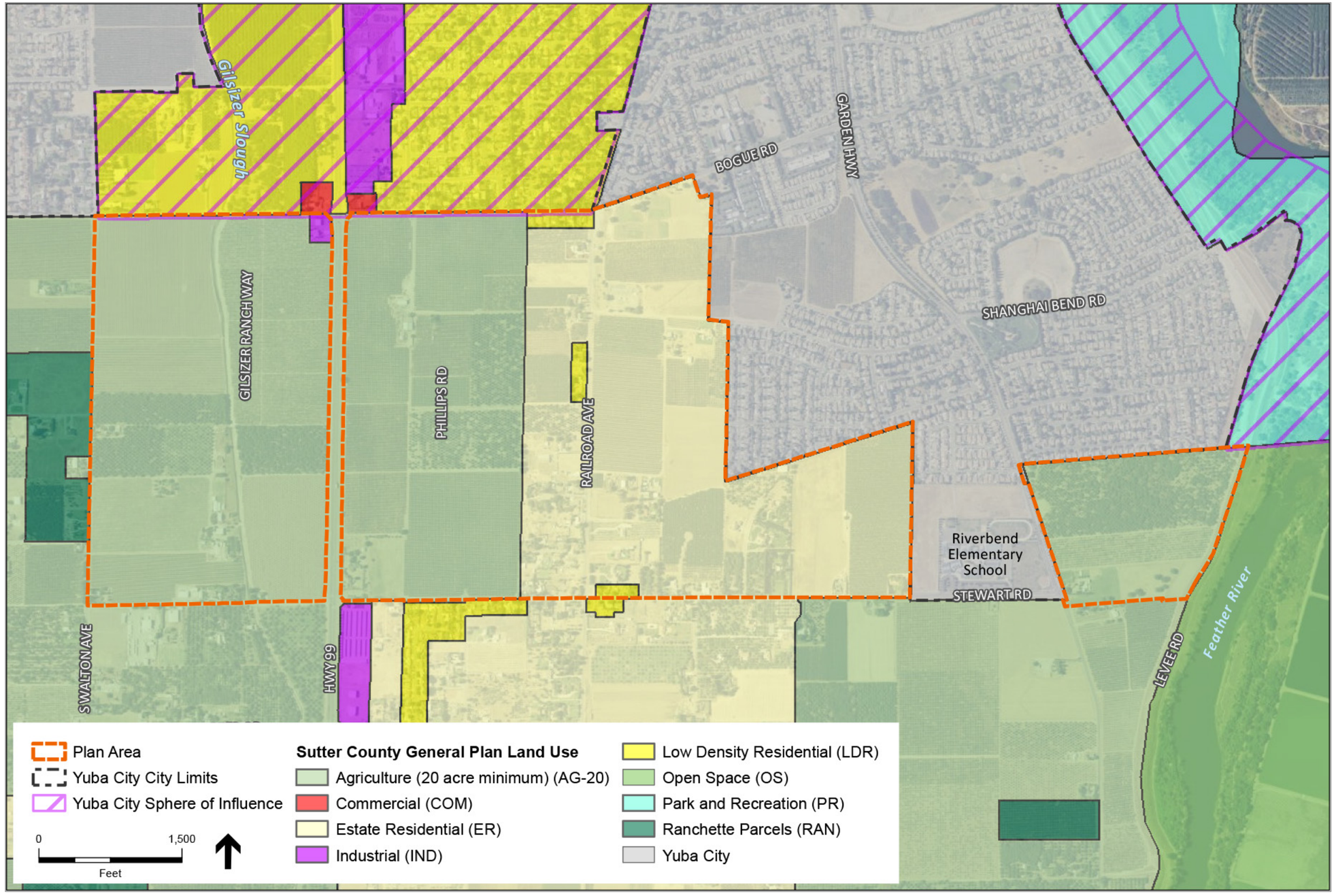

Figure 1-3: Existing Sutter County General Plan Land Use (2017)

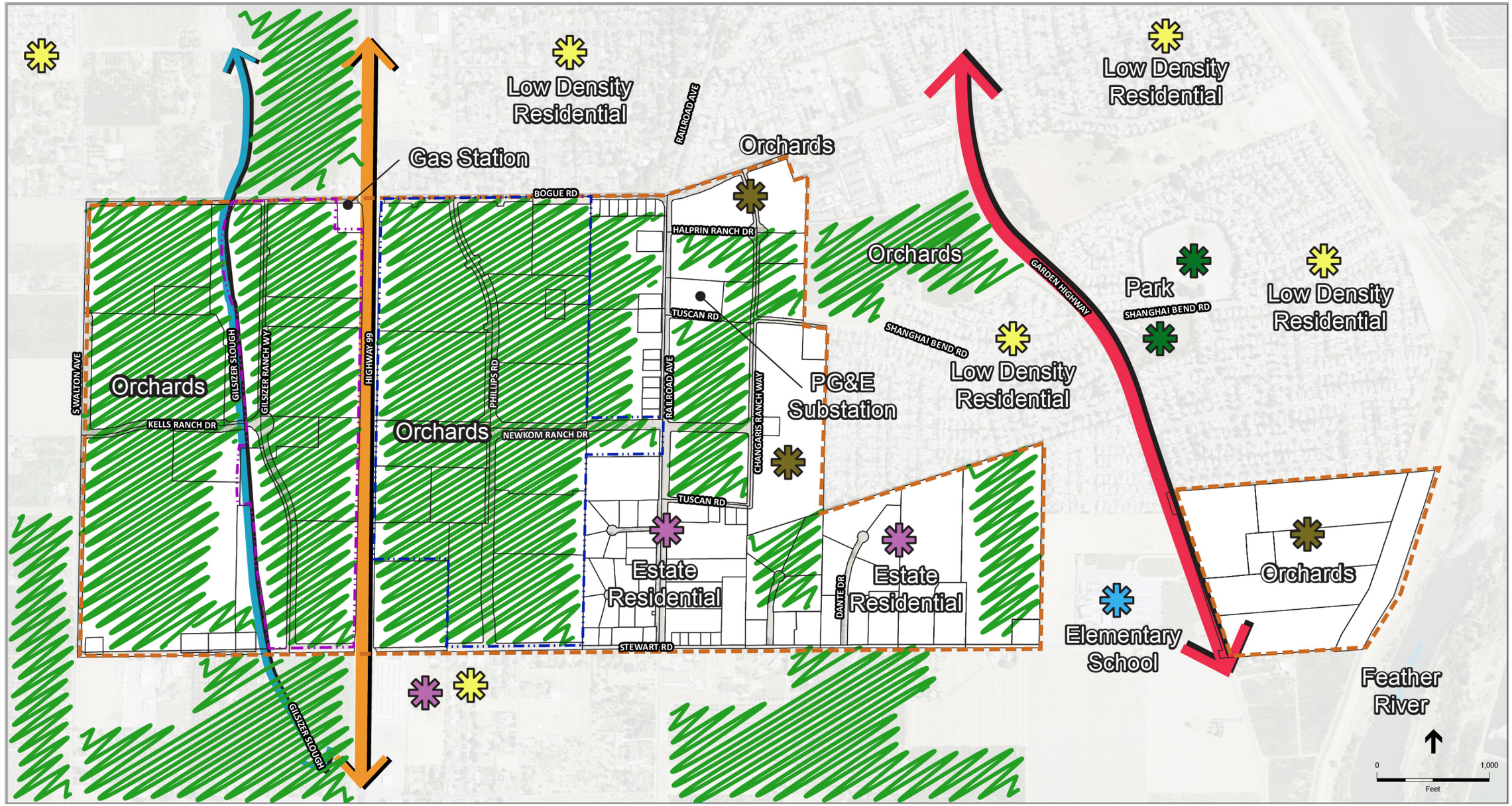

Figure 1-4: Existing Uses (2017)

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Chapter 2
PROJECT VISION AND OBJECTIVES

2.1 Vision and Project Objectives

2.1.1 Vision

The BSMP community vision is built upon the foundation of the land use and community design goals and policies in the City's General Plan. The core planning principles (described below) are intended to promote a complete, integrated and desirable community appropriate to its location and setting.

The BSMP community vision promotes a low-impact neighborhood pattern, mix of housing types, integration of services and jobs, and an enhanced community character.

Planning Principles

Low-Impact Neighborhood Pattern

The Master Plan encourages a low-impact neighborhood development pattern that utilizes land in an efficient manner. The highest concentration of housing has been placed in areas with easy access to the commercial and employment centers, and the parks and open spaces within the community. The housing densities proposed respond to the practical considerations of compatibility with adjoining land uses. The development pattern promotes preservation of natural resources, such as the enhanced open space corridor along Gilsizer Slough, and contributes to the sense of community.

Mix of Housing Types

The Master Plan encourages diversity among single-family and multifamily housing types, suitable for people of varying lifestyles, income levels, age groups, and physical abilities. The mix of housing types accounts for the BMSP's location and anticipated market position. Homes will be designed to create variety in scale, architectural form and massing to enhance interest and reinforce the neighborhood and street character.

Integration of Services and Jobs

The Master Plan integrates commercial and employment-oriented land uses accessible to both the BSMP community and the surrounding areas. The BSMP incorporates commercial/retail centers, offices, and business parks that will contribute services, jobs and revenue to the City.

Small-lot single family housing representative of the Low – Medium Density Residential category.

Enhanced Community Character

The Master Plan includes policies, guidelines and standards to promote quality site and architectural design, an important factor in creating a sense of place. A particular focus is placed upon the treatment of the public realm. This includes the relationship of buildings to the street, the placement of garages, sidewalks, street landscaping, the aesthetics of building design, connected streets and paths, and street width. These factors will influence the attractiveness of living in the community, facilitate the ease of walking and biking to neighborhood services, and contribute to community image.

2.1.2 Project Objectives

1. Create a high-quality, balanced community that provides a range of housing opportunities appropriate to the setting, along with a mix of community and neighborhood serving commercial, office, and business/technology-oriented uses.

2. Maintain the integrity of the existing residential neighborhoods to the north of Bogue Road, south of Stewart Road, and in between the BSMP Area and Garden Highway by continuing development in a visually compatible manner and providing connections where beneficial.

3. Support the long-term operation of adjacent agricultural uses, as well as continued interim agricultural production within the BSMP Area.

4. Provide an interconnected and modified grid street system that expands upon the existing and adjacent roadways in the BSMP Area to provide for pedestrians, bicyclists, transit, and vehicles.

5. Foster a positive community image through the incorporation of high-quality site design, streetscapes and public spaces, architectural details and landscape features.

6. Coordinate the development of land uses with the efficient provision of required infrastructure and services to ensure that improvements can support associated development and that development can support associated costs.

7. Ensure that appropriate funding mechanisms are established to fully fund planned improvements and services over the long term without creating a negative fiscal impact to the City's General Fund.

2.2 Master Plan Framework

2.2.1 Land Use Framework

The BMSP land use pattern is intended to create an integrated mix of land uses based on compatibility, accessibility, and economic demands. Although the 741-acre site is planned primarily for residential neighborhoods, similar to existing neighborhoods north of Bogue Road and east of the Plan Area, the land use concept is anchored by the principle of access to neighborhood amenities (schools, parks) and activity centers (commercial/retail centers, employment centers).

Figure 2-1, Land Use Design Framework, illustrates that the majority of residential development in the BSMP Area is within a quarter-mile radius (5 minute walk) of neighborhood services, such as the planned neighborhood retail center to the east of Highway 99, and the planned school site to the west of Highway 99, or is within a half-mile radius (10-minute walk) of the planned region-serving community commercial center at the intersection of Bogue Road and Highway 99 or existing Riverbend Elementary School. Most of the higher-intensity development is located to allow for easy access from existing roadway infrastructure, such as Highway 99, Bogue Road, or Stewart Road. Residential development east of Railroad Avenue and the planned community east of Garden Highway are proposed as lower density residential neighborhoods, to maintain continuity with existing planned and entitled subdivisions in Sutter County. These proposed residential neighborhoods will have easy access to Riverbend Elementary School, located on Stewart Road.

The community commercial centers are anchored on both sides of the intersection at Highway 99 and south of Bogue Road. With easy access and visibility from the highway corridor, these commercial centers have the potential to be anchored by large format commercial stores, with adjoining smaller retail and service uses. An office parcel and a neighborhood commercial parcel are also designated along Bogue Road for easy regional access. A large business/technology employment parcel is located at the intersection of Stewart Road and Walton Avenue, which will help to divert traffic from the Highway, build off of existing infrastructure on Stewart Road, and enhance the City's employment base.

2.2.2 Open Space and Parks Framework

The BSMP incorporates approximately 84.1 acres of parks and open space. This includes 23.35 acres of community and neighborhood parks, as well as open space along Gilsizer Slough and the Feather River levee. A key feature of the BSMP is the enhanced open space system located along the existing Gilsizer Slough, on the western portion of the project site. Storm water detention and open space areas are demarcated east and west of Highway 99 that will serve the BSMP Area and connect to the Gilsizer Slough open space system. Medium-high density residential is located adjacent to the water detention pond and multi-use parks east of the Highway to promote easy access to these amenities.

Another neighborhood park anchors the residential areas on the northeastern portion of the site and will serve as an amenity for the existing residential areas north and south Bogue Road. The proposed neighborhood east of Garden Highway will benefit from a centrally located neighborhood park and an open space along the levee facing the Feather River. **Figure 2-2**, Open Space and Parks Design Framework illustrates that most of the BSMP Area is accessible within a half-mile radius (10-minute walk) from a designated park or an open space area. Further, the existing Happy Park and Shanghai Bend Park are located outside the project area, but would also be accessible within a half-mile radius of the BSMP project area

Neighborhood park representative of the Parks and Open Space category.

2.2.3 Circulation Framework

The BSMP community includes a circulation system that allows for the safe and convenient movement of automobiles, bicyclists, pedestrians, and transit users. The community provides an interconnected street system that builds on the existing roadway infrastructure, including Highway 99, Garden Highway, and the surrounding roads (Bogue Road, South Walton Avenue, Railroad Avenue,

and Stewart Road), to help in dispersing traffic efficiently and in accordance with the City's circulation policies.

The BSMP circulation system integrates the concept of "Complete Streets," which promote multimodal transportation choices (for example, pedestrians, bicyclists, transit, and automobiles). Pedestrian and bike infrastructure will be integrated as part of all the roads developed within the Plan Area, as shown in Chapter 4. Open space areas along Gilsizer Slough and Feather River levee will also integrate multi-use trails that will facilitate alternative route connections to the adjoining residential neighborhoods. Approximately 8% of the total land area (58 acres) is allocated for the backbone circulation system, including rights-of-way, to improve existing roads and construct new roads and trails. This acreage does not include right-of-way to be dedicated for in-tract local roads to be designed and constructed within neighborhoods as part of the small lot subdivision map process. **Figure 2-3**, Circulation Design Framework shows the street hierarchy system in the Plan Area.

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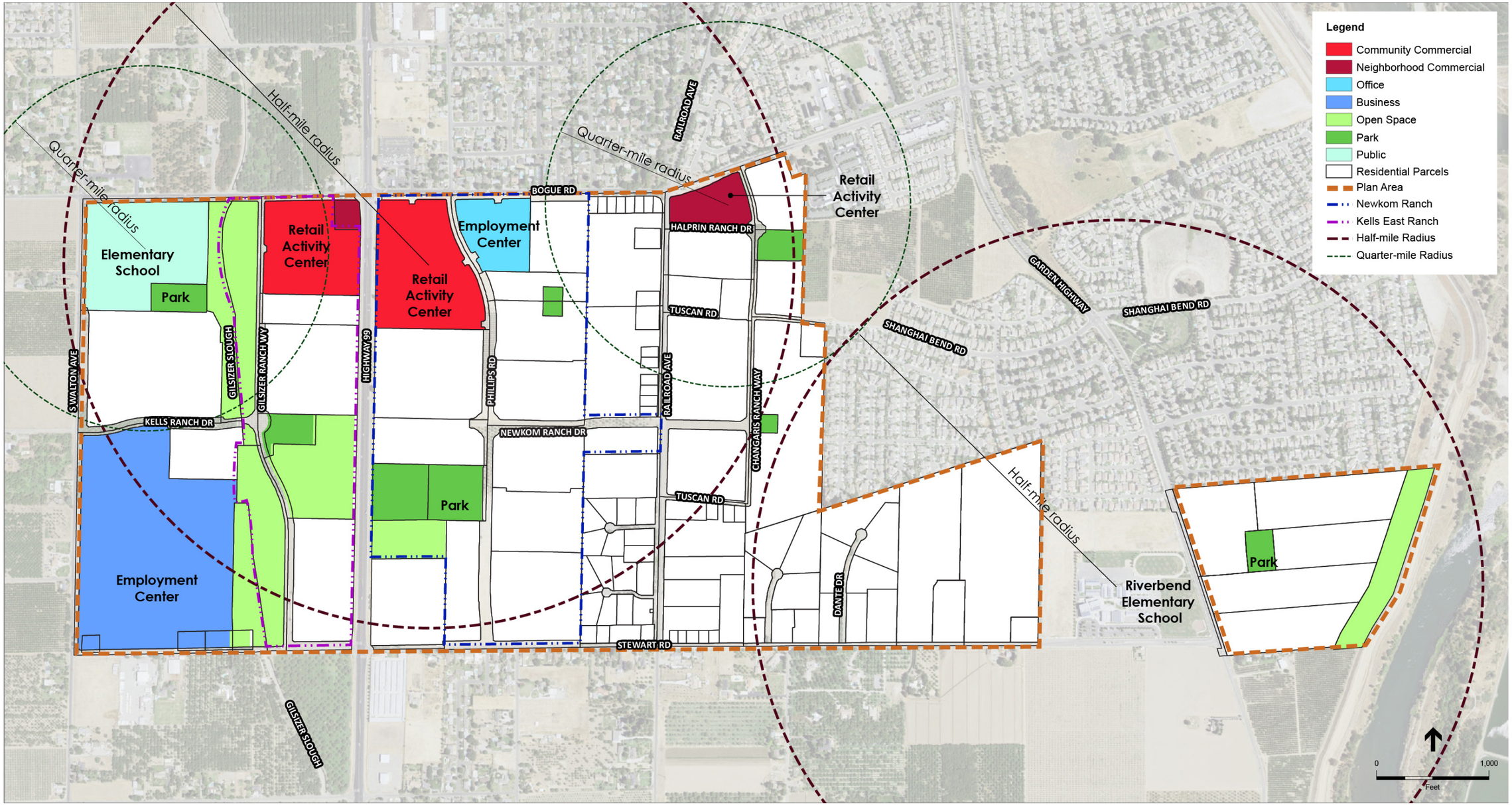

Figure 2-1: Land Use Design Framework

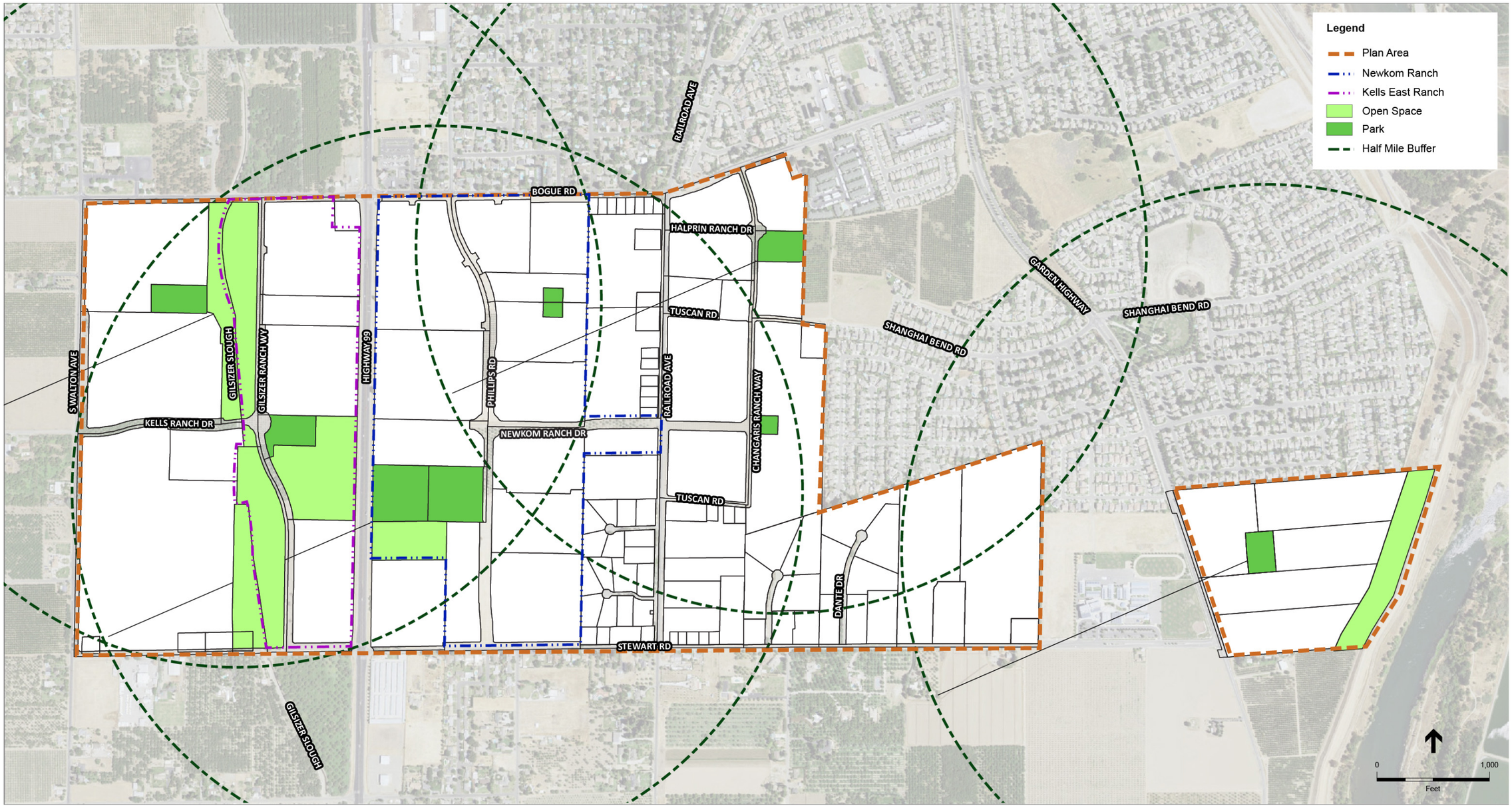

Figure 2-2: Open Space and Parks Design Framework

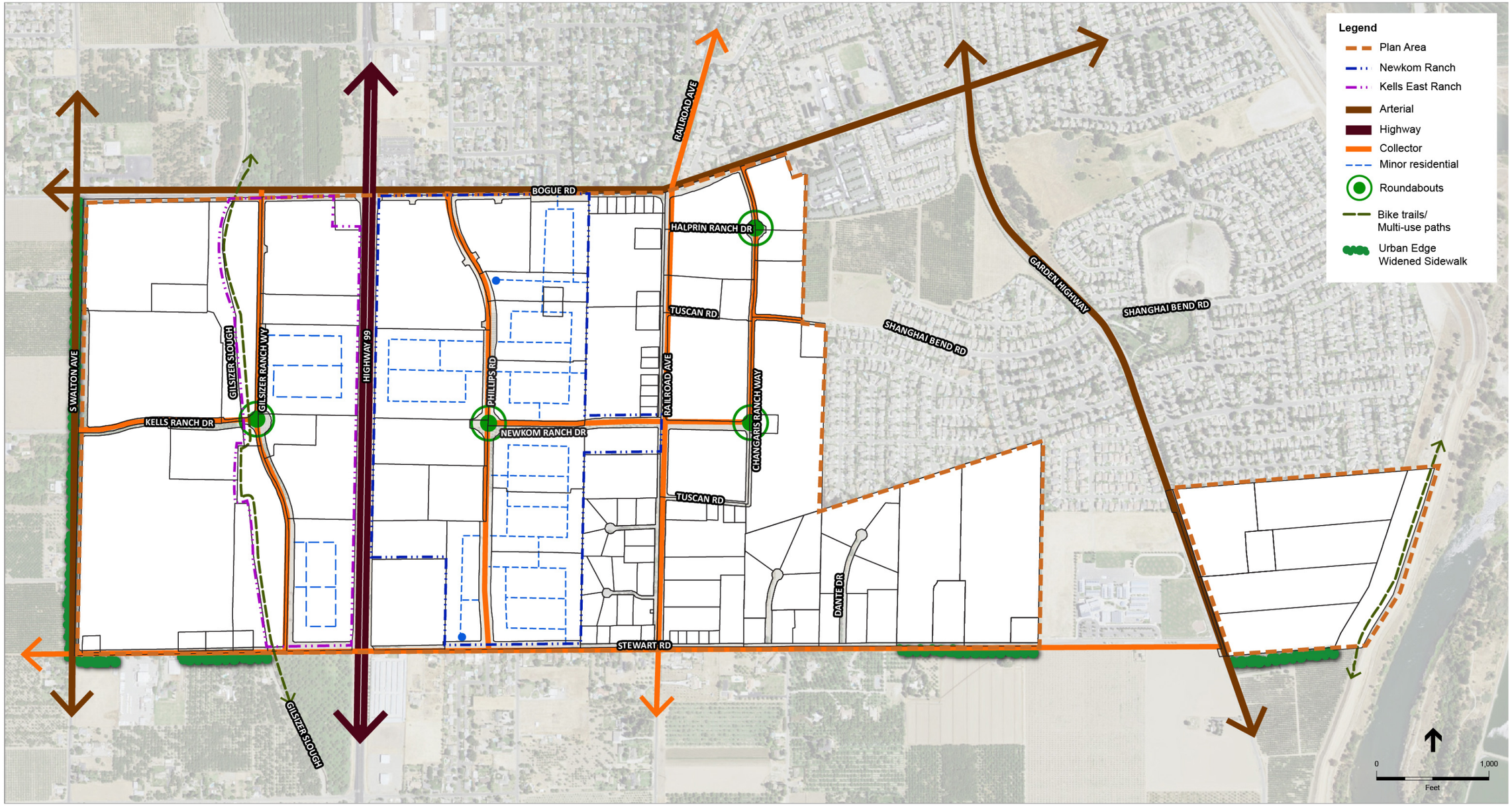

Figure 2-3: Circulation Design Framework

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Chapter 3
LAND USE PLAN

3.1 Introduction

The Land Use Plan chapter presents the land use plan along with associated land use and zoning designations. Appendix A – Development Standards and Design Guidelines (Appendix A) provides development standards and design guidelines that convey a vision for the development of the BSMP community and should be referenced along with this chapter. All land use approvals, zoning, use permits, tentative subdivision and parcel maps, and other entitlements within the BSMP Area must be consistent with the provisions herein.

3.1.1 Land Use Plan

The BSMP responds to the City's General Plan land use policies that call for a mix of housing types, integrated neighborhood centers, economic development and jobs, a range of commercial and retail opportunities, and appropriately located school sites. **Figure 3-1** presents the land use plan for BSMP, and **Table 3-1**, includes associated acreages, planned densities and intensities, and resulting dwelling unit and square footage yields. **Table 3-2** provides a breakdown of associated acreages, planned densities and intensities, and resulting dwelling unit and square footage yields by parcels.

The BSMP provides for a total of 2,517 dwelling units, nearly 1.29 million square feet of commercial, office, and light industrial uses, and 84 acres of parks and open space. The land use plan assumes that at buildout the BSMP Area will house 6,720 residents and 1,894 employees. Seventy-one houses currently exist within the Plan Area and are assumed to be integrated within the BSMP community.

As summarized on Table 3-1 and **Table 3-3**, the Newkom Ranch or Phase I development will generate 643 dwelling units (1,720 residents) and 338,243 square feet of commercial and office uses (845 employees). The Kells East Ranch or Phase II development will include 270 dwelling units (720 residents) and 161,172 square feet of commercial uses (342 employees). The remaining development or Final Phase will provide 1,604 dwelling units (4,282 residents) and 657,320 square feet of neighborhood commercial and business, technology and industrial uses (944 employees). Refer to Figure 1-2 in Chapter 1, which depicts the phase area boundaries.

Development within Plan Area will provide, centralized recreational features, tree lined streets, distinct neighborhood entry features, and a network of pedestrian and bicycle trails that connect to adjoining residential neighborhoods, parks, schools, and commercial centers.

Agricultural Interface

New residential units will abut existing agricultural lands along South Walton Avenue on the western edge of the Plan Area, along Stewart Road west of Gilsizer Slough, and along Stewart Road, approximately 1,500' from Riverbend Elementary School.

Sutter County, the jurisdiction with local land use control of the existing agricultural 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 and dust. The County has determined that such inconveniences shall not be considered a nuisance if agricultural operations are consistent with accepted customs and standards.

In order to buffer residences from agriculture along South Walton Avenue and portions of Stewart Road as shown in Figure 3-1 Land Use Plan, the BSMP proposes a 60' rear building setback from the edge of the right-of-way as outlined in the City's General Plan. Utilizing the right-of-way on South Walton Avenue and Stewart Road and the rear building setback, residential development will be approximately 168' away from existing, active agricultural operations and buffered by landscaping to minimize any urban-agricultural incompatibilities.

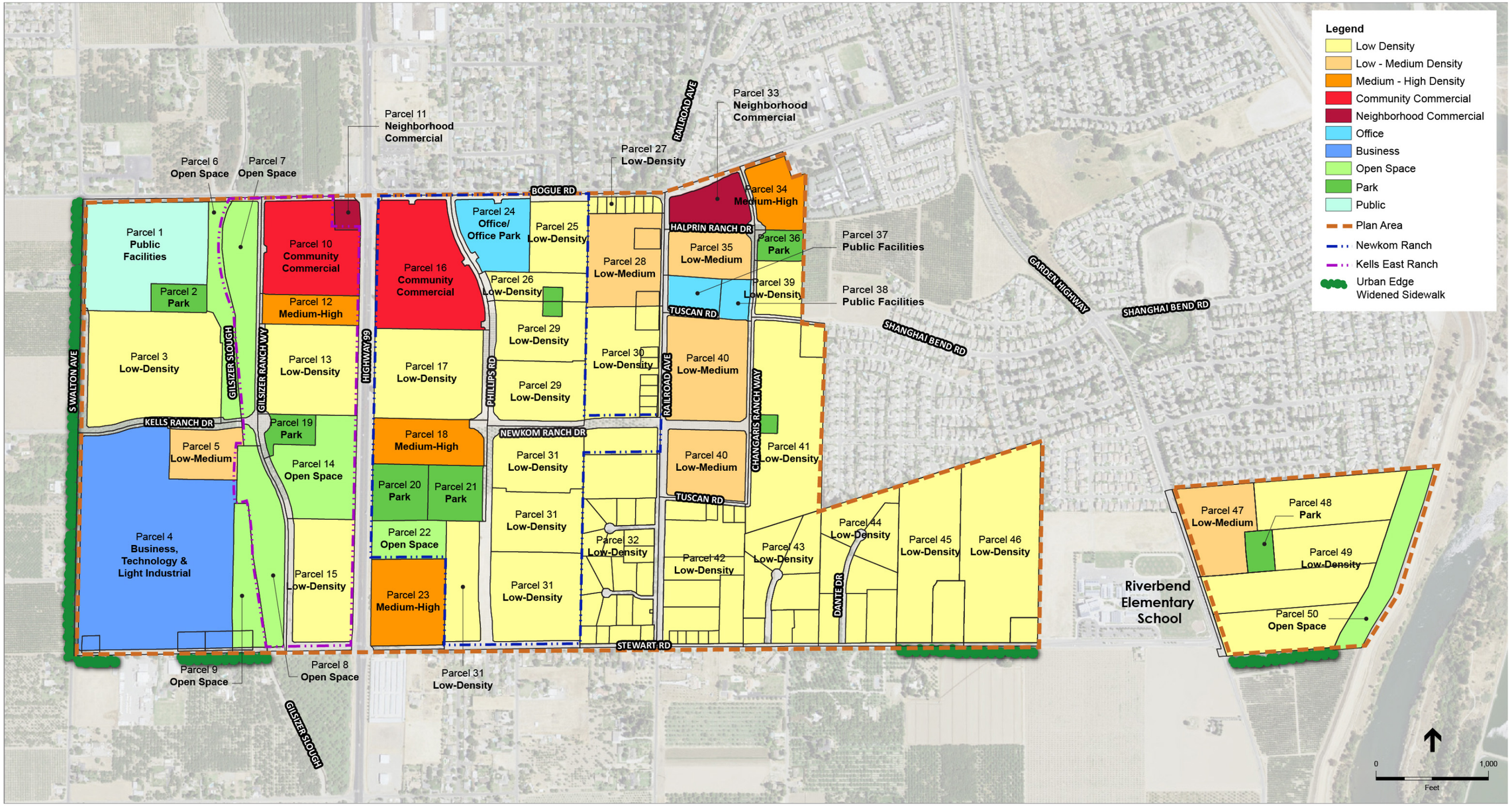


Figure 3-1: Land Use Plan

Table 3-1: Development Summary Table

	Total Plan Area							Newkom Project Area			Kells East Project Area			Final Phase		
Land Use Designation	**Land area (Acres)**	**Percent Land Allocation**	**Min/Max Density & Intensity**	**Assumed Density (du/ac)[1]**	**Total Proposed Units [2]**	**Assumed Intensity (FAR)**	**Total Sq.Ft**	**Total Units**	**Land Area (Acres)**	**Total Sq.Ft**	**Total Units**	**Land Area (Acres)**	**Total Sq.Ft**	**Total Units**	**Land Area (Acres)**	**Total Sq.Ft**
Residential Neighborhoods																
Low density residential	368.9	50%	2 to 8 du/ac	4.25	1,328			427	95		147	28.9		754	245.7	
Low-Medium density residential	62.6	8%	6 to 14 du/ac	9	430				0			0		430	62.6	
Medium/High density residential	32.0	4%	13 to 36 du/ac	24	759			216	9.0		123	5.3		420	17.7	
Commercial and Employment																
Neighborhood Commercial	7.2	1%	0.5 max. FAR			0.35	82,328		0			0			7.2	82,328
Community Commercial	36.7	5%	0.5 max. FAR			0.25	390,951		21.5	229,779		15.2	161,172		0	
Office & Office Park	8.6	1%	1.0 max. FAR			0.30	108,464		8.6	108,464		0			0	
Business, Technology & Light Industrial	55.8	8%	0.75 max. FAR			0.25	574,992		0			0			55.8	574,992
Public and Quasi-Public																
Parks, Recreation & Open Space	84.2	11%							17.6			36.0			30.6	
Public Facilities[3]	27.5	4%	1.0 max. FAR			0.15	131,987		0			0			27.5	
Roads and Circulation	58	8%							18.6			9.8			29.6	
TOTAL	**741.5**	**100%**			**2,517**		**1,288,723**	**643**	**170.2**	**338,243**	**270**	**95.3**	**161,172**	**1,604**	**475.9**	**657,320**

Note:

1. *Average Density and Assumed Intensity relates to the density/FAR assumed for development under each land use category, with the intent that the development does not go below allowed minimum density/FAR or exceed maximum density/FAR per land use.*
2. *71 homes currently existing on the site will be included within the total BSMP development, but are not included under "Total Proposed Units" count. Therefore, at full build out the total residential unit count should be 2,588 units including proposed and existing homes.*
3. *A 20-acre site has been identified for K-8 school. In the event that the parcel is not acquired for the K-8 school, other potential appropriate land uses include single family and multifamily residential, but any changes would require a Master Plan Amendment subject to CEQA review.*

Table 3-2: Development Summary Table

Total Plan Area										
Parcel	Land Use Designation	Zoning	Land area (Acres)	Minimum Density / FAR	Maximum Density / FAR	Assumed Density (du/ac)	Assumed Intensity (FAR)	Proposed Units	Proposed Sq. Ft	Notes
1	Public Facilities	PF	21.6		1.0 FAR		0.15 FAR		131,987	Future K-8 School within Yuba City USD.[1]
2	Park	P	2.9							Neighborhood Park
3	Low Density Residential	R-1	26.4	2 du/ac	8 du/ac	4.25 du/ac		113		
4	Business, Technology & Light Industrial	C-2	55.8		0.75 FAR		0.25 FAR		574,992	Three existing homes onsite.
5	Low-Medium Density Residential	R-2	6.4	6 du/ac	14 du/ac	9.22 du/ac		59		
6	Open Space	OS	7.0							Open Space
7	Open Space	OS	10.3							Open Space
8	Open Space	OS	10.6							Open Space
9	Open Space	OS	6.3							9a Open Space, 9b Open Space - One existing home onsite.
10	Community Commercial	C-2	15.2		0.5 FAR		0.25 FAR		161,172	
11	Neighborhood Commercial	C-1	1.4		0.5 FAR					Existing gas station onsite (0.6 FAR - 3,398 sq.ft)
12	Medium-High Density Residential	R-3	5.3	12 du/ac	36 du/ac	23du/ac		122		
13	Low Density Residential	R-1	15.4	2 du/ac	8 du/ac	5.1 du/ac		79		
14	Open Space	PF	12.4							Open Space - Proposed detention pond.
15	Low Density Residential	R-1	13.6	2 du/ac	8 du/ac	5 du/ac		68		
16	Community Commercial	C-2	21.5		0.5 FAR		0.25 FAR		229,779	
17	Low Density Residential	R-1	17.8	2 du/ac	8 du/ac	4.38 du/ac		78		
18	Medium-High Density Residential	R-3	9.0	12 du/ac	36 du/ac	24 du/ac		216		
19	Park	P	2.8							Neighborhood Park
20	Park	P	5.7							Community Park
21	Park	P	5.5							Community Park
22	Open Space	OS	5.3		1.0 FAR					Open Space - Proposed detention pond.
23	Medium-High Density Residential	R-3	11.7	12 du/ac	36 du/ac	24.6 du/ac		288		
24	Office/Office-Park	C-O	8.6		1.0 FAR		0.29 FAR		108,464	
25	Low Density Residential	R-1	7.6	2 du/ac	8 du/ac	6 du/ac		43		
26a	Low-Medium Density Residential	R-2	4.6	2 du/ac	14 du/ac	6.3 du/ac		29		
26b	Park	P	0.5							Neighborhood Park
27	Low Density Residential	R-1	2.2	2 du/ac	8 du/ac					Eight existing homes onsite.
28	Low-Medium Density Residential	R-2	12.6	6 du/ac	14 du/ac	7.78 du/ac		98		Two existing homes onsite.
29a	Low Density Residential	R-1	19.4	2 du/ac	8 du/ac	5 du/ac		96		
29b	Park	P	0.5							Neighborhood Park

Table 3-2: Development Summary Table

Total Plan Area										
Parcel	**Land Use Designation**	**Zoning**	**Land area (Acres)**	**Minimum Density / FAR**	**Maximum Density / FAR**	**Assumed Density (du/ac)**	**Assumed Intensity (FAR)**	**Proposed Units**	**Proposed Sq. Ft**	**Notes**
30	Low Density Residential	R-1	15.1	2 du/ac	8 du/ac	3.31 du/ac		50		Seven existing homes onsite.
31	Low Density Residential	R-1	45.7	2 du/ac	8 du/ac	3.9 du/ac		180		
32	Low Density Residential	R-1	25.2	2 du/ac	8 du/ac	4.25 du/ac				24 existing homes onsite.
33	Neighborhood Commercial	C-1	5.8		0.5 FAR		0.33 FAR		82,328	
34	Medium-High Density Residential	R-3	6.0	12 du/ac	36 du/ac	22 du/ac		132		
35	Low-Medium Density Residential	R-2	6.9	6 du/ac	14 du/ac	8.3 du/ac		57		
36	Park	P	2.5							Neighborhood Park
37	Public Facilities	PF	3.8		1.0 FAR					Existing PG&E substation.
38	Public Facilities	PF	2.2		1.0 FAR					Proposed water tank.
39	Low Density Residential	R-1	4.8	2 du/ac	8 du/ac	4.17 du/ac		20		
40	Low-Medium Density Residential	R-2	26.0	6 du/ac	14 du/ac	6.31 du/ac		164		
41a	Low Density Residential	R-1	24.4	2 du/ac	8 du/ac	4.3 du/ac		105		One existing home onsite.
41b	Low Density Residential	R-1	1.4	2 du/ac	8 du/ac	4.29 du/ac				
41c	Park	P	0.8							Neighborhood Park
42	Low Density Residential	R-1	21.1	2 du/ac	8 du/ac	0.63 du/ac		13		14 existing homes onsite.
43	Low Density Residential	R-1	16.0	2 du/ac	8 du/ac	3.19du/ac		51		Three existing homes onsite.
44	Low Density Residential	R-1	19.5	2 du/ac	8 du/ac	0.10 du/ac		2		Two planned homes, with five existing homes onsite.
45	Low Density Residential	R-1	19.7	2 du/ac	8 du/ac	3.5 du/ac		69		69 new homes, with two existing homes onsite.
46	Low Density Residential	R-1	26.9	2 du/ac	8 du/ac	4.05 du/ac		109		One existing home onsite
47	Low-Medium Density Residential	R-2	10.7	6 du/ac	14 du/ac	9 du/ac		96		
48	Park	P	2.1							Neighborhood Park
49	Low Density Residential	R-1	42.3	2 du/ac	8 du/ac	4.25 du/ac		180		
50	Open Space	P	9.1							Open Space
	Right-of-way		58.0							
	TOTAL		**741.5**					**2,517**	**1,288,722**	

Note:

1. *In the event that Parcel 1 is not acquired for the K-8 school, other potential appropriate land uses include single family and multifamily residential, but any changes would require a Master Plan Amendment subject to CEQA review.*

Table 3-3: Employment Generation

Total Plan Area						
Land Use Designation	**Square Feet (SF)**	**Percent Retail (%)**	**Percent Non-retail (%)**	**SF per Retail Employee**	**SF per Non-retail Employee**	**Employees**
Newkom Ranch Phase						
Neighborhood Commercial	--	70	30	--	--	--
Community Commercial	229,779	75	25	500	400	488
Office & Office Park	108,464	5	95	400	300	357
Business, Technology & Light Industrial	--	0	100	--	--	--
TOTAL	**338,243**	**--**	**--**	**--**	**--**	**845**
Kells East Ranch Phase						
Neighborhood Commercial	--	70	30	--	--	--
Community Commercial	161,172	75	25	500	400	342
Office & Office Park	--	5	95	--	--	--
Business, Technology & Light Industrial	--	0	100	--	--	--
TOTAL	**161,172**	**--**	**--**	**--**	**--**	**342**
Final Phase						
Neighborhood Commercial	82,328	70	30	500	400	177
Community Commercial	--	75	25	--	--	--
Office & Office Park	--	5	95	--	--	--
Business, Technology & Light Industrial	574,992	0	100	0	750	767
TOTAL	**657,320**	**--**	**--**	**--**	**--**	**944**
FULL BUILDOUT						
Neighborhood Commercial	82,328	70	30	500	400	177
Community Commercial	390,951	75	25	500	400	831
Office & Office Park	108,464	5	95	400	300	357
Business, Technology & Light Industrial	574,992	0	100	0	750	767
TOTAL	**1,156,735**			**3,300**		**2,132**

NOTE:

a. Employee calculations do not include Public Facilities, a land use designation for which the Yuba City General Plan did not assign employment rates.

SOURCE: City of Yuba City. 2004. Yuba City General Plan. Adopted April 8, 2004, Resolution #04-049. Page 3-8. Table 3-5.

3.1.2 Land Use Designations and Zoning Districts

The implementation of this Master Plan aligns with Yuba City's General Plan of providing high-quality and integrated neighborhoods, along with a mix of housing types and flexible school sites, which would complement a range of commercial and retail opportunities while instilling an enhanced sense of community character. The land use and zoning framework within this Master Plan allows for development that will transition the BSMP to annexation into the City of Yuba City. The Master Plan supplements and supersedes the regulations set forth in the City's Zoning Ordinance. For cases in which the Master Plan remains silent, the Zoning Ordinance shall provide the standards and regulatory framework. Customized development standards have been incorporated in Appendix A, Development Standards and Design Guidelines, to ensure a consistent and predictable framework for all residential development within the BSMP Area. The development standards in Appendix A supersede the requirements for the base zoning districts applied to implement BSMP land uses. All BSMP Area residential zoning districts incorporate the Specific Plan Combining District (SP-BSMP) to acknowledge modifications to the base standards. The BSMP Zoning Map is included as **Figure 3-2**. Following are the land use designations applied to BSMP.

Residential Neighborhoods

The residential component of the Plan Area utilizes three residential land use designations: Low Density Residential (LDR), Low – Medium Density Residential (LMDR), and Medium – High Density Residential (MHDR). To achieve the vision for BSMP neighborhoods, a wide array of housing types is allowed.

Low Density Residential

Traditional single-family housing representative of the Low Density Residential category.

The Low Density Residential (LDR) land use designation allows for single-family homes within a density range of 2 to 8 units per gross acre. In the BSMP Area the average density of LDR uses is approximately 4.25 du/ac. In addition to detached single-family homes on conventional and small lots, this category also provides for second units, parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment. The LDR land use category is implemented by the ***Single-Family Residential Zoning District (R-1/SP-BSMP)***. Table A-1 in Appendix A provides development standards for the R-1/ SP-BSMP district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Low – Medium Density Residential

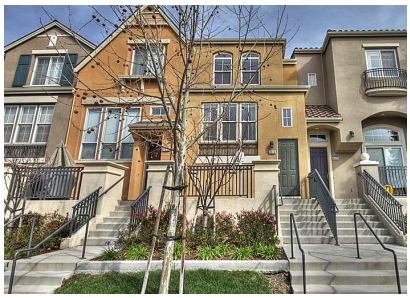
Small-lot single family housing representative of the Low – Medium Density Residential category.

The Low – Medium Density Residential (LMDR) land use designation allows for a mix of housing types within a density range of 6 to 14 units per gross acre. In the BSMP Area the average density of LMDR is approximately 9 du/ac. This category provides for a wide range of detached and attached single-family housing types including varied small lot, court-oriented, cluster, duet/halfplex, and townhome designs. Parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment are also permitted. The LMDR land use category is implemented by the ***Low-Medium***

Density Residential Zoning District (R-2/SP-BSMP). Table A-2 in Appendix A provides development standards for the R-2/SP-BSMP district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Medium – High Density Residential

The Medium – High Density Residential (MHDR) land use designation allows for a density range of 12 to 36 units per gross acre. In the BSMP Area the average density of MHDR is approximately 24 du/ac. This category accommodates primarily attached housing and higher density detached housing including townhome, row house, courtyard, apartment and condominium designs. Parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment are also permitted. The MHDR land use category is implemented by the ***Multi-Family Residential Zoning District (R-3/SP-BSMP)***. Table A-3 in Appendix A provides development standards for the R-3 district in the BSMP Area. Permitted uses are specified in the Yuba City Zoning Code.



Attached townhomes representative of the Medium – High Density Residential category.

Commercial and Employment

A range of commercial and employment uses are planned within the BSMP community. These include community commercial, neighborhood commercial, office, and business, technology and light-industrial uses. A majority of the Plan Area's commercial services are sited along Highway 99, taking advantage of the exposure provided by the projected traffic volumes along this corridor.

Neighborhood Commercial

The Neighborhood Commercial (NC) land use designation allows for small shopping centers containing local retail stores, services, restaurants (excluding drive-thru), offices, gas stations and similar uses intended to cater to the daily convenience needs of the surrounding residential neighborhoods. The scale and design of buildings within the NC district is to be compatible with the neighboring residential uses. In the BSMP the average development intensity assumed for NC uses is 0.35 FAR. The NC land use category is implemented by the **Neighborhood Convenience Commercial Zoning District (C-1/SP-BSMP)**. Table A-4 in Appendix A provides development standards for the C-1 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Commercial development representative of the Neighborhood Commercial category.

Community Commercial

The Community Commercial (CC) land use designation allows for more intense shopping centers typically anchored by a major tenant(s) containing a wide variety of businesses including retail and grocery stores, services, eating and drinking establishments, banks, indoor entertainment, garden supply, offices, auto services, lodging and similar uses. Mixed use development may be permitted subject to the transfer/allocation of residential units as approved by the City. In the BSMP the average development intensity assumed for CC uses is 0.25 FAR. The CC land use category is implemented by the **Community Commercial Zoning District (C-2/SP-BSMP)**. Table A-4 in Appendix A

Shopping center development representative of the Community Commercial category.

provides development standards for the C-2 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Office and Office Park

Office development representative of the Office and Office Park category.

The Office and Office Park (O/OP) land use designation allows for professional and medical offices in a low intensity, campus like setting. Small scale support and related services are also allowed. Mixed use development may be permitted subject to the transfer/allocation of residential units as approved by the City. In the BSMP the average development intensity assumed for O/OP uses is 0.30 FAR. The O/OP land use category is implemented by the **Office Commercial Zoning District (C-O/SP-BSMP)**. Table A-4 in Appendix A provides development standards for the C-O district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Business, Technology, and Light Industry

Tech development representative of the Business, Technology and Light Industrial category.

The Business, Technology and Light Industrial (BTLI) land use designation allows for research and development activities, light industrial/manufacturing uses, offices, high-tech uses, and small-scale distribution centers all of which do not create a nuisance or otherwise unacceptable levels of noise, dust, odor, smoke, bright light or vibration. In the BSMP the average development intensity assumed for BTLI uses is 0.25 FAR. The BTLI land use category is implemented by the **Light Industrial Zoning District (M-1/SP-BSMP)**. Table A-4 in Appendix A provides development standards for the M-1 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Parks, Recreation, Open Space and Public Facilities

Parks, Recreation, and Open Space

Neighborhood park representative of the Parks and Open Space category.

Approximately 11 percent of the BSMP Area is dedicated for Parks, Recreation and Open Space. The Plan Area provides 12.09 acres of active neighborhood parks and 60.88 acres of open space, including along Gilsizer Slough and the Feather River levee. In particular, there will be seven neighborhood parks comprising 12.09 acres and one community park comprising 11.26 acres. The implementing zoning district for this land use designation is Public Facilities (PF/SP-BSMP).

Public Facilities

Public school representative of the Public Facilities category.

Approximately four percent of the Plan Area is dedicated for Public Facilities. The Plan Area provides a 21.6-acre site for Kindergarten to eighth grade school, detention ponds east and west of Highway 99, PG&E substation and a site for a water tank. The implementing zoning district for this land use designation is Public Facilities (PF/SP-BSMP). For the parcel designated for K-8 school, in the event that the School District does not acquire the land, other potential appropriate land uses could be developed (such as, single family and multifamily residential). However, any changes to this parcel would require a Master Plan Amendment subject to CEQA review. **Figure 3-3** demonstrates the alternative land use plan.

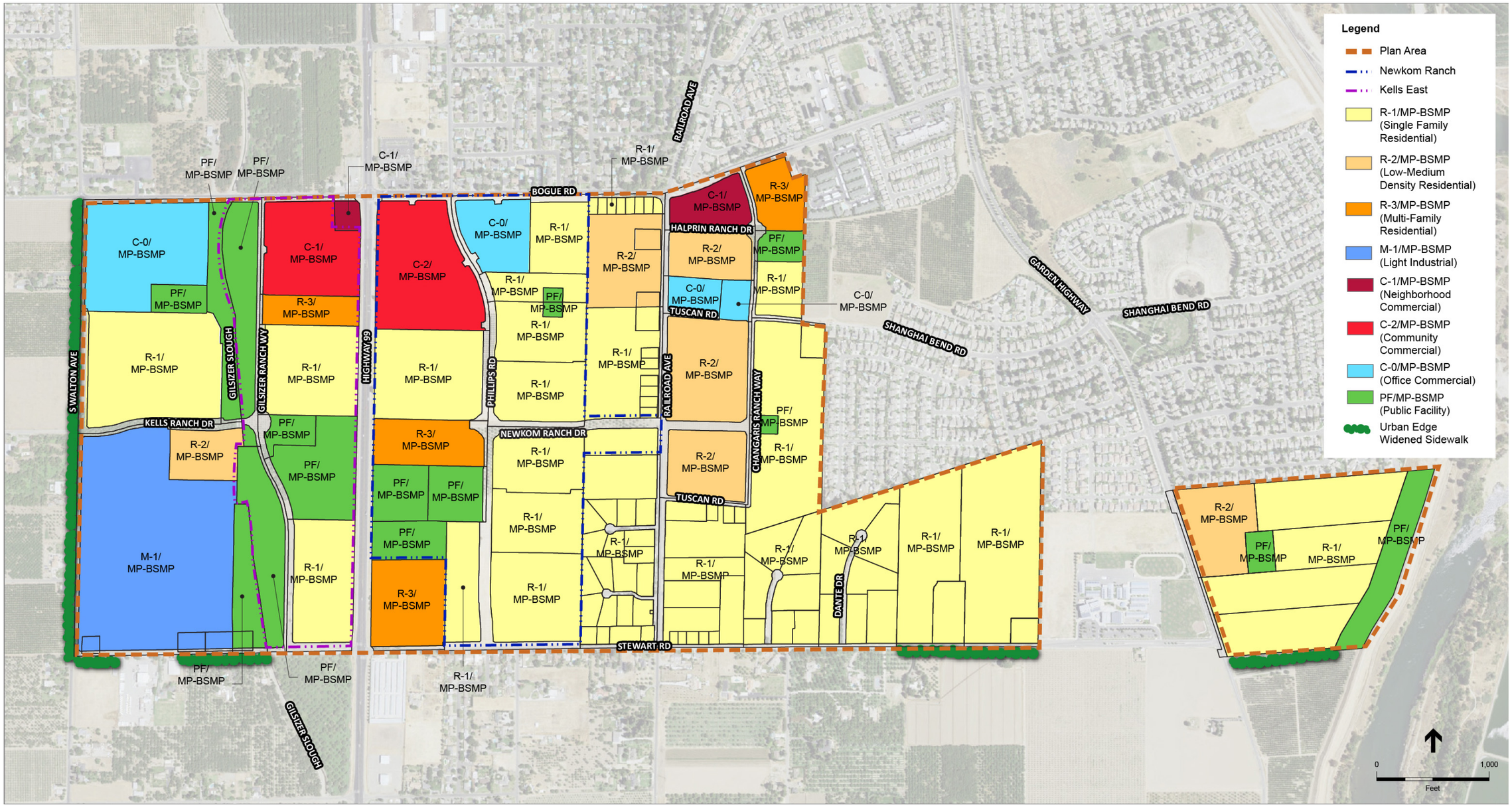


Figure 3-2: Zoning Map

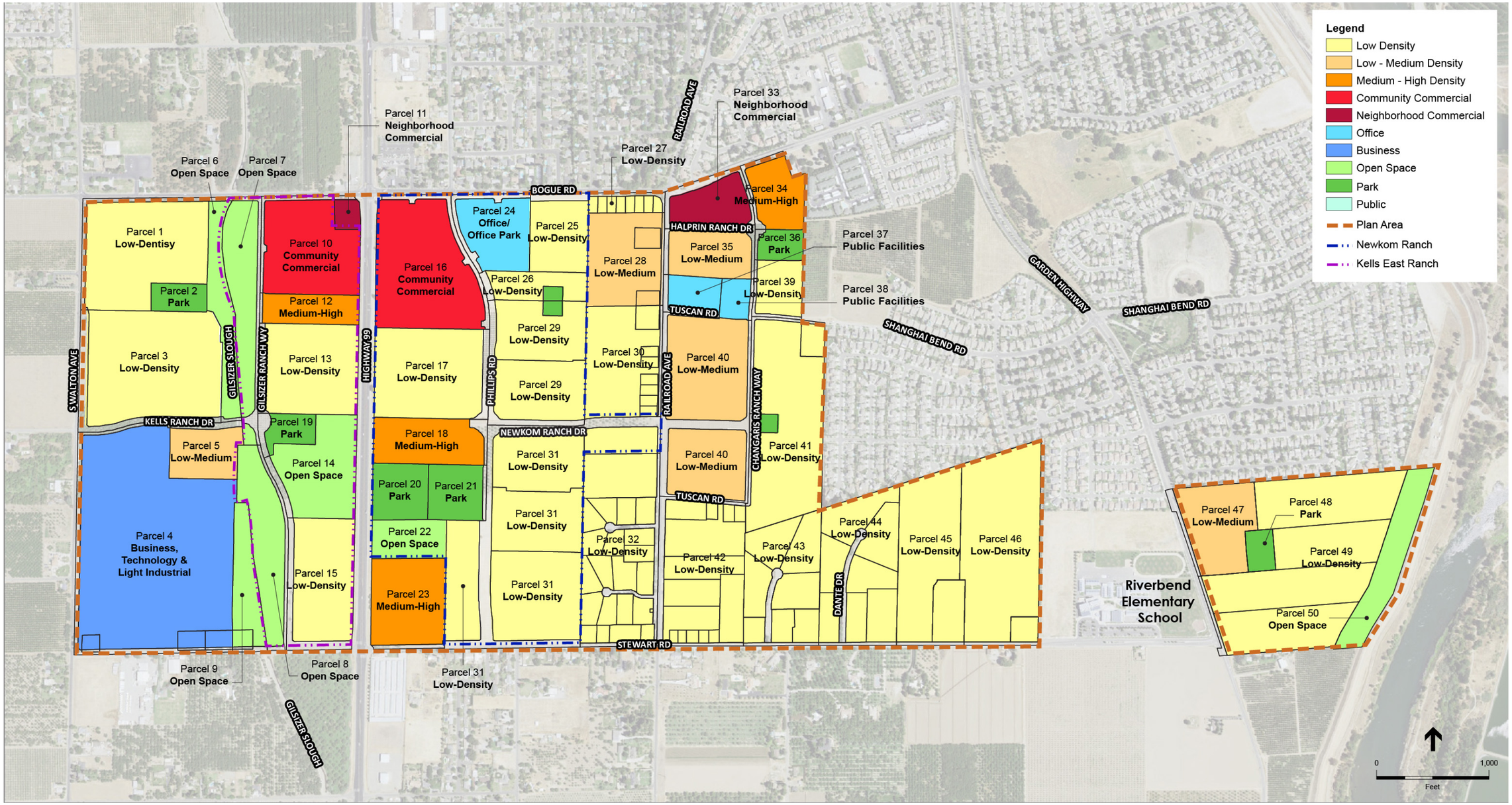


Figure 3-3: Alternative Land Use Plan

Affordable Housing

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.

According to the 2013-2021 Housing Element of the City, for 2013, the annual median income (AMI) for Sutter County for a four-person household was approximately $59,400 according to HCD.[1] **Table 3-4** shows housing costs distributed by income categories for Sutter County.

Table 3-4: Income Limits and Maximum Monthly Housing Costs by Income Category (2013)

Income Category	Annual Income	Maximum Monthly Housing Costs*
Extremely low	<$17,800	<$445
Very Low	$17,801- $29,700	$445 - $743
Low	$29,701 - $47,500	$744 - $1,188
Moderate	$47,501 - $71,300	$1,189 - $1,783
Above Moderate	> $71,300	>$1,783

* *Assumes 30 percent of annual income can be used toward housing.*

Source: California Department of Housing and Community Development, State Income Limits for 2013

[1] *The 2015 ACS one-year data shows the median income as $56,976, but the 2013 data has been used to remain consistent with the 2013-2021 Housing Element update.*

The Regional Housing Needs Assessment (RHNA) plan required by state law allocates a "fair share" of the region's projected housing needs to each city and county. The RHNA plan allocated 2,679 new housing units in Yuba City for the planning period 2013 through 2021. As per the H-C-2 program of the Housing Element, the City will continue to negotiate written agreements with the County to transfer RHNP fair share allocations due to annexations and establish the standards and conditions that will subsequently be applied on a project by project basis.

For this Master Plan, it is anticipated that the Plan Area will address affordable housing by designating an adequate amount of higher density land uses including Low-Medium and the Medium-High density residential. These higher density residential parcels may accommodate attached homes, two- to four-plexes and multifamily apartment buildings. These parcels are generally located near transportation corridors and within walking distance to parks, activity centers (retail, employment), community facilities, and schools.

As per the H-C-6 program identified in the Housing Element and similar to the approach adopted for other specific plans in the City, it is proposed that BSMP require minimum densities of 20 units per acre or greater, to allow affordable residential uses on enough land to accommodate 10% of the total number of residential units proposed by October 31, 2021. Table 3-1 shows a total of 1,189 units for the Plan Area that may contain affordable housing opportunities. Approximately 10% or 118 units of affordable housing may be provided and will fall into one of the affordable categories discussed above with lower incomes sites potentially available within the Medium-High density residential designation. Parcels that could potentially accommodate affordable housing within the BSMP are illustrated in **Figure 3-4**.

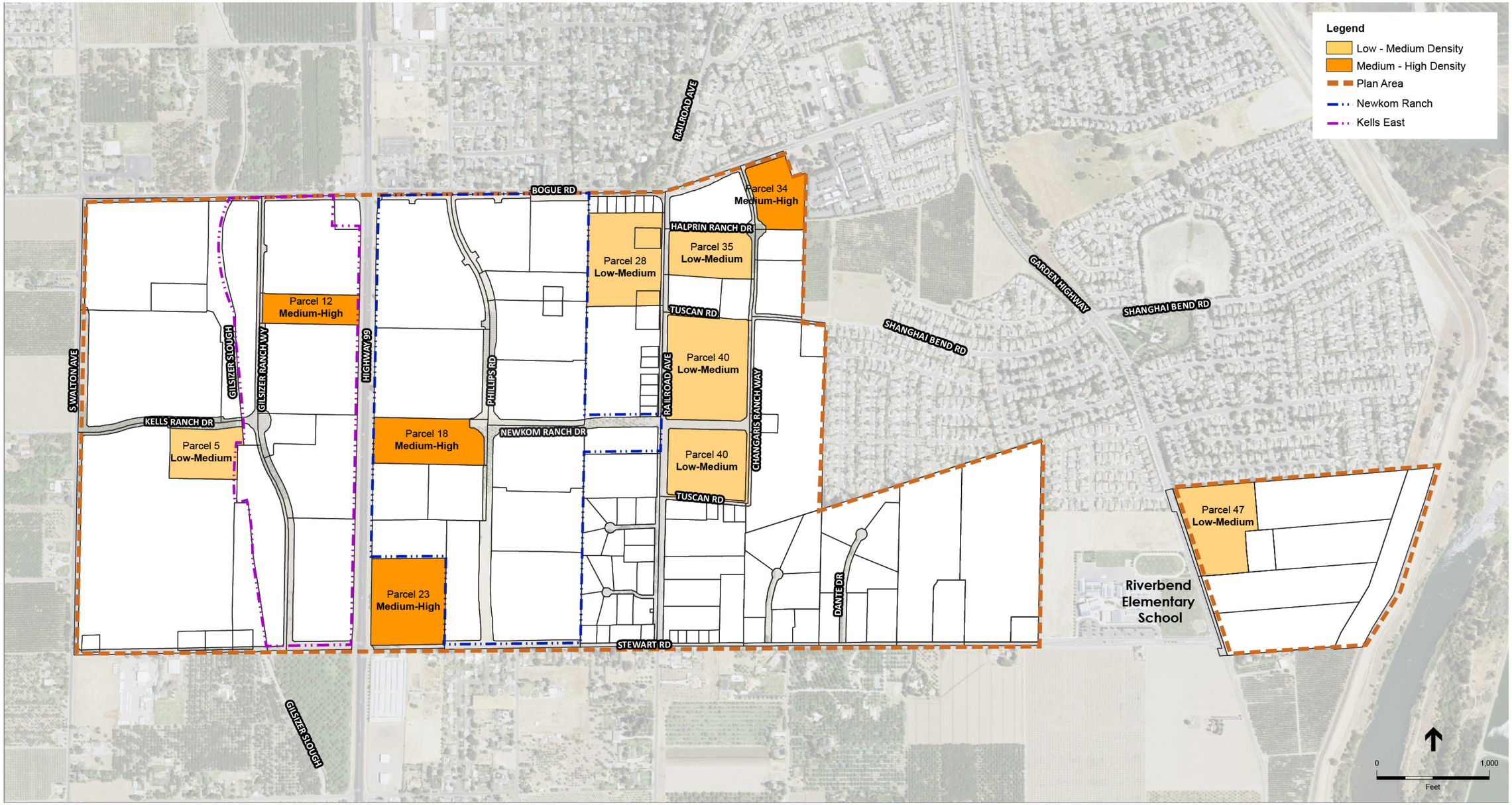


Figure 3-4: Potential Affordable Housing Sites

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Chapter 4
MOBILITY

4.1 Introduction

The Mobility chapter discusses the overall transportation infrastructure that provides for safe and convenient movement of residents, employees and visitors throughout the BSMP Area. Development Standards and Design Guidelines (Appendix A) provides specific guidance for the design of the streetscape, street landscaping, and the associated public realm including gateway locations and wayfinding concepts, and should be referenced along with this chapter.

Thoughtful layout of the mobility network is critical to the image and interconnectivity within the community. Therefore, the BSMP mobility system incorporates Complete Streets providing mobility for all users, and builds upon the existing mobility pattern from adjacent areas to accommodate local, citywide and regional traffic needs. The mobility system also incorporates pedestrian and bicycle facilities that provide both internal and external linkages. The BSMP Area will promote public transit and provide infrastructure to support the transit system as, and when, identified by Yuba-Sutter Transit, the primary transit provider for Yuba City and the wider region. Lastly, urban edge treatment will occur in the form of greenways, which allow for smoother transitioning between the planned development in the Plan Area and adjacent agricultural uses.

Please note that the street sections described in this chapter are "typical" street sections that the City may require of the developer. However, the City reserves the right to resolve the final street sections through the design review process, depending on whether there are public utility easements or other site-specific requirements that may change the final dimensions.

4.2 Street Network

The BSMP establishes a safe and efficient network of roadways that contribute to the overall community character. Several existing roads provide access to the site and will act as key entryways to the community. The BSMP Area is bound by Bogue Road to the north, Stewart Road to the South, and South Walton Ave to the west. The easternmost part of the project, along the Feather River levee, is

accessed from Garden Highway. Railroad Avenue runs north-south through the site. The roadway network will include additional internal (in-tract) streets approved by the City through the subsequent subdivision map review process. Future development proposals may be required by the City to prepare site-specific traffic analyses to further address needed on-site and off-site facilities. **Figure 4-1** illustrates the BSMP roadway system and **Figure 4-2** provides a key map that demonstrates the various street sections.

4.2.1 Existing Roadways and Planned Improvements

Highway 99

Highway 99 connects the Plan Area to Yuba City to the north and rural areas within Sutter County to the south. The highway divides the Plan Area with Newkom Ranch to the east and Kells East Ranch to the west. The highway will continue to function as a region-serving, four-lane facility. While no additional lanes are anticipated at the time of the Master Plan approval, frontage improvements and specific improvements may be required along Highway 99 for better multimodal accessibility, such as enhanced pedestrian intersections near commercial areas at the southeast corner of Bogue Road and transit stops/bus pull-out areas. The characteristic image below shows a potential concept for frontage improvements that may be considered for the 4-lane Highway 99 cross-section near the commercial center, following Caltrans Context Sensitive Solutions policy[1] to improve multimodal accessibility. The City will work directly with Caltrans for finalizing design and implementation.

[1] Abiding by the Federal Highway Administration guidance, Context Sensitive Solutions (CSS) is inherent to the Caltrans mission. CSS consider collaborative, community-sensitive approaches to transportation decision-making. To support these approaches, the Department has adopted a number of policies that encourage the appropriate functional disciplines to respond to community values. Refer to Caltrans website (http://www.dot.ca.gov/hq/tpp/offices/ocp/css.html).

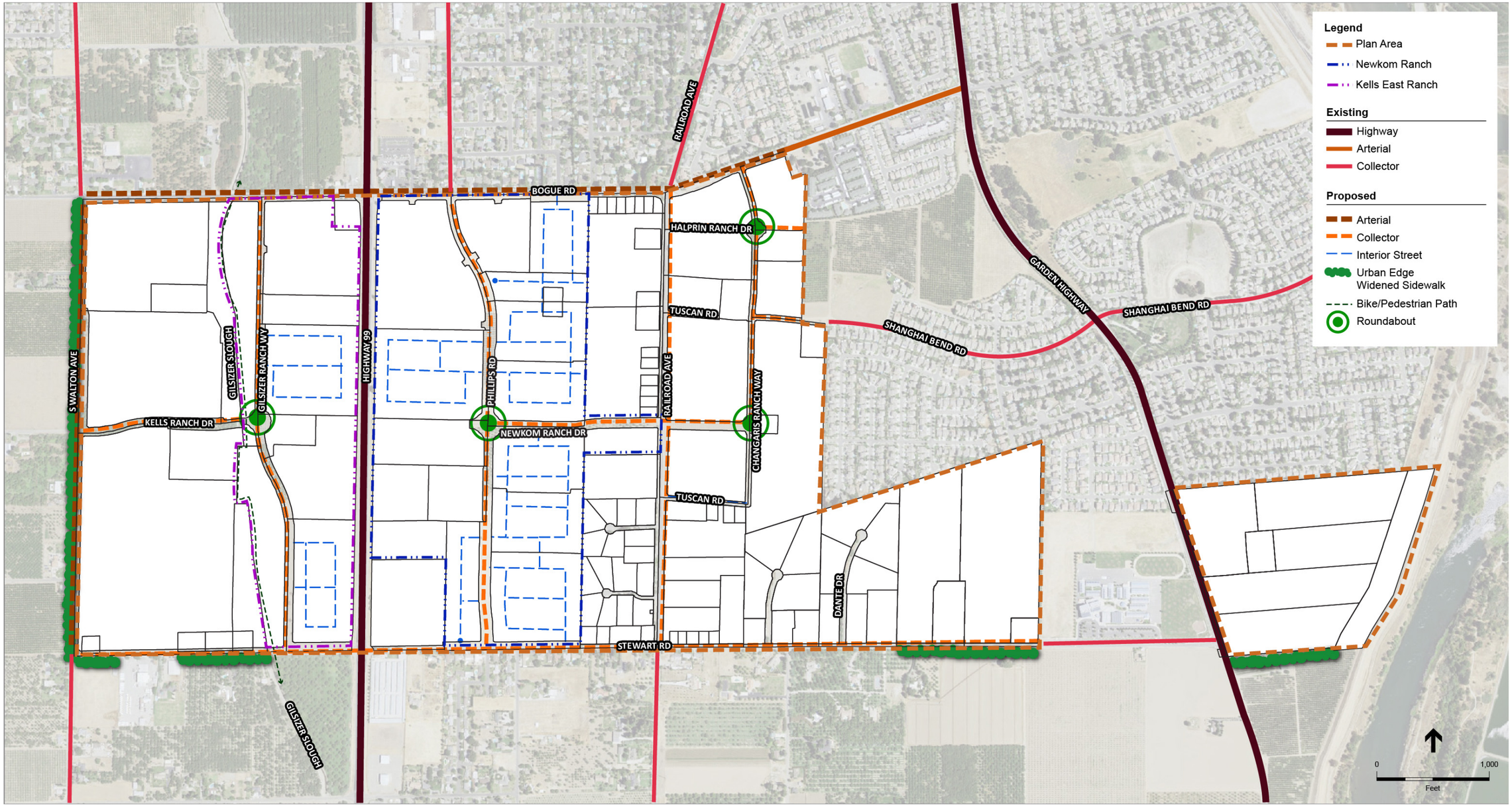


Figure 4-1: Street Network Map

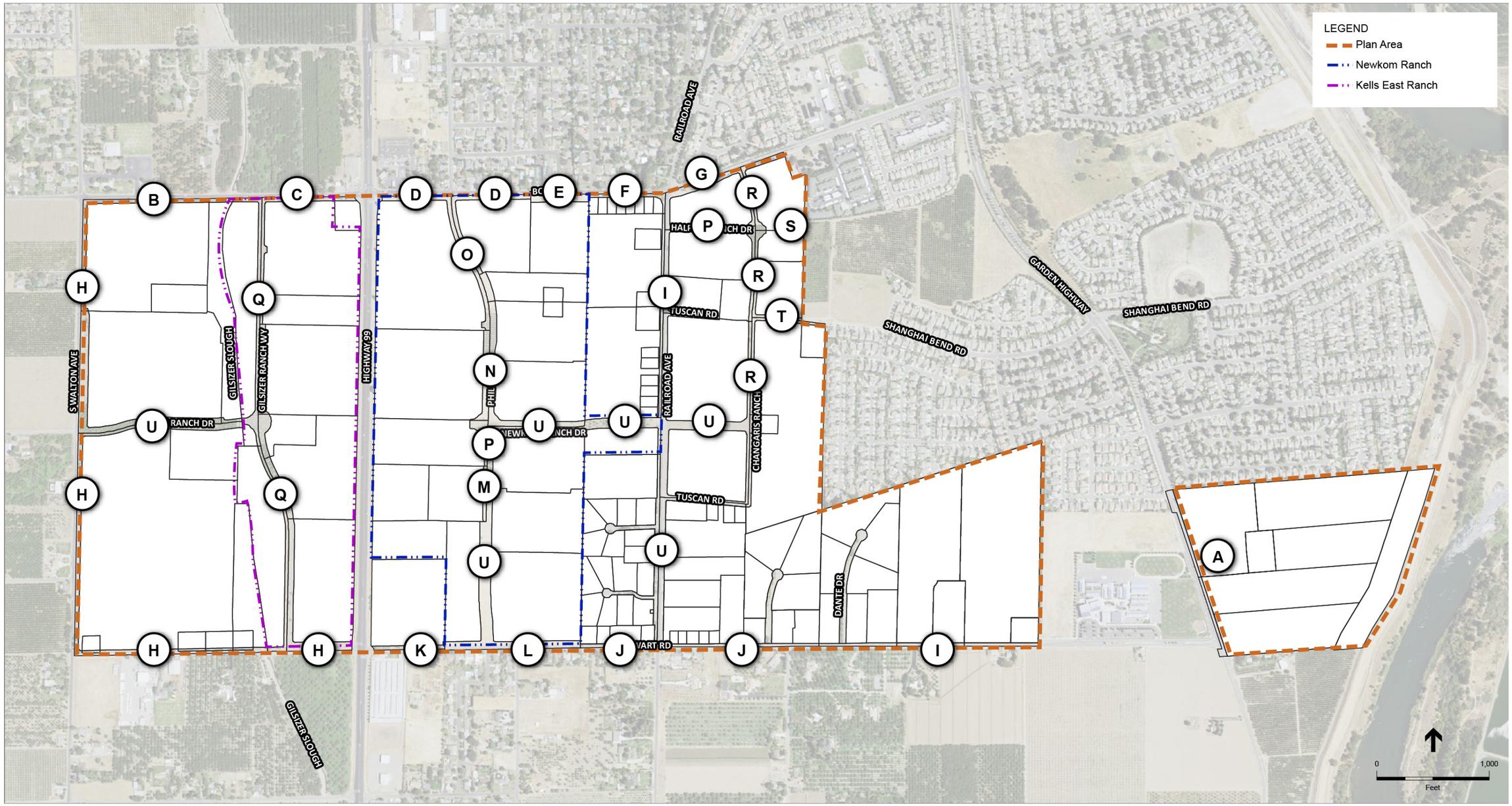
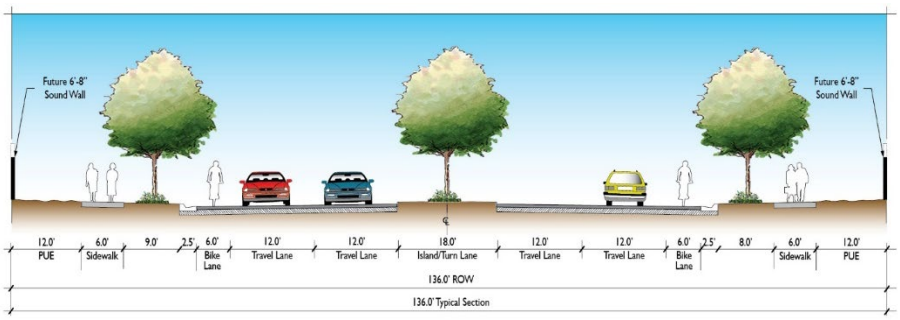


Figure 4-2: Key Map for Street Sections

Garden Highway

The four-lane Garden Highway will primarily serve the eastern residential neighborhood along Feather River. The existing improvements on Garden Highway should sufficiently serve the residential community. The recently improved section across Garden Highway is identified below as Section A.



Street Standards: Section A

Functional classification	Collector
Right-of-way width	136 feet
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	6 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	9 feet on one side and 8 feet on other side

Bogue Road

The existing two-lane Bogue Road will be improved to primarily function as a 4-lane major arterial, providing access from the north to the Plan Area. Refer to Sections B through G for street sections along Bogue Road. The existing Bogue Road right-of-way between Columbia Drive and Railroad Avenue is constrained with existing homes on both sides, and therefore, the 4-lane arterial will narrow to three lanes, with a turn lane section in this location.

South Walton Avenue

The existing two-lane South Walton Avenue will be improved to function as a 4-lane arterial, providing access from the west to the Plan Area. Refer to Section H for street section details along South Walton Avenue. At the edge of development, South Walton Avenue will provide for an urban edge buffer with a widened sidewalk along the eastern portion of the street. A variety of uses are planned along South Walton Avenue that will generate the need to move high traffic volumes along the arterial, such as the Business, Technology, Light Industrial parcel and K-8 school. The widened landscape buffer may include play fields and visually screened parking areas.

Stewart Road

The existing two-lane Stewart Road will be improved to function as a major collector road, providing access from the south to the Plan Area. Refer to Sections H through L for section details proposed for the 2-lane collector street section. At the widest section, Stewart Road widens to 108-foot street section between Highway 99 and South Walton Avenue. This southern urban edge in BSMP, calls for a widened landscaped buffer between the development edge and adjoining rural agricultural areas. The most constrained portion of Stewart Road is between 480 feet east of Dante Road and Sea Cliff Way, where the right-of way narrows down to 64-foot due to existing residential homes on both sides of the street.

Railroad Avenue

The existing two-lane Railroad Avenue will be improved to function as a major collector road, providing north-south access to the Plan Area and serving the residential neighborhoods. Sections I and U show the section details proposed along Railroad Avenue.

Other Planned Streets and Improvements

The BSMP roadway system includes arterial, collector, and local roadways, which are illustrated on Figure 4-1, with lane capacity, right-of-way, and landscape requirements summarized in **Table 4-1**. Typical roadway design sections are illustrated in this chapter, with corresponding landscaping standards and related design details included in Appendix A. The construction of arterial and collector roadways will be phased as described in the Master Plan Development Agreements. All public roads will be constructed to City of Yuba City standards.

Table 4-1: Street Network

Roadway Type/Name	Roadway		Bike Facilities	Sidewalk	Parking	Landscaping		Section/ Figure Reference
	Lane Capacity	ROW				Median	Setback	
Existing Roadway Conditions								
Highway 99	4 lanes + turn lane	100'	no	no	no	no	N/A[1]	
Garden Highway	4 lanes	100'	no	no	no	yes	N/A[1]	
Bogue Road	2 lanes + turn lane	70'	no	yes (north)	no	no	N/A[1]	
South Walton Avenue	2 lanes	40'	no	no	no	no	N/A[1]	
Stewart Road	2 lanes	40'	no	no	no	no	N/A[1]	
Railroad Avenue	2 lanes	40'	no	no	no	no	N/A[1]	

Table 4-1: Street Network

Roadway Type/Name	Roadway		Bike Facilities	Sidewalk	Parking	Landscaping		Section/ Figure Reference
	Lane Capacity	ROW				Median	Setback	
Planned Roadway Conditions								
Highways	4 lanes	136’	Class II	both sides	none	yes	Appendix A	A
Arterials	4 lanes	74’ to 108’	Class II	both sides	none	turn lane	Appendix A	B-H
Collectors	2-4 lanes	52' to 104'	Class II	both sides	on street	turn lane	Appendix A	I-U
Local Streets	2 lanes	38' to 42'	Class III	both sides	on street	no	Appendix A	V-W
Alleys	2 lanes	28' to 38'	N/A	N/A	N/A	no	Appendix A	Figure 4-3

Note:

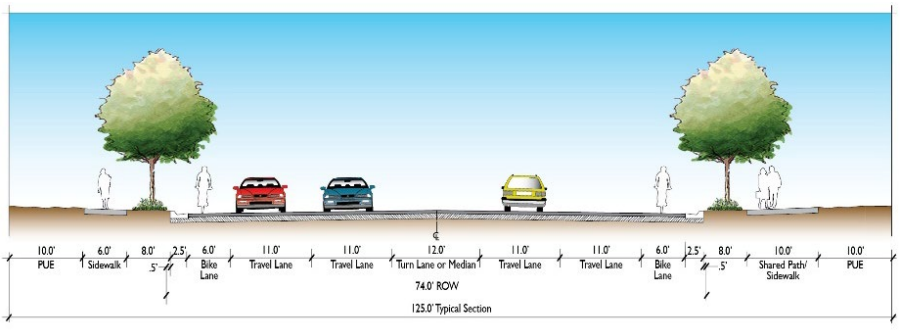
1. Unless new development and/or additions are proposed, the minimum setback has yet to be decided.

4.2.2 Street Sections

Figure 4-2 presents a key map of all street sections referenced in the text below. Based upon further traffic analysis and fiscal considerations, the City may choose to adjust the street sections or defer some improvements. For example, adding sound attenuation walls may be required on some street sections, if traffic projected on those streets deem it necessary. This applies to all existing streets either surrounding or passing through the Plan Area. Table 4-1 summarizes the lane capacity, right-of-way, and landscape requirements associated with the street network in BSMP. Appendix A should also be referred for specific design guidance about how the setback behind walk will be treated.

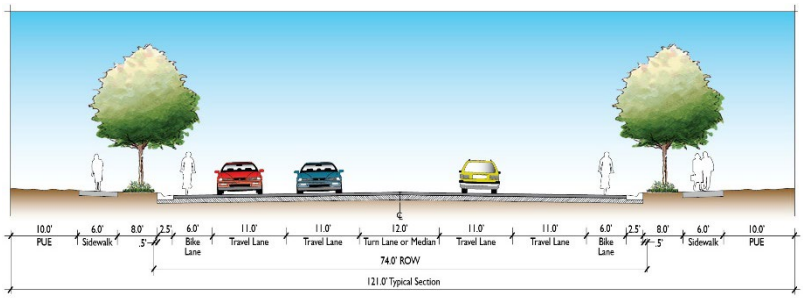
Arterials

In the Plan Area, arterials are primarily 4-lane roadways that are planned to move higher volumes of traffic between collector and local roads to highways and serve as links to community activity centers. Due to the higher volume of traffic typically associated with arterials, the proposed typical sections do not assume on-street parking. At the time of this Master Plan, Bogue Road and Walton Avenue are the only arterial roads servicing the Plan Area. Sections B through G show the sections for Bogue Road and Section H shows the sections along South Walton Avenue. In the case of Section F, additional right-of-way will need to be acquired to install the future sidewalk presented.



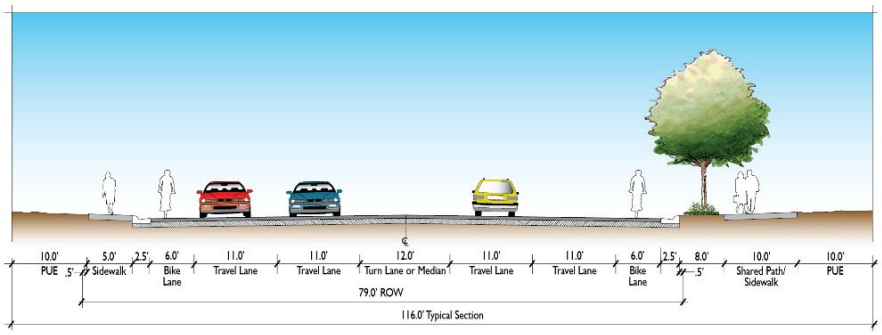
Street Standards: Section B

Functional classification	4 Lane Arterial
Right-of-way width	74 feet
Location of the section	Bogue Road between South Walton Avenue and Gilsizer Ranch Way
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as part of a shared path, 6 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet, both sides



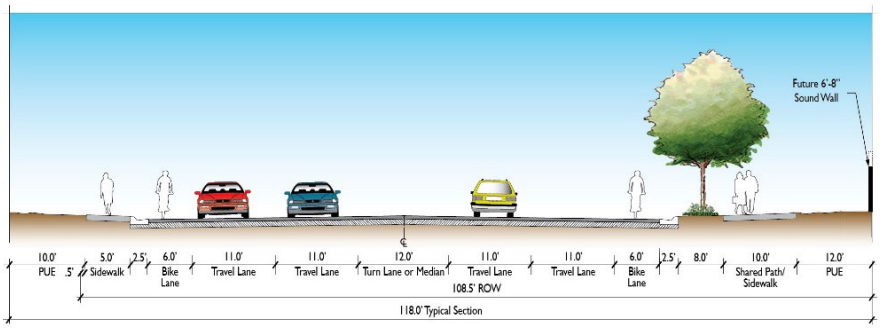
Street Standards: Section C

Functional classification	4 Lane Arterial
Right-of-way width	74 feet
Location of the section	Bogue Road between Gilsizer Ranch Way and Highway 99
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	6 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet, both sides



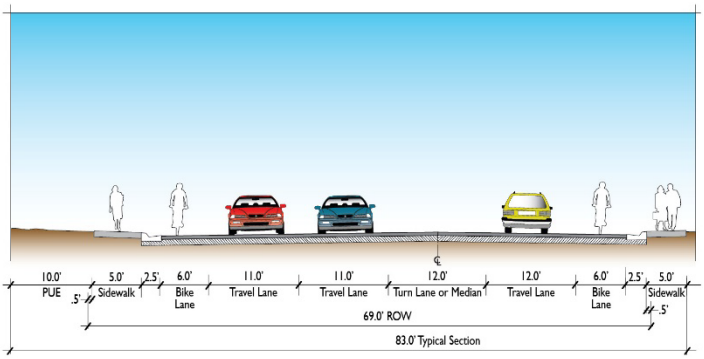
Street Standards: Section D

Functional classification	4 Lane Arterial
Right-of-way width	79 feet
Location of the section	Bogue Road between Highway 99 and east of the proposed Office Park
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as part of a shared path, 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side



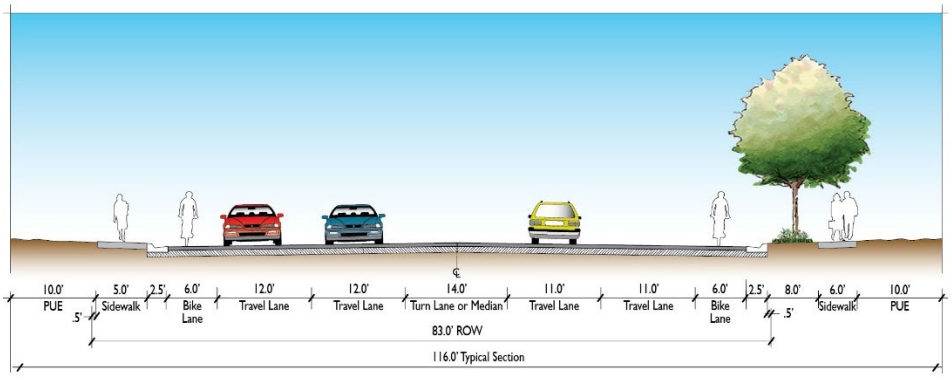
Street Standards: Section E

Functional classification	Arterial
Right-of-way width	108.5 feet
Location of the section	Bogue Road between the proposed Office Park and Columbia Drive
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as part of a shared path, 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side



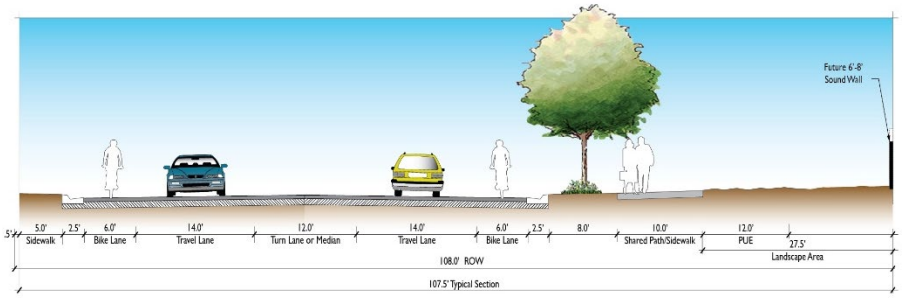
Street Standards: Section F

Functional classification	Arterial
Right-of-way width	69 feet
Location of the section	Bogue Road between Columbia Drive and Railroad Avenue
Number of lanes	4
On-street Parking	None
Median	None
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	None



Street Standards: Section G

Functional classification	Arterial
Right-of-way width	83 feet
Location of the section	Bogue Road between Railroad Avenue and South Park Drive
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	6 feet on one side as part of a shared path, 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side

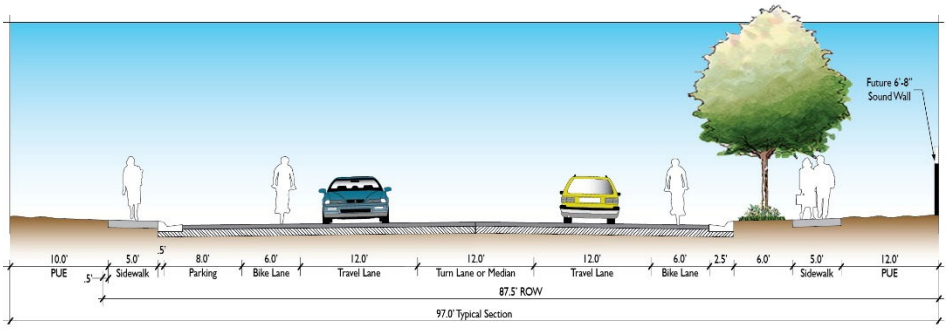


Street Standards: Section H

Functional classification	Modified Arterial with Urban Edge Buffer
Right-of-way width	108 feet
Location of the section	South Walton Avenue connecting Bogue Road to Stewart Road; Stewart Road - between Highway 99 and South Walton Avenue and a 1,000-foot section 1,500 feet west of Riverbend School (collector)
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as a shared concrete path 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side

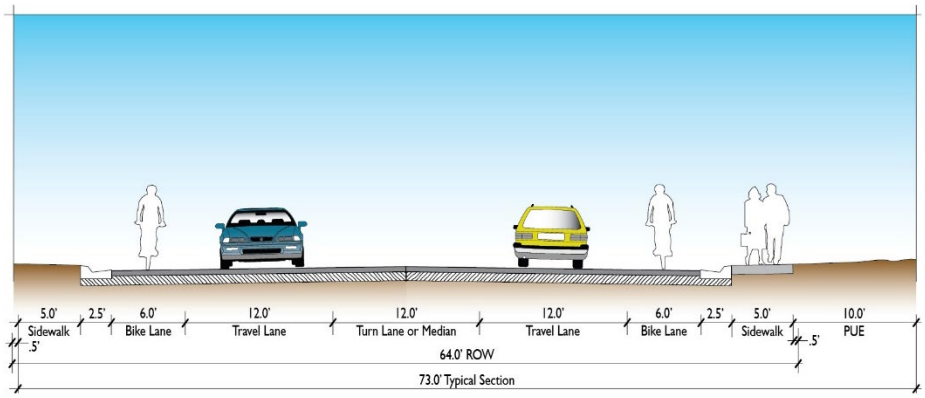
Collectors

In the Plan Area, collectors are primarily 2-lane roadways, except Phillips Road between Newkom Ranch Drive and Summary Drive, where the Master Plan assumes a 4-lane major collector to accommodate for the traffic to and from the adjoining commercial center and office park (Refer to Sections N and O). Collectors usually provide for on-street parking as a mechanism to slow down traffic to and from adjoining residential areas. Stewart Road will function as a Collector Road and portion of Stewart Road (between South Walton Avenue and Highway 99) will integrate the urban edge buffer, due to adjacency to agricultural lands to the south. Refer to Section I for sections along Stewart Road and Railroad Avenue. Sections I through O show section details that will apply for major collectors and Sections P through U show section details that will apply for minor collectors throughout BSMP, as per the Key Map.



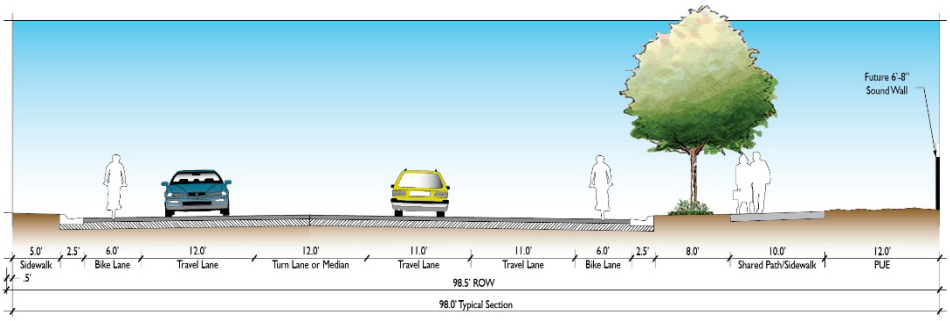
Street Standards: Section I

Functional classification	Collector
Right-of-way width	87.5 feet
Location of section	Stewart Road (connecting 480' east of Dante Road to 1,500 west of Riverbend School); Railroad Avenue (connecting Tuscan Road to Bogue Road)
Number of lanes	2
On-street Parking	8 feet on one side
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet on one side



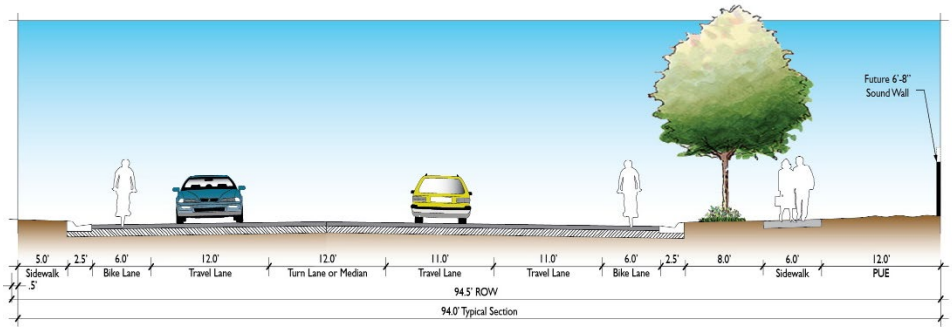
Street Standards: Section J

Functional classification	Collector
Right-of-way width	64 feet
Location of the section	Stewart Road between 480' east of Dante Road and Sea Cliff Way
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	None



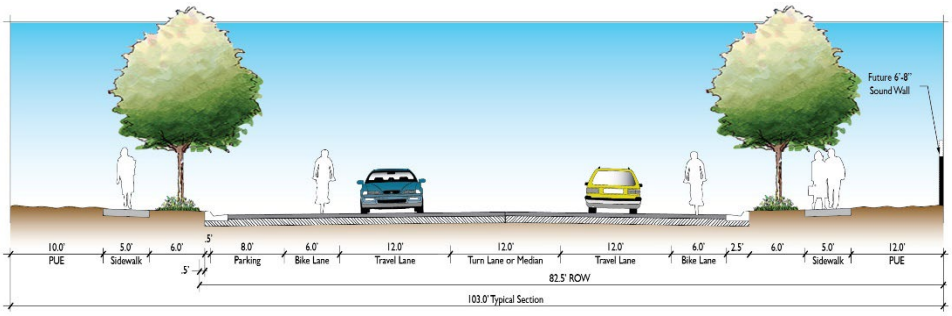
Street Standards: Section K

Functional classification	Major Collector
Right-of-way width	98.5 feet
Location of the section	Stewart Road between Highway 99 and Phillips Road
Number of lanes	3
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as a shared concrete path, 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side



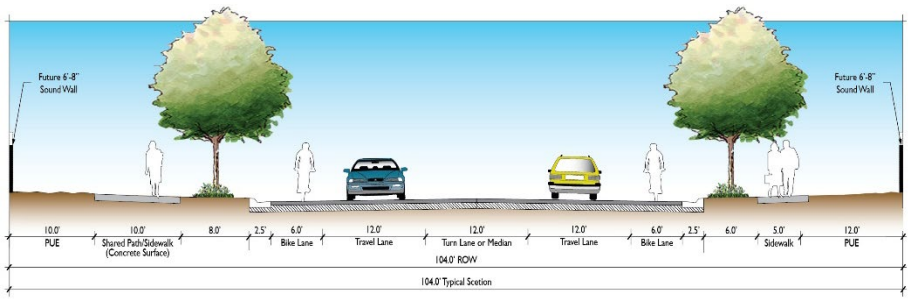
Street Standards: Section L

Functional classification	Major Collector
Right-of-way width	94.5 feet
Location of the section	Stewart Road between Sea Cliff Way and Phillips Road
Number of lanes	3
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	6 feet on one side, 5 feet on the other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side



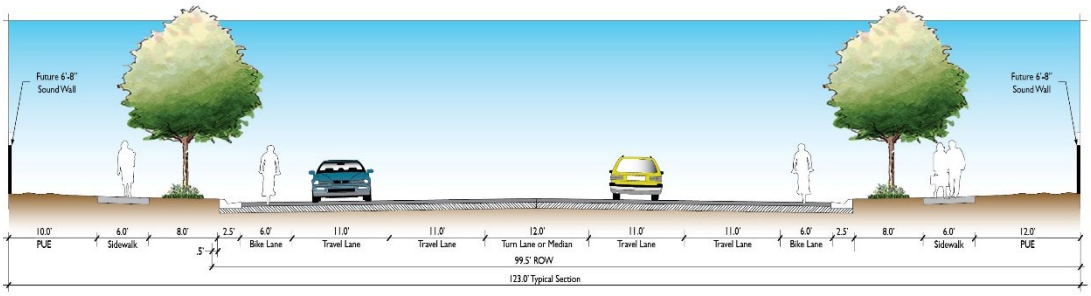
Street Standards: Section M

Functional classification	Major Collector
Right-of-way width	82.5 feet
Location of the section	Phillips Road along the Newkom Park frontage, Newkom Ranch Drive along estate lot frontage.
Number of lanes	2
On-street Parking	8 feet on one side
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides (except on Phillips Road Adjacent to park. There shall be a 10 foot shared path.
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides (except on Phillips Road adjacent to park, there shall be 8 feet.)



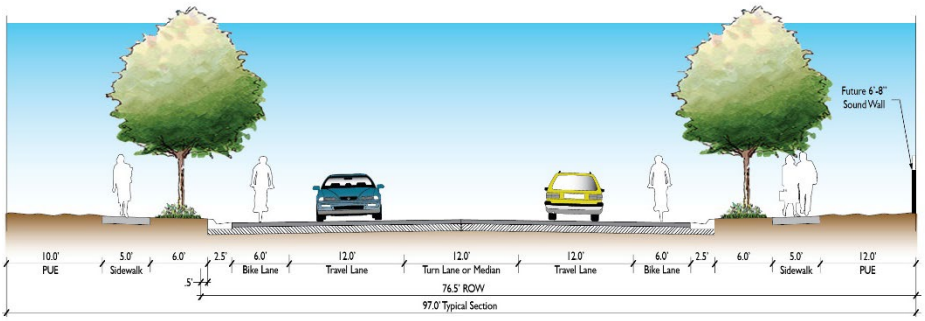
Street Standards: Section N

Functional classification	Major Collector
Right-of-way width	104 feet
Location of the section	Phillips Road between Newkom Ranch Drive and Summary Drive
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on west side, 5 feet on east side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side, 6 feet on other side



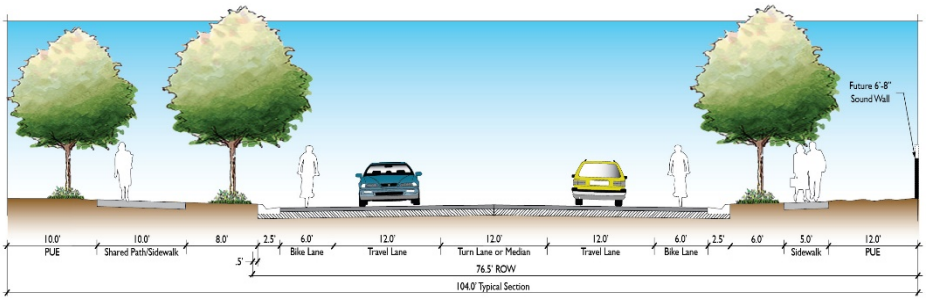
Street Standards: Section O

Functional classification	Major Collector
Right-of-way width	99.5 feet
Location of the section	Phillips Road between Summary Drive and Bogue Road
Number of lanes	4
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on west side and 6 feet on east side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet, both sides



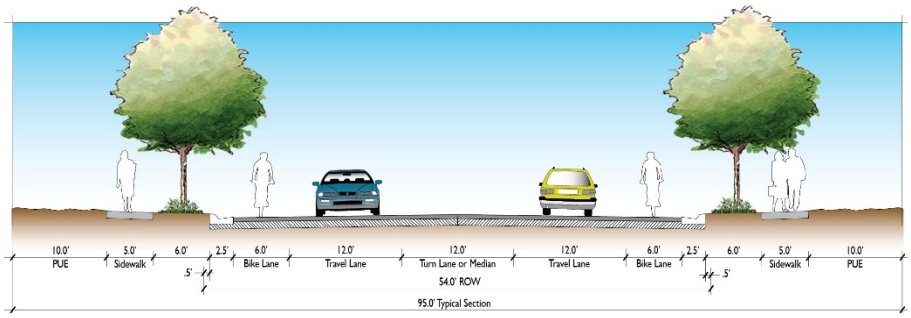
Street Standards: Section P

Functional classification	Minor Collector
Right-of-way width	76.5 feet
Location of the section	Phillips Road (connecting Newkom Park to Newkom Ranch Drive); Halprin Ranch Drive (connecting Railroad Avenue to Changris Ranch Way)
Number of lanes	2
On-street Parking	8 feet, both sides
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides



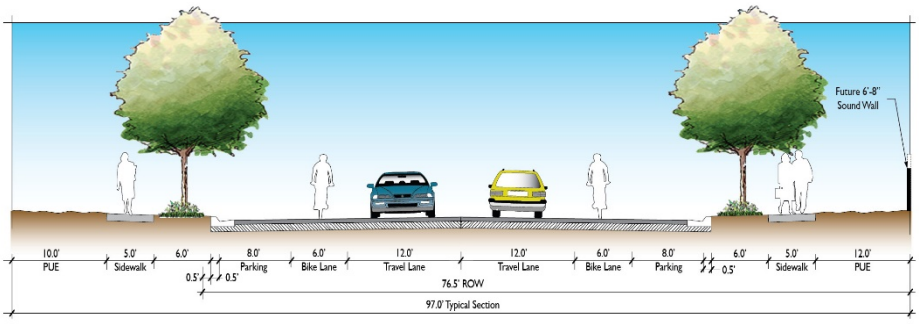
Street Standards: Section Q

Functional classification	Minor Collector with multi-use trail
Right-of-way width	76.5 feet
Location of the section	Gilsizer Ranch Way (connecting Stewart Road to Bogue Road)
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	10 feet on one side as a shared path, 5 feet on other side
Bike Lane	6 feet, both sides
Landscaped Parkway	8 feet on one side, 6 feet on other side



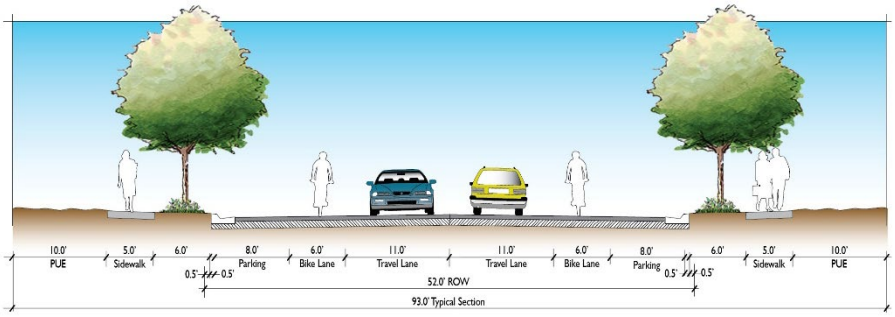
Street Standards: Section R

Functional classification	Minor Collector
Right-of-way width	54 feet
Location of the section	Changris Ranch Way (connecting Bogue Road to Newkom Ranch Drive)
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides



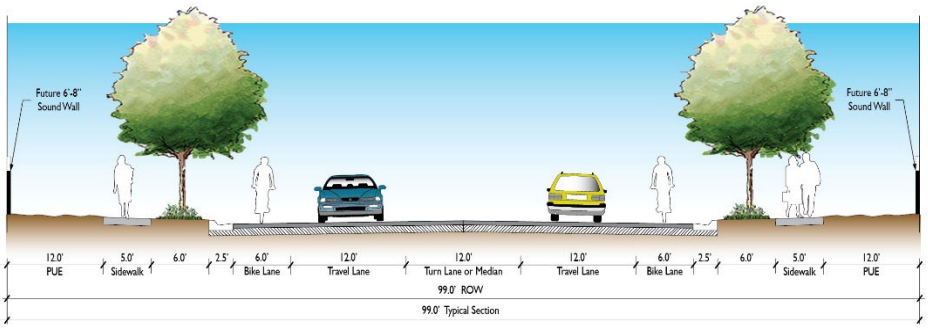
Street Standards: Section S

Functional classification	Collector
Right-of-way width	76.5 feet
Location of the section	Halprin Ranch Drive (connecting Changris Ranch Way to Garden Highway)
Number of lanes	2
On-street Parking	8 feet, both sides
Median	None
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides



Street Standards: Section T

Functional classification	Minor Collector
Right-of-way width	52 feet
Location of the section	Shanghai Bend Road (connecting Changris Ranch Way to existing city neighborhoods east of the Plan Area)
Number of lanes	2
On-street Parking	8 feet, both sides
Median	None
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides



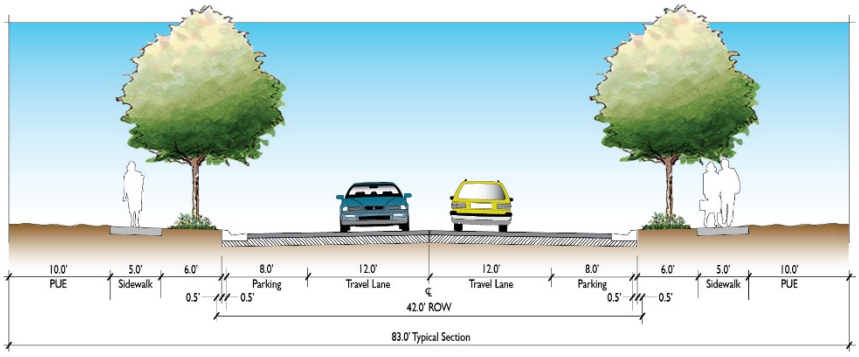
Street Standards: Section U

Functional classification	Minor Collector
Right-of-way width	99 feet
Location of the section	Newkom Ranch Drive (connecting Phillips Road to estate lots; and connecting Railroad Avenue to Changris Way); and Kells Ranch Drive (connecting south Walton Road to Gilsizer Ranch Way)
Number of lanes	2
On-street Parking	None
Median	Either turn lane or median
Sidewalk/Path	5 feet, both sides
Bike Lane	6 feet, both sides
Landscaped Parkway	6 feet, both sides

Internal Local Streets

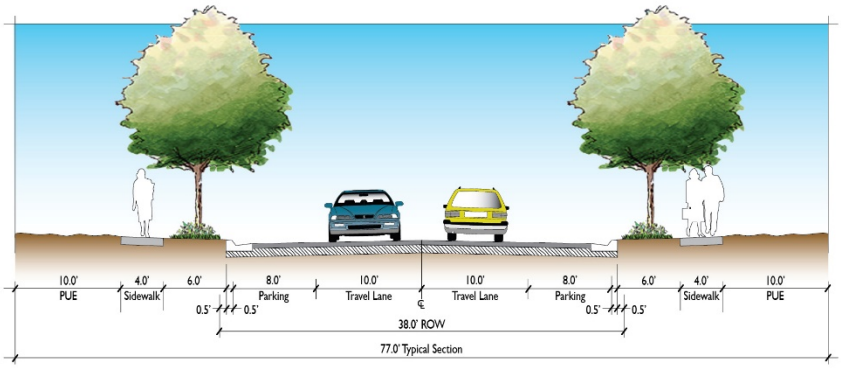
Local streets will make up the majority of the roadways within the Plan Area and follow the Complete Streets philosophy to accommodate all types of users, vehicular and non-vehicular. Multiple connections will tie to new local roads, collectors, and adjoining existing neighborhoods, with the primary focus on moving traffic effectively while building safe neighborhood streets for pedestrians and bicyclists. Therefore, internal local streets will provide various traffic calming mechanisms to slow down traffic movement and promote cognitive awareness among the various street users. Some of the design mechanisms used for traffic calming are discussed in the next section.

Section V shows the typical section for a Major Local Street and will apply to interior roads servicing more than 100 lots (primarily, residential). Section W shows the typical section for Minor Local Street and will apply to interior roads servicing less than 100 lots (primarily, residential). At the time of construction, if the City deems fit to add any traffic calming strategies, eliminate/adjust lane widths where right-of-way is limited by existing development, or widen the right-of-way based on projected traffic volume, the street section shall be modified to accommodate for such conditions.



Street Standards: Section V

Functional classification	Major Residential
Right-of-way width	42 feet
Number of lanes	2
On-street Parking	8 feet, both sides
Median	None
Sidewalk/Path	5 feet, both sides
Bike Lane	None
Landscaped Parkway	6 feet, both sides



Street Standards: Section W

Functional classification	Minor Residential
Right-of-way width	38 feet
Number of lanes	2
On-street Parking	8 feet, both sides
Median	None
Sidewalk/Path	4 feet, both sides
Bike Lane	None
Landscaped Parkway	6 feet, both sides

4.2.3 Alleys

Alleys are roadways that provide vehicular access to residential garages located in the rear of the lot. Alleys are typically used in areas with limited vehicular access or constrained street frontages but they also help in reducing the appearance of garage door dominated streetscape. Alleys should be designed to be safe, attractive, and livable spaces, incorporating such streetscape elements as landscaping, decorative paving, quality fencing materials, and lighting. Services, above-ground equipment, and trash containers placed in the alley should be screened from view by fencing or landscaping. 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 Appendix A. A typical alley should be designed to be a minimum of 28 feet, accommodating two travel lanes of 10 feet each and 4-foot landscaping areas on both sides. **Figure 4-3** shows the typical section for an alley.

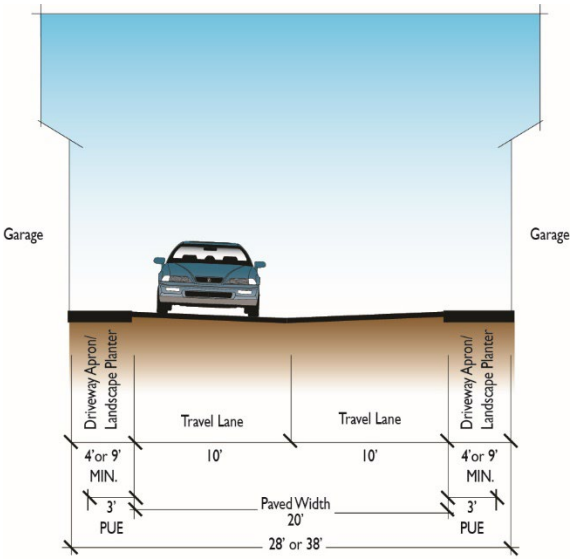


Figure 4-3: Typical Section for an Alley

4.2.4 Off-Site Improvements

The traffic analysis prepared for the environmental impact report did not identify the need for off-site improvements to roads outside of the Plan Area.

4.2.5 Roundabouts

The BSMP community proposes to build four roundabouts along the community's collector streets, near important junctions of the residential neighborhoods. These features are included in the community to act as both a traffic calming measure, as well as provide visual landmarks that reinforce neighborhood identity. Roundabouts should incorporate unique accent plantings and/or other focal landscape elements for visual enhancements of the feature. **Figure 4-4** shows a schematic concept of a roundabout. Final design standards of roundabouts are to be approved by the City Public Works Director, but some of the guidelines to follow would be:

- A raised center planter (island);
- A focal element, such as an accent tree or public art, along with low to moderate height shrubs and groundcovers within the center planter;
- Up light fixtures and/or exterior electrical outlets to accommodate tree/ artwork lighting;
- A wall along the raised center planter incorporating a decorative face, subtle-natural tones, and a trim cap that extends beyond the face of the wall to provide a visible shadow line;
- An overrun area (apron) adjacent to the center island raised above the travel lane and incorporating a rolled curb and decorative paving materials;
- Lighted pavement markers to demarcate the edge of the overrun area;
- Accent paving materials (stamped concrete/asphalt) to define all travel lanes within the roundabout; and
- Enhanced pedestrian crosswalks at all intersections surrounding the roundabout. Pedestrian crosswalks shall be set back at least one full car length from the yield line and incorporate protected splitter islands to enhance pedestrian safety.

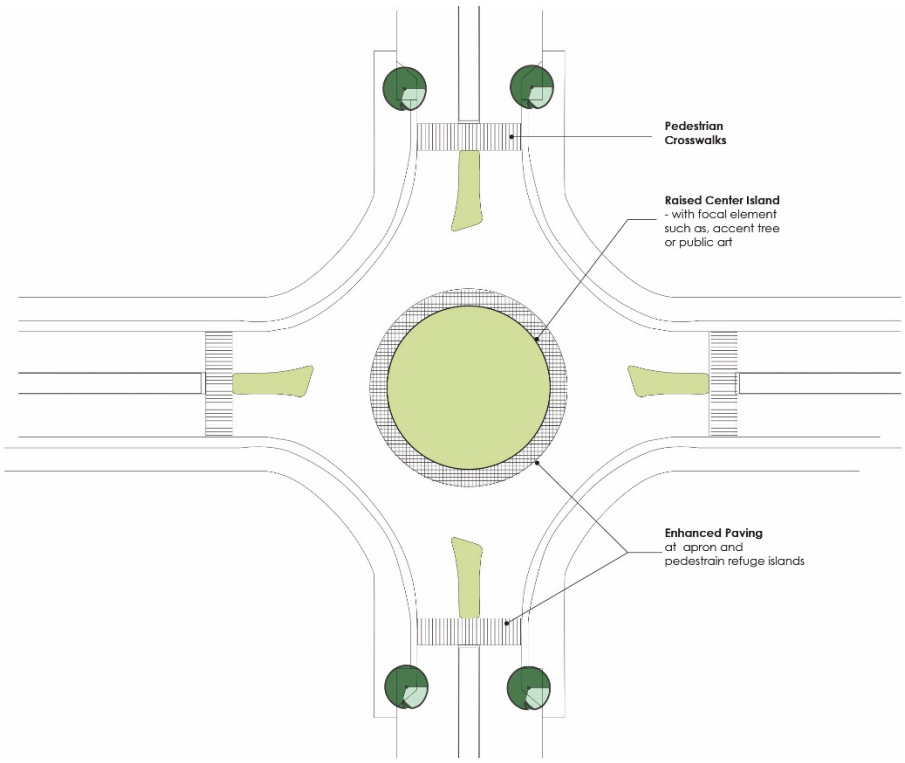


Figure 4-4: Typical Concept for a Roundabout

4.2.6 Cul-de-Sacs

Careful design of cul-de-sacs within the subdivision layout is fundamental to successful bike and pedestrian network in the Plan Area. The use of conventional dead end cul-de-sacs shall be avoided within the Plan Area and limited to instances where a hardship can be demonstrated. Live-end or day-lighted cul-de-sacs which provide pedestrian and bicycle access to open spaces, parks, and neighborhoods while restricting automobile through traffic may be designed, when necessary.

Day-lit cul-de-sac example.

4.2.7 Traffic Calming Techniques

Traffic calming is an important part of creating Complete Streets that accommodate for both vehicular and non-vehicular transportation modes. Well-designed traffic calming measures help promote pedestrian and bike safety in the Plan Area by controlling traffic volumes and speeds, and are central to establishing safety and vitality within a community. A variety of traffic calming techniques are proposed to be used throughout the Plan Area, as directed by Public Works Director, primarily in residential areas and near parks, open space and school, include: narrowing street width, bulb-outs, special pavement markings, chokers, on-street parking, and diagonal closures. These measures may be used alone or in combination to promote safe travel through the Plan Area.

Various traffic calming techniques.

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. This traffic calming mechanism promotes safer pedestrian crossings by shortening the crossing distance and time required.

Bulb-outs and Chokers

Bulb-outs when designed carefully along streets with high pedestrian activity promote pedestrian safety by reducing the amount of time that pedestrians are exposed during roadway crossings. Landscaped bulb-outs provide a smooth transition between on-street parking and intersections by improving visibility and creating well-defined, highly visible corners. It should be taken into consideration that the landscaping provided does not impair driver sight lines. In addition to an increased feeling of safety for pedestrians, bulb-outs also serve as a way to decrease traffic speeds, especially when vehicles attempt to turn. Landscaped bulb-outs or chokers may also be integrated on narrow streets and with limited right-of-way, as a way to combine on-street parking with landscaping areas to accommodate street trees, as well as provide safer pedestrian mid-block crossing. This measure eliminates on-street parking at midblock 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 color, materials, and textures may be used throughout the Plan Area, especially near high-activity areas to serve as a visual reminder to motorists of the likely presence of pedestrians and bicyclists. Special pavement markings or changes in pavement patterns visually signal motorists to slow down.

Raised Refuge Islands

Raised refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Raised pavement to provide protected space may be included in intersection designs for highways/arterials/ collectors with medians and turn lanes with high-speed traffic.

4.3 Pedestrian and Bicycle Network

The BSMP community is designed to accommodate convenient opportunities for pedestrians and bicyclists to move easily within the Plan Area and access surrounding neighborhoods and destinations. The BSMP Area's bikeway and pedestrian network will use a combination of ,10 Foot Shared Paths, Class II bike lanes, and Class III bike routes, and sidewalks to create a comprehensive, non-auto mobility system, in keeping with the Complete Streets philosophy. Sidewalks are included in all improved and proposed streets (except alleys). **Figure 4-5** provides a map for the bicycle and pedestrian network within the Plan Area. Appendix A should be referenced along with this chapter for specific guidance on the design on pedestrian and bike facilities.

4.3.1 Off-Street Shared Paths

Off-street multi-use bicycle and pedestrian paths are located along the major open space corridors in BSMP and provide north-south and east-west connections to major destinations including the Community Commercial centers, K-8 school, and adjoining existing and planned residential areas. Multi-use paths that allow for both pedestrian and bicycle movements are proposed in the Plan Area in open space corridor along Gilsizer Slough and along Feather River levee. Additional multi-use paths are encouraged within the Plan Area.

4.3.2 Class 2 On-Street Bike Lanes

Signed bicycle lanes are located within the street right-of-way outside of the parking lanes. Bicycle lanes are provided along all backbone streets within BSMP, including arterials and collectors.

4.3.3 Class 3 On-Street Shared Bike Routes

Bicycle routes are selected streets designated with bicycle signs completing the grid bicycle network throughout BSMP. Bicycles share the right-of-way auto within the residential street system.

4.3.4 Enhanced Pedestrian Intersections

The commitment to promote multimodal transportation calls for enhanced pedestrian crossings at important destinations within the community, such as commercial centers, schools, offices, etc. The BSMP community will include enhanced pedestrian intersections at various locations to allow for safe pedestrian movements. Enhanced pedestrian intersections may also be integrated as mid-block crossings near high-activity areas. The enhancements provided at key crossing areas should incorporate the following guidelines:

- Clearly distinguishable paving treatments, markings, and reflectors.
- Enhanced signalizations/signage.
- Bulb-outs to narrow intersections crossings, where on-street parking is allowed on the roadways.
- Adequate illumination to enhance visibility.

Final design standards of enhanced pedestrian intersections are to be approved by the City Public Works Director.

4.4 TRANSIT

The BSMP community design supports the development of bus turnouts and transit shelters along Highway 99, Garden Highway, and the main arterials serving the community, such as Bogue Road, South Walton Road, and Stewart Road. Currently, Yuba-Sutter Transit serves areas north of Bogue Road, with multiple transit stops for Route 5 along Bogue Road and one community Park and Ride facility located to the northeast of the intersection between Bogue Road and Highway 99. The BSMP community design supports the expansion of the Park and Ride facility to better serve and access the residential and commercial areas. Furthermore, Park and Ride lots should be expanded within commercial areas along Highway 99 (south of Bogue Road intersection), 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. **Figure 4-6** provides the proposed public transit system within and surrounding the BSMP Area.

As part of the review process for individual development projects within the planned community, the City and project proponents will work directly with transit agencies on the exact location, and need to provide or contribute towards transit-related improvements. Some of the improvements that shall accompany transit stop locations include:

- Shelter structure
- Lighting and seating areas
- Adequate right-of-way to provide access to the 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.

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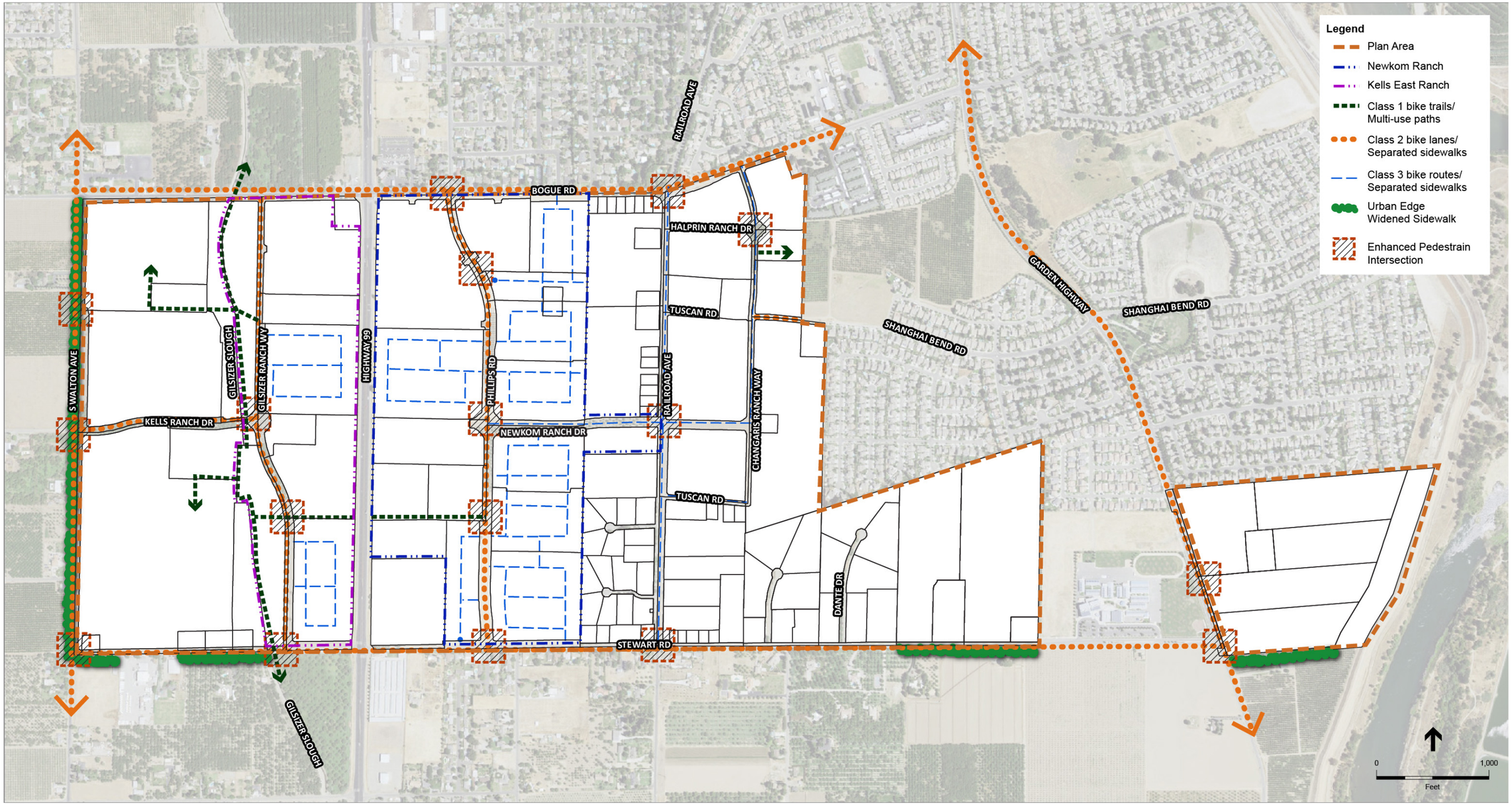

Figure 4-5: Bike and Pedestrian Map

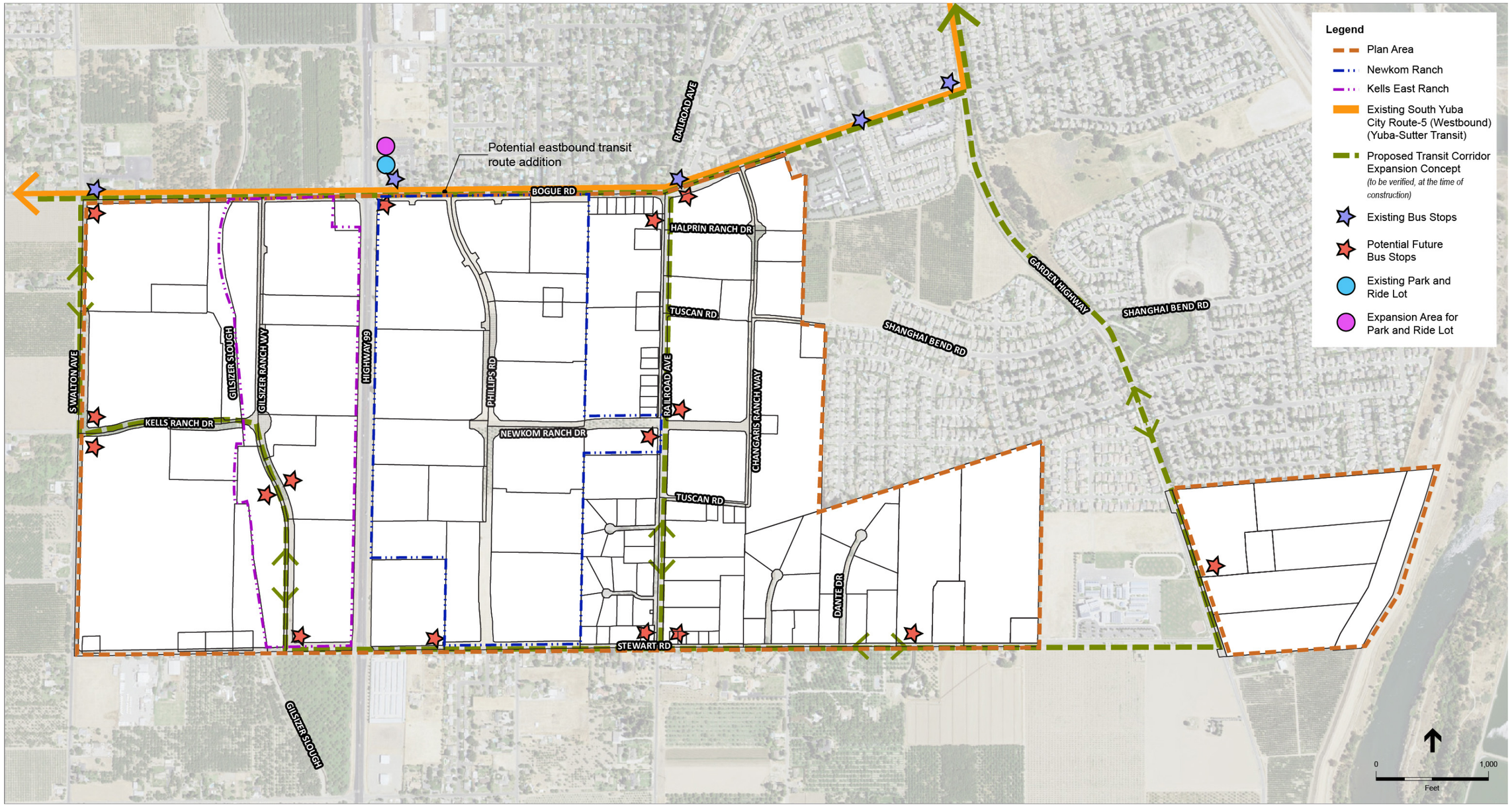

Figure 4-6: Transit Map

Chapter 5
PUBLIC SERVICES AND UTILITIES

5.1 Introduction

This chapter provides a summary of the plans and requirements necessary to ensure the efficient delivery of utilities and public services (which include parks and open space, schools, fire protection, law enforcement, and libraries) to support development of the BSMP Area. Information for utilities is based upon the water, wastewater, and storm drainage master plans that have been prepared for the BSMP (included in Appendices B, C, and D respectively). Information on public services reflects City and other service provider standards. Future development proposals will further refine public infrastructure, facility, and service needs, and may be required by the City to prepare more detailed site specific analyses.

Table 5-1 identifies the City and other agencies that are to provide public services and utilities in the BSMP Area. In general, all public services and utilities are to be extended in a timeframe and capacity that supports the phased development of the BSMP Area, wherein landowners would fund their fair share contribution. Chapter 6, Implementation, provides a summary of the phasing of infrastructure improvements, along with the financing of both utilities and public services.

Table 5-1: BSMP Public Service and Utility Providers

Public Service / Utility	Provider
Parks and Recreation	City of Yuba City
Schools	Yuba City Unified School District
Libraries	Sutter County Library
Law Enforcement	Yuba City Police Department
Fire Protection and EMS	Yuba City Fire Department
Potable Water	City of Yuba City
Wastewater	City of Yuba City
Storm Drainage and Flood Control	City of Yuba City, Gilsizer Drainage District
Levee Protection	Sutter County Levee District 1

Table 5-1: BSMP Public Service and Utility Providers

Public Service / Utility	Provider
Solid Waste	Recology Yuba-Sutter
Electricity	Pacific Gas and Electric
Natural Gas	Pacific Gas and Electric
Telephone	AT&T
Internet	AT&T or Infinity
Television/Cable	Comcast

5.2 Public Services

5.2.1 Parks and Open Space

Houses facing a neighborhood park.

Parks and open space serve a vital role within communities, as these resources provide primary focal points, in addition to offering passive and active recreational opportunities. These parks will foster the community identity and character for residents and visitors alike.

Parks within the Plan Area respond to a variety of factors including General Plan policies, community needs, proximity to residential neighborhoods, and joint use capabilities. Within the BSMP parks serve as activity centers and destinations for residential neighborhoods, providing a walkable and bikeable amenity for the residents. Therefore, the parks are strategically located near the higher density areas for ease of access to the maximum number of residents. Multi-use trails that provide access to parks and open space will provide connectivity between these vital public spaces and encourage walking and bicycling throughout the community. Collectively, the parks and open space areas provide visual and physical relief from the built environment.

The Yuba City General Plan contains a goal of providing five acres of public parkland per 1,000 residents, comprised of 1.5 acres each of community parks (those serving residents within a half-mile radius), and city parks, and two acres of special use or regional parkland and passive open space. The Yuba City General Plan provides the following park categories and requirements:

Passive recreation areas within a neighborhood park.

- Neighborhood Park: A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. These facilities include pocket parks, and neighborhood playgrounds. Prior to a 2008 general plan amendment, the City's standard for this type of park was 1.0 acre per 1,000 residents. However, while the General Plan does not require the dedication of parks, the inclusion of neighborhood parks is negotiated between the City and developer during the entitlement process.

- Community Park: A larger park or facility developed to meet the park and recreational needs of those living or working within a three-mile radius. Community parks vary from 5 to 20 acres and typically have play fields and community recreation facilities. The standard for this type of park is 1.5 acres per 1,000 residents.

- City Park: A park having a wide range of improvements not usually found in neighborhood and community parks and designed to meet the recreational needs of the entire city population. A city park must be over 80 acres in size. Recreational facilities may include a nature area, golf course, zoo, or lawn and play areas. Structures, such as gymnasiums, community centers, and public or private educational institutions may also be permitted. City parks may be themed, such as a park dedicated to the agricultural heritage of the area. The standard for this type of park is 1.5 acres per 1,000 residents.

- Special Recreation Area: A recreation area or facility devoted to a very specific activity or use. A linear park or trail is one example. Other parks with a mix of public and private passive and active space, such as parts of the Feather River Park, are also examples. Plazas and green space within commercial developments also fall into this category. The standard for this type of park is 2.0 acres per 1,000 residents.

The BSMP parks and open space areas consist of a community park, three neighborhood parks, and open space areas along Gilsizer Slough. Refer to **Figure 5-1** for the parks and open space provided within the Plan Area. The City of Yuba City Parks and Recreation Department (YCPRD) provides recreational services within its City limits. In addition to servicing and maintaining the City's local park system, the YCPRD offers a range of recreational programs, events, activities, and facility rentals to the community. The parks designated for the Plan Area will be owned by the City and operated by the YCPRD.

Table 5-2 provides parkland requirements within the Plan Area. Similar to the Lincoln East Specific Plan and Quimby Standards, the overall park/open space requirements for BSMP has been calculated based on a 5 acre per 1,000 residents. For the project areas, Newkom Ranch will generate 1,717 residents and require 10.7 acres of parks, and Kells East Rach will generate 721 residents and require 4.4 acres of parks.

The land use plan identifies approximately 84.2 acres of parks and open space, of which 22.65 acres are dedicated parks receiving full park credit, and the remaining is open space with passive recreation areas along Gilsizer Slough receiving partial park credit. A total of 65.39 acres of park credit is granted. **Table 5-3** shows the credit the City grants for dedicated parks and open space.

Table 5-2: Parkland Requirements

Type of Land Use	Population[1]	Community Park Requirements (1.5 acres/ 1,000 persons)	City Park Requirements (1.5 acres/ 1,000 persons)	Passive/ Open Space Requirements (2.0 acres/ 1,000 persons)	Neighborhood Park Requirements (1.0 acres/ 1,000 persons)	Minimum Park Acreage Needs (acres)[1]
Single Family Residential	3,843	5.76	5.76	7.69	3.84	23.06
Multifamily Residential	2,985	4.48	4.48	5.97	2.99	17.91
TOTAL	**6,828**	**10.24**	**10.24**	**13.66**	**6.83**	**40.97**

Note:

1. For parks, population is calculated using 2.9 persons per household for single family residential and 2.5 persons per household for multifamily residential. In other sections, population was calculated used 2.67 residents per household.

SOURCE: California Department of Housing and Community Development, State Income Limits for 2013.

Table 5-3: Parks and Open Space Dedication and Credits by Park Type

Type	Acreage Required	Acreage Provided	City Credited Acreage[1]	Standard Met (Y/N)	Shortage/ Surplus (acres)
Community Park	10.24	11.27	9.74	N	-0.50
City Park	10.24	0.00	0.00	N	-10.24
Passive/Open Space	13.66	61.91	44.50	Y	+30.85
Neighborhood Park	6.83	11.38	11.15	Y	+4.55
TOTAL	**40.97**	**84.56**	**65.39**		**+24.66**

Note:

1 Community Park: 1.70 acres given 100% credit, 3.83 acres given 90% credit, and 5.74 acres given 80% credit

Passive/Open Space: 27.09 acres given 100% credit; 34.82 acres given 50% credit Neighborhood Park: 9.04 acres given 100% credit, 2.34 acres given 90% credit

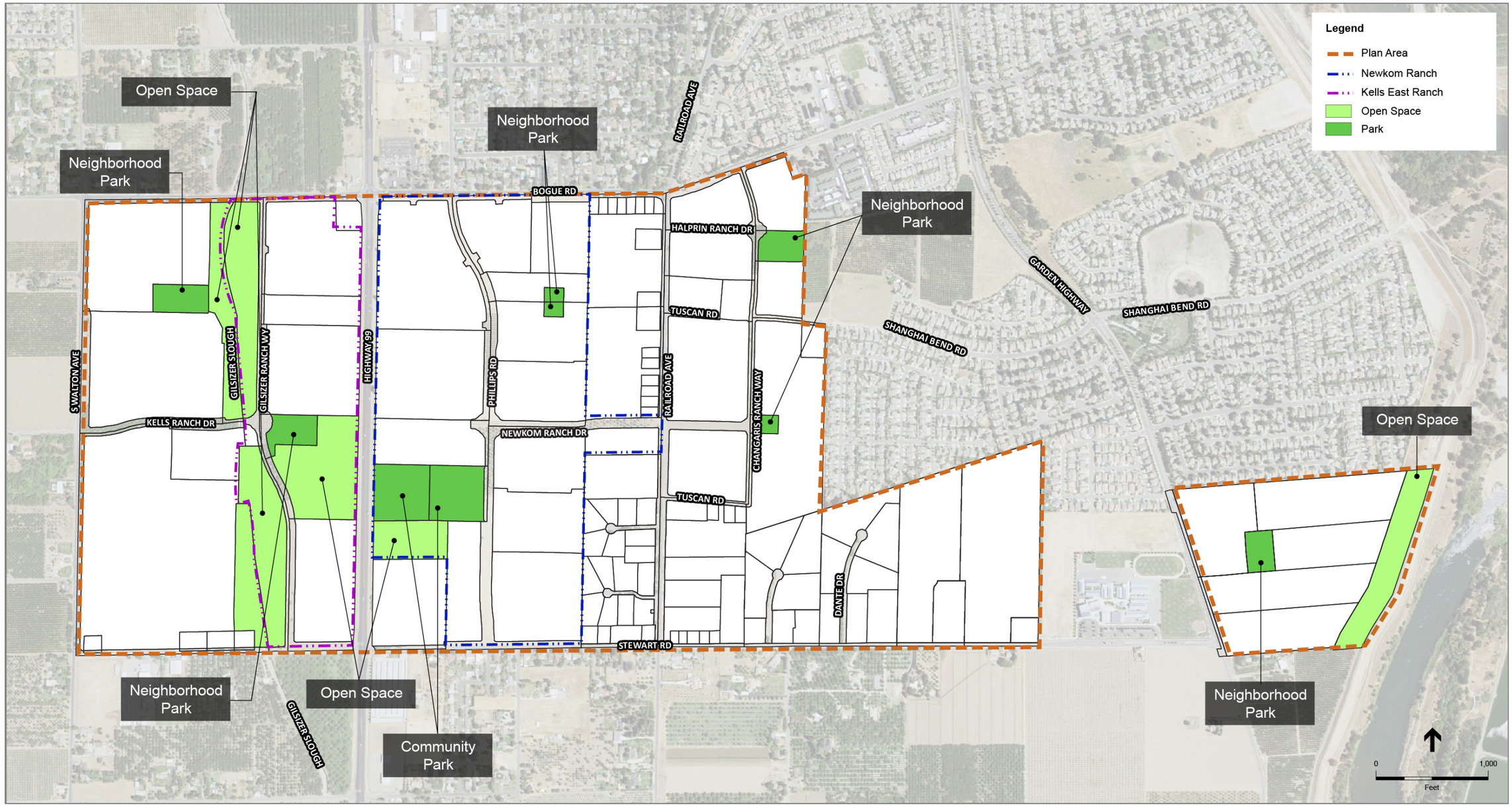

Figure 5-1: Parks and Open Space

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As per Table 5-2 and Table 5-3, the Plan Area achieves the BMSP 5 acre per 1,000 resident park requirement and provides the required acreage of neighborhood parks. The BSMP does not provide enough on-site community or city park acreage but these requirements will be satisfied via the City's park in-lieu fee pursuant to General Plan policy. In addition, as small lot subdivision maps are developed it is anticipated that various pocket parks, special recreation areas (such as plazas, courtyards) if provided, may be eligible for park and open space credit. These park acreages are eligible for fee credit compensation.

Within the Plan Area, 11.3 acres of Community Parks are provided with 9.74 acres receiving credit, which is below the required 10.24-acre standard set for Community Parks. Of the 11.38 acres of neighborhood parks provided within the Plan Area, 11.15 acres are to receive credit, which meets the required 6.83-acre standard. The City Park requirement of 10.24-acres will be met through payment of in-lieu fees. The total amount of open space provided within the Plan Area is 61.91 acres, and 44.5 of those acres are provided credit, with the required 13.66 amount of acres met. Overall, the total amount of parks and open space dedication receiving credit will be 65.39 acres receiving credit. For the remaining acreages of park types that do not meet specific standards, an in-lieu fee will be used to meet the requirements.

Community Park

Figure 5-1 shows there is one Community Park anticipated in the Plan Area within the Newkom Ranch development. The park is located east of Highway 99 and south of a high-density residential parcel. The water detention area south of the community park will provide the potential to extend the passive recreation features towards the south of the park facing the water detention area. Several pedestrian connections will link the park to surrounding neighborhood. Some of the facilities that could be considered for the community park include children's play equipment, picnic areas, variety of seating areas, active lighted fields, tennis and pickle ball courts, disc golf facilities, bocce ball courts, drinking fountains, restroom facilities, and walking paths.

Community park with active recreation facilities.

Neighborhood and Pocket Parks

The BSMP includes six neighborhood parks and a variety of pocket parks. The Neighborhood Park category was recognized in the Yuba City General Plan, but following a 2008 update to the Parks, Schools, and Community Facilities Element, this category was removed. However, existing neighborhood park sites will remain in the city park system, and can be included as overall parkland credit. Neighborhood parks must be two acres in size, and may increase in size to accommodate a dual use detention basin. These parks are designed to service residents living within a half mile from the given park, and also cultivate the identity of the community served. Therefore, in the context of the BSMP, neighborhood parks are located close to high density residential areas to capture maximum resident users. Sidewalks and multi-use trails are

Pocket park with seating areas.

designed to provide a variety of pedestrian- and bicycle-friendly connections for the surrounding residential community. These parks may be either active or passive, with off-street parking minimized. Final facilities within the neighborhood parks are dependent on the identity and qualities of the surrounding neighborhood. Some of the facilities that could be included in the neighborhood park are children's play structure, basketball courts, multi-use areas with trails, soccer fields, tennis and pickle ball courts, and picnic areas. These parks can also provide stormwater detention facilities.

Pocket parks are open space areas that may be up to three acres in size and located within residential neighborhoods. Pocket parks are intended primarily for passive recreation, such as play areas for small children and seating and picnic areas. The number and location of pocket parks will be determined as part of the small lot subdivision map approval process.

Joint Use Parks and Schools

One school is proposed along the northern boundary of the Plan Area, at the corner of Bogue Road and South Walton Avenue adjacent to a planned neighborhood park and the Gilsizer Slough open space. Joint use of school and park facilities is encouraged to benefit both the Yuba City Unified School District (YCUSD) and City. The joint-use of facilities takes advantage of existing resources, prevents unnecessary duplication of services already being provided, and promotes preservation, and the more effective use, of other valuable land in the community.

In order to engage in the joint use of facilities, the City of Yuba City and the YCUSD 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.

Riverbend Elementary School is a K-8 school located on Stewart Road that will likely serve some of the students in the Plan Area. The school bifurcates the southern end of the Plan Area,

Open Space Areas

The open space area in the BSMP Plan Area includes the Gilsizer Slough which is a drainage corridor that flows north-south through the western portion of the site (west of Highway 99) and it is planned to be open space preserve. As a result of intensive agricultural practices over the past century, the current habitat along Gilsizer Slough has deteriorated substantially. Pedestrian and bicycle trails along Gilsizer Slough will provide additional enhancement and passive and active recreational uses, as well as connect to surrounding neighborhoods.

Passive recreation areas within open space.

Multi-Use Trails

The BSMP is anticipated to include a diverse network of multi-use trails. These pathways will offer additional opportunities for walking and biking linking pedestrians and bicyclists to residential neighborhoods, parks, schools, and open space areas. These features collectively create a comprehensive network of multi-use pathways throughout the Plan Area. Detailed design parameters for multi-use trails are included in Appendix A.

Paseos through multifamily development.

5.3.2 Schools

The Plan Area is within the service boundaries of the YCUSD, which operates six elementary schools, one middle school, six kindergarten through eighth grade (K-8) schools, two high schools, one continuation high school, and one alternative school.

Student Generation

Based on the Plan Area's development capacity of 2,517 new dwelling units, it is estimated that buildout of the Plan Area could generate up to 732 elementary school students (grades K-6), 191 middle school students (grades 7-8), and 383 high school students (grades 9-12), for a total of 1,306 students overall. Student generation projections are derived from YCUSD's established yield rates per household, which are summarized in **Table 5-4**.

School Facilities Serving BSMP Area

Based on the Plan Area's estimated student generation upon buildout, one K-8 school is proposed at the south-east corner of Bogue Road and South Walton Avenue, shown in **Figure 5-2**. Existing YCUSD school facilities are projected to serve the remaining needs in the Plan Area. Within the Plan Area, students located to the east of Railroad Avenue will attend Riverbend Elementary School for grades K-8 while students located to the west of Railroad Avenue will attend Barry Elementary School for grades K-8. All students in the Plan Area will attend Yuba City High School.

At the time of the Master Plan approval, YCUSD's staff indicated that existing school facilities within the district were adequate to serve the initial new student needs of the Newkom Ranch and Kells East Ranch projects. Enrollment at Barry Elementary School and Riverbend Elementary School could exceed capacity with the addition of students from the rest of the Plan Area. As a result, the Plan Area will allow for the development of a K-8 school (Parcel 1), scheduled to be built when attendance deems it necessary. Residential development within the Plan Area will be required to work with YCUSD to ensure that there is adequate capacity for students from the Plan Area. If YCUSD determines that the K-8 school designated for Parcel 1 is not required, other potential appropriate land uses could be developed (such as, single family and multifamily residential). However, any changes to this parcel would require a Master Plan Amendment subject to CEQA review. See Figure 3-2 for an alternative land use map.

Table 5-4: Student Generation Assumptions

Grade Levels	Dwelling Units	Student Generation Rate (students/dwelling unit)	Total Student Generation
NEWKOM RANCH[1]			
Grades K-5	643	0.291	187
Grades 7-8	643	0.076	49
Grades 9-12	643	0.152	98
TOTAL	**-**	**0.519**	**334**
KELLS EAST RANCH[2]			
Grades K-5	270	0.291	78
Grades 7-8	270	0.076	20
Grades 9-12	270	0.152	41
TOTAL	**-**	**0.519**	**140**
REST OF THE AREA[3]			
Grades K-5	1,604	0.291	467
Grades 7-8	1,604	0.076	122
Grades 9-12	1,604	0.152	244
TOTAL	**-**	**0.519**	**832**
FULL PLAN AREA[4]			
Grades K-5	2,517	0.291	732
Grades 7-8	2,517	0.076	191
Grades 9-12	2,517	0.152	383
TOTAL	**-**	**0.519**	**1,306**

NOTES:

1. *Includes 170.3-acre Newkom Ranch component of the Plan Area.*
2. *Includes 95.3-acre Kells East Ranch component of the Plan Area.*
3. *Includes remaining 475.9-acre of the Plan Area.*
4. *Includes entire 741.5-acre Bogue-Stewart Master Plan Area.*

All developments of the BSMP will be required to enter into an agreement with YCUSD, and the Plan Area will annex into YCUSD Community Facilities District (CFD) No. 1, which funds future school improvements. However, currently only the active developments of Kells Ranch and Newkom Ranch have agreed to this. The YCUSD CFD No. 1 rate structure includes a component that replaces school fees, so properties will be subject to the CFD but will not be required to pay school impact fees.

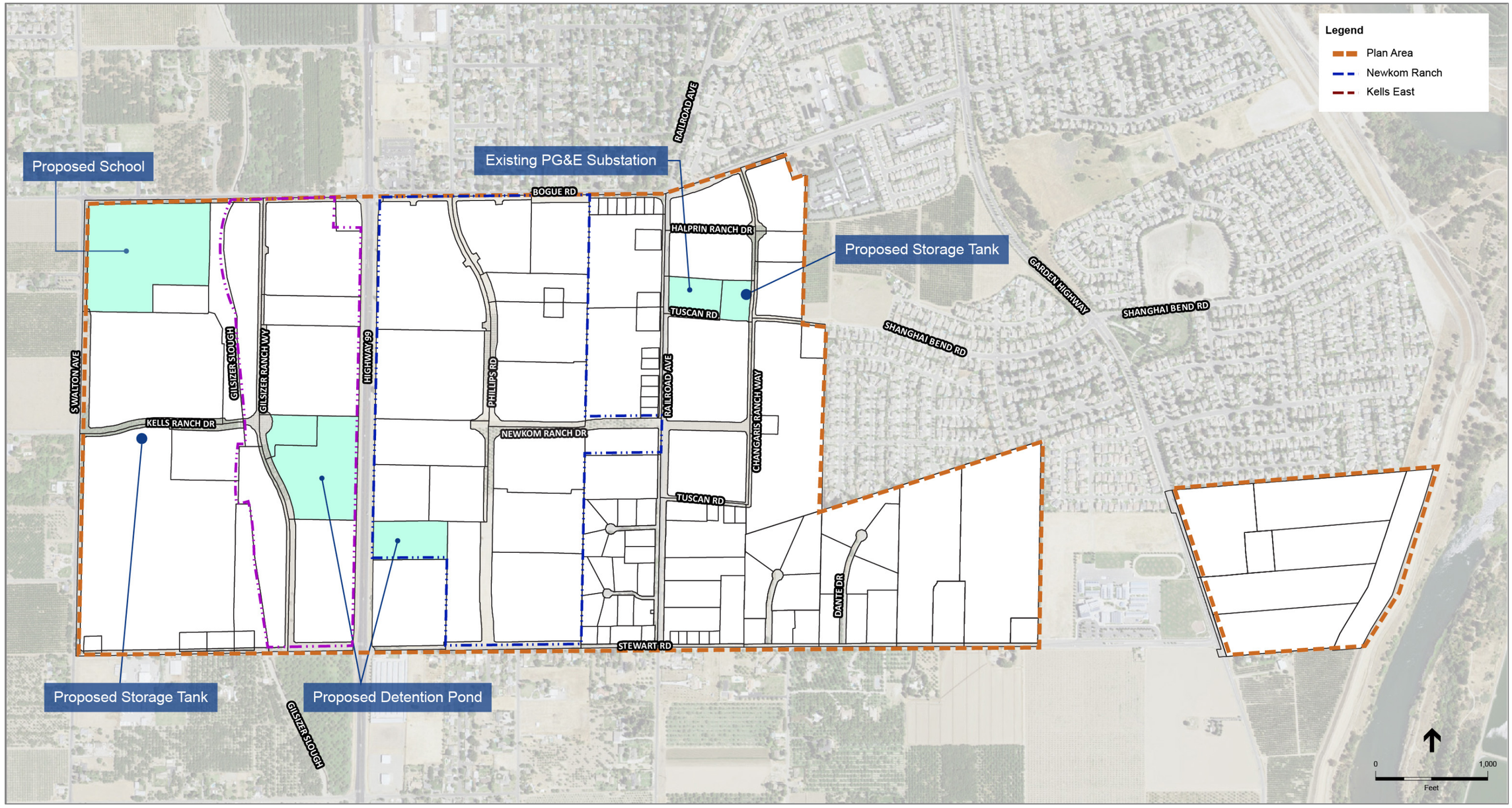

Figure 5-2: Public Facilities

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5.3.3 Fire Protection

The Yuba City Fire Department (YCFD) currently provides fire protection and emergency medical services in the City, and will also serve the Plan Area. To strengthen their services and ensure greater emergency response times, YCFD maintains reciprocal mutual aid agreements with the Marysville Fire Department and Sutter County Fire Department. YCFD operates from five fire stations in the City: Station 1 at 824 Clark Avenue, Station 2 at 1641 Gray Avenue, Station 3 at 795 Lincoln Road, Station 4 at 150 Ohleyer Road, and Station 7 at 2855 Butte House Road. No new fire stations are proposed for the BSMP.

YCFD adheres to response time standards to direct fire resources planning and monitor operations. In addition, the City's General Plan identifies performance objectives and targets for YCFD, as well as a guiding policy aimed at maintaining current staffing levels. The Plan Area is subject to the City's response time standards and continued operations for existing fire stations and their service capabilities will be funded through a share of property tax revenue generated by the project and, if needed, special taxes or assessments that are generated by an area of benefit designed for the Plan Area.

Buildout of the Plan Area is to comply with City of Yuba City policies and YCFD recommendations regarding fire protection. Proposals for development in the Plan Area will be routed to YCFD for design recommendations that affect fire prevention and safety including access, required fire water flows, and building design.

5.3.4 Law Enforcement

Yuba City Police Department (YCPD) provides all law enforcement services throughout Yuba City with the exception of Highways 20 and 99, which the California Highway Patrol serves. Sutter County Sheriff's Department currently serves the Plan Area, but upon annexation, YCPD will also serve the Plan Area. YCPD's one police station at 1545 Poole Boulevard, located approximately 3.3 miles from the northern boundary of the Plan Area, serves as their central operations facility and headquarters. YCPD also has a satellite facility at Yuba City Fire Station Number 3 at 795 Lincoln Road, and is planning for another satellite location at the Richland Housing Center at 448 Garden Highway. YCPD currently provides crime prevention services, along with participation in a Special Weapons and Tactics (SWAT) unit, canine unit, and participation in a NET-5, Yuba-Sutter Area Gang Enforcement Team.

The City's General Plan identifies the need for YCPD to maintain current staffing levels to provide effective and highly visible police protection services within the City. It is anticipated that future development may require the addition of staff to meet service needs. In particular, YCPD will hire one officer for every 1,000 new residents generated by the proposed BSMP, along with one new vehicle for every 2,000 residents, and one new dispatcher, community service officer (CSO) and necessary equipment for every 5,000 residents.

Continued operations for the YCPD police station and its service capabilities will be funded through a share of property tax revenue generated by the project and, if needed, special taxes or assessments that are generated by an area of benefit designed for the Plan Area. The City is also in the process of adopting a Community Facilities District (CFD), which would provide additional funding for police protection, fire protection, and parks and recreational facilities.

Buildout of the Plan Area is to comply with City of Yuba City policies and YCPD recommendations regarding safety and security. Proposals for development in the Plan Area will be routed to the YCPD for design recommendations elements that affect traffic safety and crime prevention. Projects and public improvements should implement Crime Prevention Through Environmental Design (CPTED) principles to minimize opportunities for criminal activities, in accordance with YCPD.

5.3.5 Libraries and Government Services

Sutter County operates a public library system that serves Yuba City. Four branches are provided in communities across Sutter County, with the main branch in Central Yuba City at 750 Forbes Avenue. The two remaining libraries are located in Live Oak, and Sutter. While all County library facilities are available to the Plan Area's residents, Central Yuba City main branch is the closest facility to the Plan Area.

5.4 Utilities

5.4.1 Solid Waste and Recycling

Solid waste generated in the Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility.

The City's municipal solid waste is first delivered to the Marysville transfer system, and then on to the Ostrom Road Landfill; a State permitted solid waste facility that provides a full range of transfer and diversion services. As of June 30, 2016, the discharger's current plans state that this landfill has a remaining capacity of 24,395,000 tons, or 34,974,910 cubic yards (80% remaining capacity reported in2016).[1]

Recology's facilities and the landfills serving Yuba City have adequate capacity to meet the additional waste stream demands generated by development of the Plan Area. Development in the Plan Area will be conditioned to work with Recology and the City to maximize recycling and other programs to reduce or

[1] *CalRecycle, 2019. SWIS Facility Detail: Recology Ostrom Road LF Inc. Waste Discharge Requirements Permit, 2018.* https://www2.calrecycle.ca.gov/swfacilities/Directory/58-AA-0011

divert the solid waste stream to the landfills by approximately 50 percent, in compliance with AB 939.

5.4.2 Water, Wastewater, and Drainage

Potable Water

The City of Yuba City is the water supplier within the City limits. The City provides potable water to customers using treated surface water from the Feather River, along with limited use of water wells. Existing City pipelines at several connection points along the edges of the Plan Area to deliver water can be used as connection points to deliver water to the BSMP.

Existing Water Sources and Facilities

Currently, existing users in the Plan Area obtain their potable water from wells located on individual properties.

At the time of the City's 2015 Urban Water Management Plan (UWMP), the City of Yuba City maintains a surface water State Water Resource Control Board (SWRCB) Permit, an SWRCB license, two surface water supply contracts, and one standby groundwater well under severe drought conditions (which is located at the City's Water Treatment Plant). The groundwater well provides an annual volume of 370 million gallons (MG), while the remaining surface water sources provide an annual volume of 4,117 MG, resulting in a total of 4,487 MG.[2] The total permitted capacity of the WTP is 36 million gallons per day (MGD). Various pipelines provide water throughout the City, and development has necessitated the expansion of pipes to accommodate this increased demand.

Existing City water mains in and around the BSMP Area include:

- a 16-main in Garden Highway;
- a 16-inch main in Bogue Road extending from Garden Highway to Railroad Avenue;
- 6- and 8-inch mains in Bogue Road from Railroad Avenue to SR 99;
- a 12-inch main in Bogue Road extending approximately 400 feet west of SR 99;
- a 14-inch main extending west from Garden Highway along the existing and proposed route of Shanghai Bend Road, then north in Railroad Avenue from the proposed intersection of [extended] Shanghai Bend Road and Railroad Avenue to the 16-inch main in Bogue Road (above); and,

[2] *City of Yuba City. 2016. 2015 Urban Water Management Plan Update – Public Review Draft. Page 6-13. Table 6-8.*

- a 12-inch main within Stewart Road extending west approximately 800 feet from Garden Highway.

Water Supply and Demand

Water demand was estimated from demand projection calculations and a quantitative evaluation of the Plan Area's planned land uses. Because water consumption varies by land use, multiple demand factors were used to determine the BSMP Area's water demands. These factors are consistent with the 2016 Stewart Area Water Analysis document. Based on the planned mix of land uses and their corresponding demand factors, the Plan Area is estimated to generate an average day water demand of 1.979 MGD and a maximum day water demand of 2,851 gpm.

The water supply assessment performed for the BSMP indicates that the BSMP will have sufficient water to supply the Plan Area in all circumstances except the single-dry-year scenario. In this scenario, the BSMP will offer mitigation necessary to offset this water supply shortfall.

Water System Improvements

As part of the BSMP, a master planned potable water system will be sized and constructed to serve the proposed development. Infrastructure requirements of the BSMP buildout will include a looped trunk line system, booster pumps, and water storage. Water wells for non-potable irrigation will be constructed for all parks and any school facilities over five acres in size. The source of water in Yuba City is primarily from the Feather River. The BSMP Area will become part of the larger Yuba City system, with the improvements becoming property of the City of Yuba City.

The BSMP will be designed to implement the City's water conservation regulations, which focus on a 15-percent reduction in water use from a 2013 baseline and increased water efficiency standards for buildings and landscaping. The planned backbone water transmission system for the BSMP Area is shown on **Figure 5-3**.

Consistent with existing Yuba City master-planned water supply infrastructure to the north, the BSMP water supply infrastructure will include a backbone of 12- to 16-inch water mains constructed within major roadways in and around the BSMP Area. Water supply infrastructure will link to the backbone of large water mains to provide service to BSMP development. This planned infrastructure will include:

- a 16-inch main in Bogue Road from SR 99 east to Railroad Avenue.
- a 16-inch main extending from the 12-inch main in Bogue Road west of SR 99 to a point approximately 0.4 mile west beyond South Walton Avenue to Falls Drive.
- a 16-inch main in South Walton Avenue from Bogue Road south to Stewart Road;

- a 14-inch main in South Walton Road extending north from the 16-inch main in Bogue Road to connect with existing Yuba City infrastructure approximately 0.4 mile to the north;
- a 16-inch main extending south in South Walton Avenue from Bogue Road to Stewart Road;
- a 16-inch main extending east in Stewart Road from South Walton Avenue to Railroad Avenue; and,
- a 12-inch main extending further east in Stewart Road from Railroad Avenue to an existing 12-inch main [also in Stewart Road] near the Riverbend Elementary School.

Within the BSMP Area planned primary water supply distribution infrastructure will include the following:

- 12-inch mains in Gilsizer Ranch Way (proposed) and Phillips Drive (proposed) connecting the 16-inch main in Bogue Road to the 16-inch main in Stewart Road;
- a 14-inch main extended from existing infrastructure in Railroad Avenue at its northern intersection with Tuscan Road to the 12- and 16-inch mains proposed in Stewart Road;
- a 16-main in Kells Ranch Drive (proposed) extending east from South Walton Avenue to a link to a proposed storage tank site, approximately midway between South Walton Avenue and Gilsizer Ranch Way (proposed);
- a 12-inch main will extend east in Kells Ranch Drive from the proposed tank site to Gilsizer Ranch Way.
- east of SR 99, a 12-inch main will extend east in Newkom Ranch Drive from the 12-inch main in Phillips Drive (proposed) to the 14-inch main at Railroad Avenue;
- a 16-inch main in Changaris Ranch Way extending approximately 0.25-mile south from the existing 16-main in Bogue Road to a proposed water storage tank site, and then south to the 14-inch main in Shanghai Bend Road; and
- two water storage tanks. One will be located just south of Kells Ranch Drive and the other will be located east of Railroad Avenue. The capacity of the tanks will be determined in the future based on demand.

The offsite components of this backbone system will include a 16-inch main in Bogue Road from 0.4 miles west of South Walton Avenue to Falls Drive and a 14-inch in South Walton Avenue from Bogue Road to the existing City infrastructure approximately 0.4 mile north, near Augusta Lane.

Wastewater

Wastewater service is provided by the City of Yuba City, which owns, operates, and maintains a wastewater collection and treatment system. Most properties located within the municipal boundaries of Yuba City receive wastewater service from the City. Properties beyond the City limits utilize on-site septic systems.

Existing Wastewater Facilities

At the time of BSMP approval, there were no wastewater facilities within the Plan Area that actively served developed uses. All existing uses within the Plan Area utilize private, on-site septic systems. The City operates one wastewater treatment facility (WWTF), named the Yuba City WWTF, which is located on Burns Drive, near Garden Highway and roughly 0.75 miles to the northeast of the Plan Area. The current daily average dry weather flow is 6.5 MGD at the WWTF, and it is permitted to treat up to 10.5 MGD of average dry weather flow. Wastewater collected throughout the system is conveyed to the Yuba City WWTF through a series of wastewater pipes collectively referred to as the collection system.

The existing sanitary sewer lines in the project vicinity direct wastewater north through an 18-inch sewer main, or trunk line, within Garden Highway northeast of the project site. The trunk line within Garden Highway is reduced to a 15-inch main south of Bogue Road and further reduced to a 12-inch main from Shanghai Bend Road to Stewart Road. An existing 18-inch sewer main in Bogue Road runs from Garden Highway to Railroad Avenue, flowing from west to east. A 12-inch main flows from west to east within Shanghai Bend Road, from the eastern edge of the BSMP Area to the 15-inch main at Garden Highway, providing service to the existing residential development. Another 12-inch main extends approximately 800 feet to the west along Stewart Road from the 12-inch main at Garden Highway.

Wastewater Treatment Demand

Wastewater demand for the Plan Area is based on the anticipated population at buildout. This is determined through different population density demand factors applied to the mixture of planned land uses. Based on these factors, the estimated average dry weather flow generated by the Plan Area at buildout is 1.02 MGD.

Wastewater System Improvements

Figure 5-4 illustrates the planned backbone wastewater collection and transmission system for the Plan Area. The proposed sanitary sewer system will connect to the existing Yuba City Sanitary sewer system and could require off-site improvements to the existing system where an increase in downstream capacity is necessary to provide adequate wastewater service to the BSMP Area.

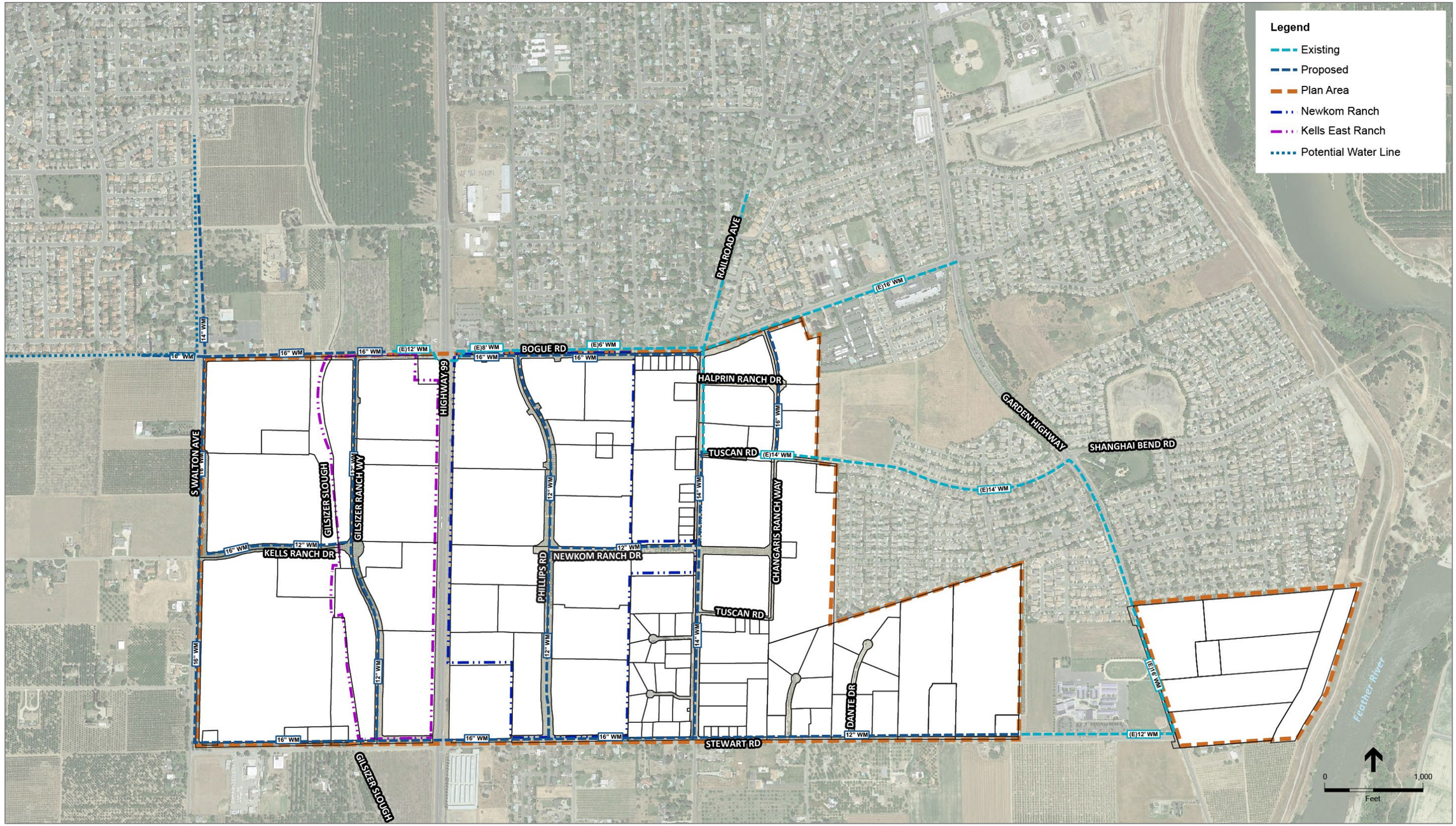

Figure 5-3: Backbone Potable Water Infrastructure

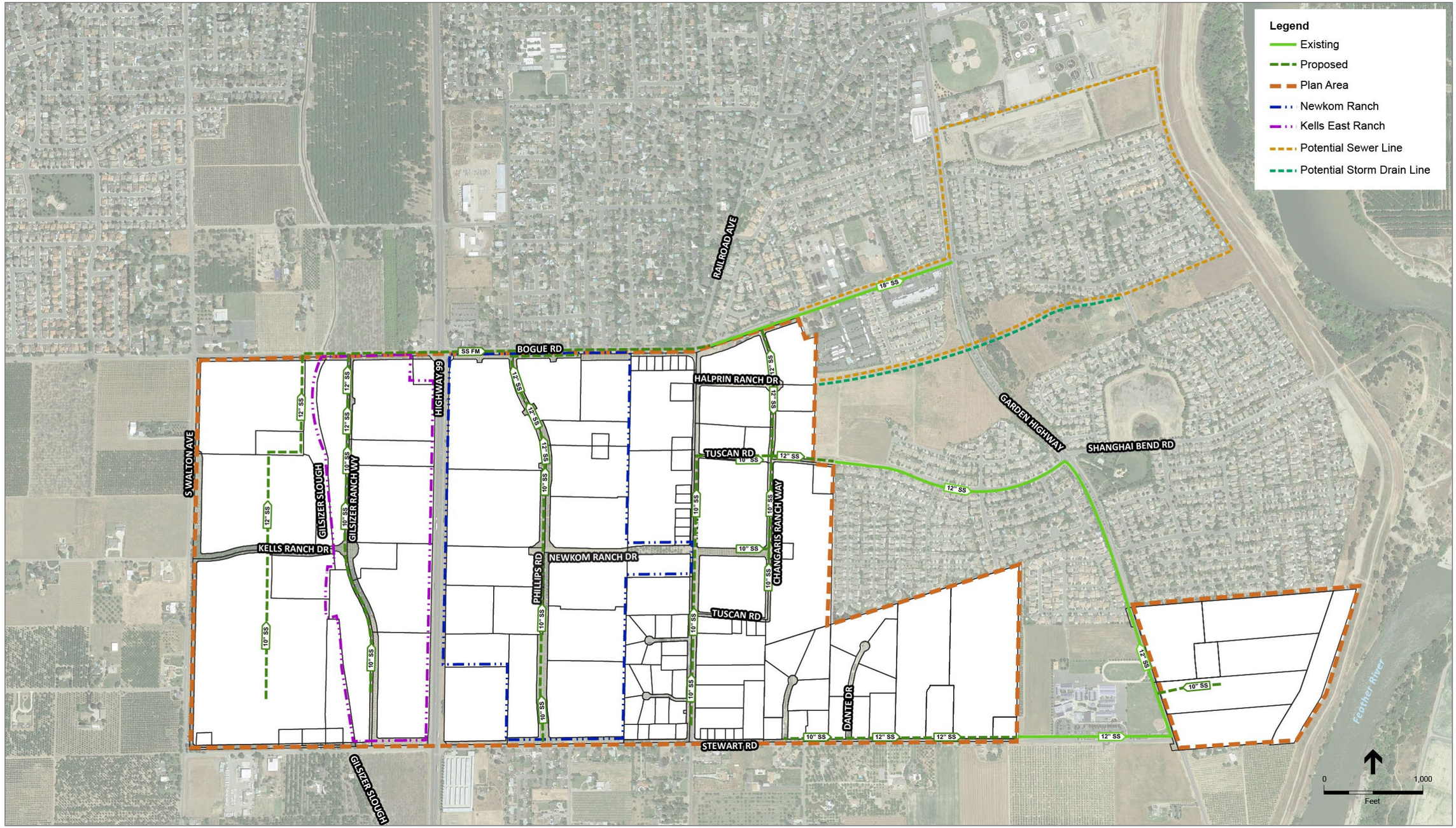

Figure 5-4: Backbone Wastewater Infrastructure

Wastewater infrastructure within the BSMP Area will flow from south to north in a northeasterly direction toward the 18-inch sanitary sewer main within Garden Highway.

- To support these flows, the existing 18-inch sanitary sewer main, within Bogue Road will be extended west to just beyond Gilsizer Slough. Sanitary sewer mains that provide service to all areas west of Railroad Avenue will be connected to the extended 18-inch main at Bogue Road. Those include:
  - a 10- to 12-inch main that runs from the Business/Technical land uses in the southwest corner of the BSMP Area, north to Bogue Road;
  - a 10- to 12-inch main that runs the length of Gilsizer Ranch Way (proposed) north to Bogue Road, and
  - a 10- to 12-inch main that runs the length of Phillips Road to Bogue Road.
- Along the 10- to 12-inch main within Phillips Road, three 8-inch mains will be extended east to provide service to proposed residential areas in the eastern Newkom Ranch development.
- A 10- to 12-inch main will extend the length of Changaris Way and will be connected to the proposed main within Shanghai Bend Road, and connected to the proposed 10-inch main within Tuscan Road to Railroad Avenue, and a proposed 10-inch main within Railroad Avenue south almost to the intersection with Stewart Road.
- Service will be provided to the southern part of the BSMP Area via a 10- to 12-inch sewer main that will be extended along Stewart Road, from the existing main that extends from Garden Highway.
- The BSMP Area to the east of Garden Highway will be provided service by a 10-inch sewer main that will be extended into the development from the existing 12-inch main within Garden Highway.

Drainage and Flood Protection

Pre-Development Site Hydrology

At the time of Specific Plan approval, the Plan Area consisted predominantly of agricultural lands with some limited residential uses. Site topography is relatively flat, with elevations ranging between approximately 44 and 56 feet relative to mean sea level, per the NAVD 1988 datum. Gilsizer Slough flows from the north to the south and bisects a portion of the Plan Area. This body of water has served as the natural drainage area for the Plan Area, although farming and grading have altered some drainage patterns and created some historical ponding.

Drainage Provision

Gilsizer Drainage District is a storm drainage agency that manages the conveyance of storm drainage for a large portion of Central and Eastern Yuba City, in addition to areas immediately north of Bogue Road that are located within Sutter County.

Drainage and Flood Protection Improvements

Drainage and flood control infrastructure for the BSMP in general will utilize a variety of drainage mains and culverts, detention ponds, swales, and various other hydraulic structures.

Storm Water Quality

The storm drainage infrastructure for the Plan Area includes features designed to ensure that runoff meets water quality standards pursuant to the City's Phase II National Pollutant Discharge Elimination System (NPDES) permit. Because the Plan Area ultimately discharges into the Feather River, runoff quality must also meet current standards of the regulatory agencies. The Yuba City Phase II General Permit calls for slowing runoff and decreasing impervious surfaces for new development. The goal encourages the use of "Low Impact Development" (LID) and "Natural Drainage Systems" (NDS) concepts. The BSMP drainage system will be designed to meet Yuba City and state LID standards.

Figure 5-5 illustrates the planned backbone storm drain system for the Plan Area. Design and construction of all storm drainage facilities shall be required to conform to City standards and specifications. Individual development proposals moving forward in the future may be required to prepare a detailed hydrologic analysis as determined by the Public Works Director. 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. The major components of the storm drainage system, to be constructed as part of the proposed BSMP and within the Plan Area, include:

1. Construction of a conveyance system capable of handling a ten- (10) year storm. The system will use traditional underground storm drains but may also connect the water quality swales and other features, as conceptualized in the City of Yuba City NPDES Phase II permit, to achieve pre-treatment of storm water before it enters the storm drain system.

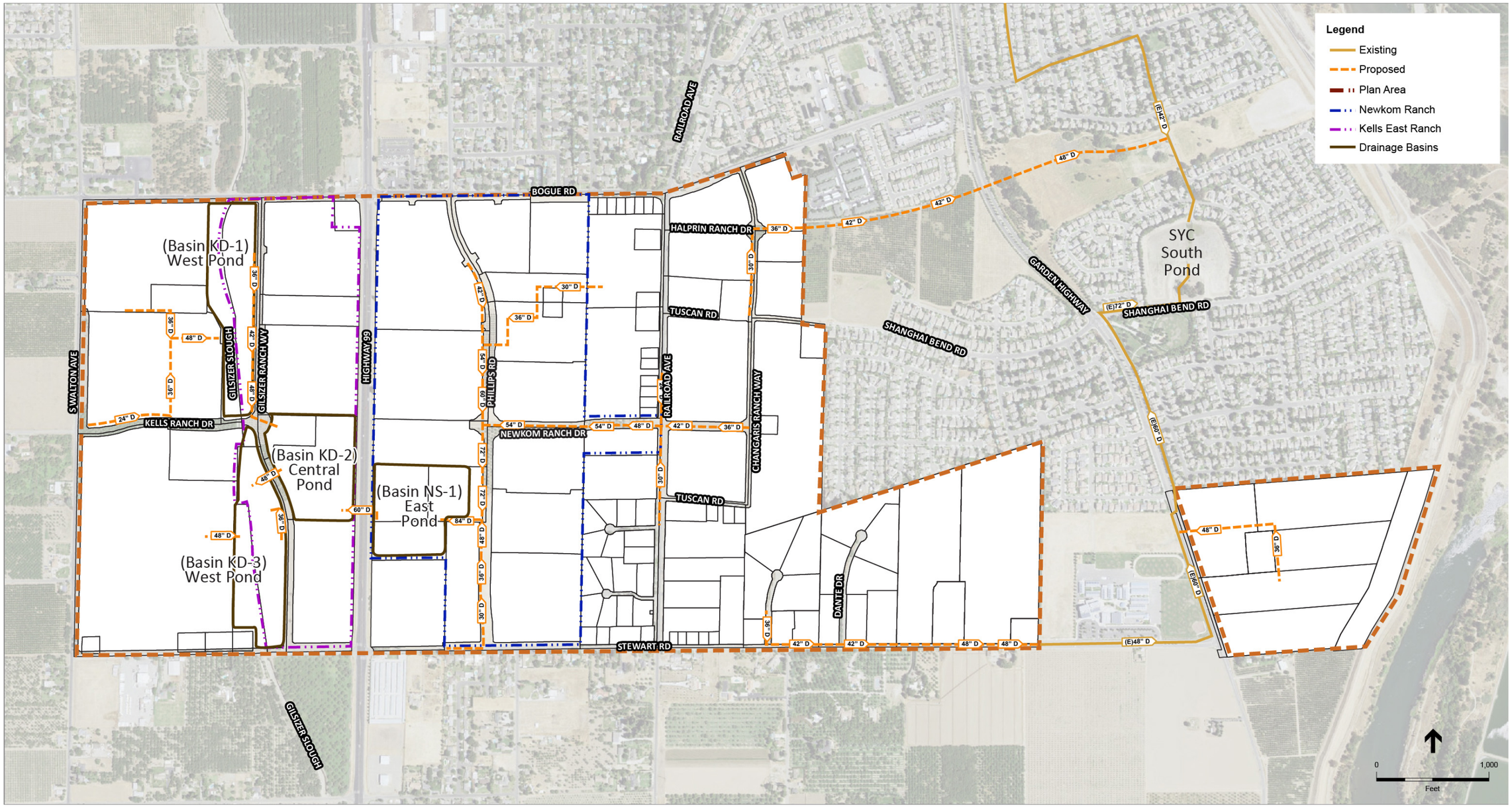

Figure 5-5: Backbone Storm Drainage Infrastructure

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2. Construction of an underground trunk line capable of handling a twenty-five (25) year storm. The trunk line will vary in size, as required, to serve the entire area. Only the trunk line system is shown in Figure 5-5. No offsite inflows to the Plan Area trunk lines are currently anticipated. Should it be found that the system must accommodate offsite inflow, the design shall reflect that need. Drainage for the eastern BSMP Area would utilize the new network of drainage mains to tie into the existing South Yuba City (SYC) drainage infrastructure. Drainage that enters the SYC infrastructure would flow to the South Yuba City South Pond. Discharge from the section of the Plan Area to the west of, and including Newkom Ranch, will be directed downstream offsite via Gilsizer Slough. Discharge to the east of Newkom Ranch will be directed east to existing South Yuba City Detention Ponds.

3. Construction of two detention ponds, hereafter referred to as the "West Ponds." These ponds will also serve a dual purpose in providing stormwater drainage and a range of recreational opportunities, where feasible. These ponds will be long, narrow, and positioned along the alignment of Gilsizer Slough, and will meet the design standards of the City of Yuba City, containing appropriate landscaping and screening. These ponds will predominantly feature passive recreation, such as trails and turf areas, and will receive half credit for park acreage. The portions of the Plan Area located to the west of Highway 99 within the Plan Area will drain into these ponds. Detention ponds slopes shall not exceed a maximum slope of 5:1, and the ponds may also incorporate tiering, based on 2-year, 10-year, and 100-year events. Pond depth will consist of the following standards based on the corresponding storm event: six feet below street level for a two-year event, three feet below street level for a ten-year event, and one foot below street level for 100-year events. The preliminary design calls for excavating to a bottom elevation of 42 feet (West Ponds), and a rim elevation of 53 feet KD-1 (Northwest), and a rim elevation of 52 feet KD-3 (Southwest), for a total volume of 190.0 acre-feet and a total surface area of 23.7 acres.

4. A one-way interconnection between the Central Pond and the West Ponds only allowing for flow to the West Ponds. The pipes will be at the invert of the Central Pond elevation 36 feet and utilize a low flow channel to direct flow to Gilsizer Slough. Under the preliminary design, the connection is 48- inch diameter.

5. Construction of two detention ponds, named the "Central Pond" and "East Pond." These ponds will also serve a dual purpose in providing stormwater drainage and a range of recreational opportunities, where feasible. These ponds will collect the drainage from the portions of the Master Plan Area east of Hwy 99 that is going into the new system, and will meet the design standards of the City of Yuba City, containing appropriate landscaping and screening. These ponds will predominantly feature passive recreation, such as trails and turf areas, and will receive half credit for park acreage. The Central Pond will be located just west of Hwy

99 and the East Pond just east of Hwy 99 as can be seen in Figure 5-5. The two ponds will behave essentially as one because a large interconnection will be provided between them. Detention ponds slopes shall not exceed a maximum slope of 5:1, and the ponds may also incorporate tiering, based on 2-year, 10-year, and 100-year events. Pond depth will consist of the following standards based on the corresponding storm event: six feet below street level for a two-year event, three feet below street level for a ten-year event, and one foot below street level for 100-year events. The preliminary design of the interconnection calls for a 60-inch culvert with an invert of 38 feet at the outlet of East Pond and 37 feet at the inlet of Central Pond. The preliminary design of East Pond calls for excavating to a bottom elevation of 38 feet, a surface area of 12.9 acres at the rim elevation of 52 feet. The total volume of East Pond at the rim would be 112.6 acre-feet. The East Pond will have an upper bench at elevation 44 feet to be used as a Community Park. The volume of the Pond at elevation 44 feet would be 21.7 acre-feet. The preliminary design of Central Pond calls for excavating to a bottom elevation of 36 feet, a total surface area of 13.2 acres at the rim elevation of 52 feet, for a volume of 178.2 acre-feet. The volume of Central Pond at elevation 44 feet would be 81.0 acre-feet.

6. Construction of scour protection at the south end of the West Ponds where it transitions back to Gilsizer Slough. The West ponds end approximately 230 feet from the existing culverts under Stewart Road and approximately 200 feet from the limits of the future Right-of-Way for Stewart Road.

7. Replacement and lengthening of the triple 8 feet culverts under Stewart Road to accommodate the widening. In addition, new inlet and exit headwalls with wing walls for scour protection will be required.

Stormwater Management During Construction

The release of on-site stormwater runoff during construction activities is regulated by the State General Construction Permit issued by the Regional Water Quality Control Board. The General Construction permit requires that a Storm Water Pollution Prevention Plan (SWPPP) is created to examine how the storm water from a particular construction site will be maintained and treated prior to being discharged from the site. The SWPPP can evolve over time, changing with the dynamics of site development.

The use of Best Management Practices (BMPs) is required during construction, and will generally incorporate erosion controls and sediment controls. Several approaches to erosion and sediment control BMPs can be implemented, such as hydro-seeding, broadcast seeding, and stone protection. The final sizing and selection of non-mechanical BMPs should be tailored to the needs of each construction project, per the City's discretion.

Post-Construction Stormwater Management

Post-construction stormwater management is intended to treat urban runoff generated on-site in perpetuity. The BMP techniques within the Plan Area are designed to reduce and/or eliminate the pollutants from urban stormwater runoff and prevent the contamination of receiving waters.

Post-construction stormwater treatment is composed of three general elements: source control, runoff reduction, and treatment of runoff. The basic practice of source control is to minimize the potential for constituents to enter runoff at the source. Low Impact Development (LID) (see below) is the main tool to be implemented in order to execute effective stormwater runoff reduction. Implementation of LID enables local infiltration and treatment opportunities that reduce the quantity of runoff which enters the storm drain systems during a rain event. LID will be implemented to offset for increases in runoff that occur with development as a result of the conversion of native ground surfaces to impervious cover. Additional treatment control BMPs may be located at the end of the pipe and provide further treatment of the stormwater before it is discharged into the Feather River, as approved by the City.

A variety of LID techniques may be implemented within BSMP to achieve a reduction in stormwater runoff. The selection, location, and use of these elements may vary, depending on the runoff reduction needed. These LID measures also help to build resilience in the Plan Area for flood prevention. The various LID options may include, but are not limited to, the following:

- Disconnected roof drains;
- Disconnected and separated pavement;
- Bioretention facilities, rain gardens, and bioswales;
- Grass swales and channels;
- Curb cuts and vegetated filter strips;
- Impervious surface reduction – permeable pavements and porous
- pavements;
- Stream Buffers;
- Soil Amendments; or
- Pollution prevention and good housekeeping practices.

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. In addition to seasonal flooding, Yuba City has experienced larger flooding events that cause the larger river systems to rise and cause flooding around the region, including urban areas. Levee District (LD) 1 is the levee maintenance agency that serves the Yuba City area.

The City requires that an Urban Level of Flood Protection (ULOP), or 200-year flood protection, be provided across portions of the City containing flood depths greater than three feet. While there have been improvements along the Feather River Levee that have lessened the areas in need of 200-year flood protection, some portions within the Plan Area still contain flood depths greater than three feet and would be required to provide the ULOP standard of flood protection. In addition, several portions of the Plan Area are located within the 100-year flood hazard zone and would subsequently require 100-year flood protection. Refer to **Figure 5-6** for the Flood Zone Designations within the Plan Area, based on data from MBK, and the best available information shall be used during the design process. The Yuba City General Plan requires proposed developments within the 200-year flood hazard zone to demonstrate consistency with ULOP criteria, and the City's Municipal Code requires finished floor elevations to be one foot above the base flood elevation. All new structures within the Plan Area shall adhere to all policies and standards set forth in the Yuba City Municipal Code, Flood Damage Prevention, in addition to flooding policies found in the Yuba City General Plan.

Some of the flood management measures for areas located in the 100-year and 200-year flood hazard zone with depths greater than three feet could include the following:

- As the Master Plan develops, 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.
- Proposals to develop within either the 100-year or 200-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 or 200-year floodplains.
- Provide drainage corridors within parks to accommodate multiple uses, including stormwater detention, stormwater quality management, groundwater recharge areas, passive recreation, and visual enhancement.

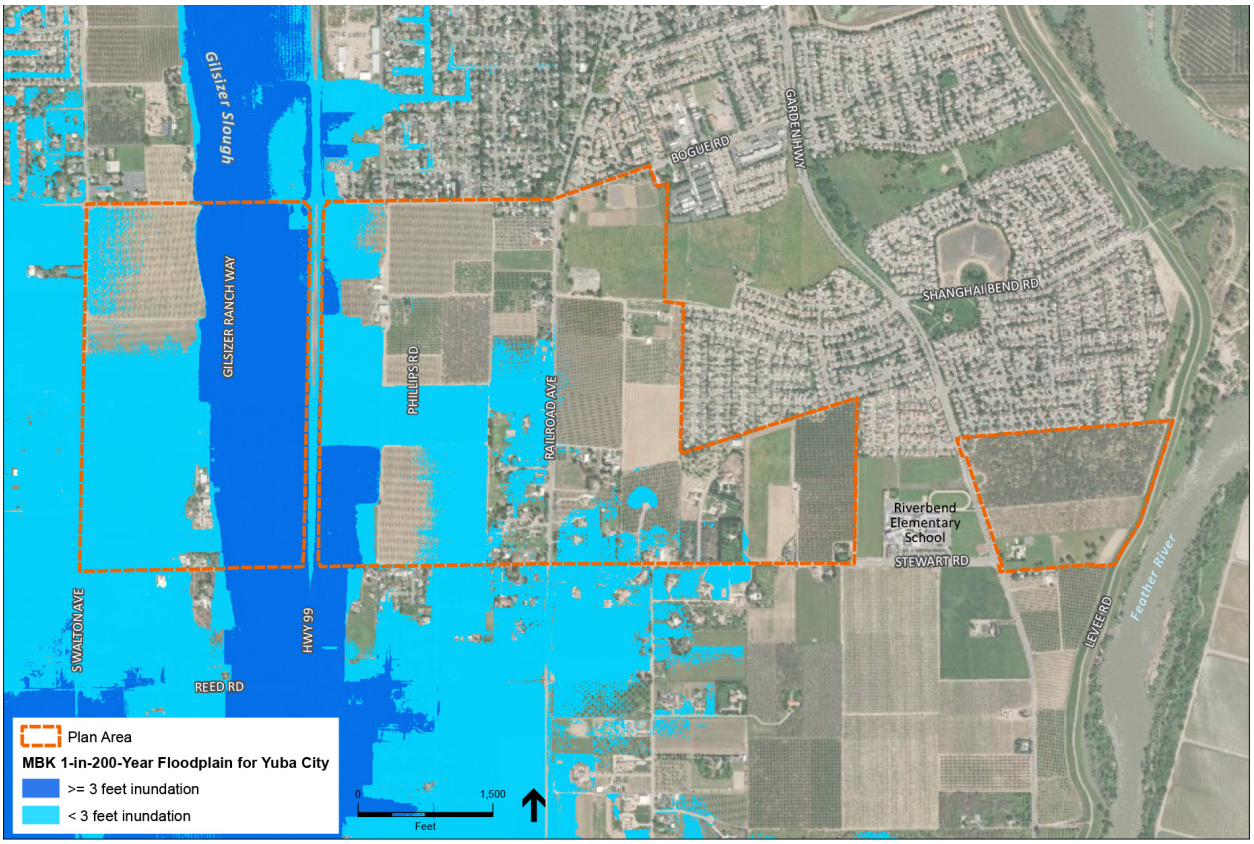


Figure 5-6: Flood Zone Designations

5.4.3 Telecommunications

Telecommunications

The Plan Area is within the service areas of AT&T and Xfinity. Together, these providers offer both voice and data communication services within the Plan Area. This includes land-line telephone service, voice over internet protocol (VOIP) telephone service, and high-speed data line (internet) service. Comcast provides cable television service to the Plan Area. Distribution lines to individual parcels will be extended from existing infrastructure adjacent to the Plan Area. The appropriate providers will assess delivery of telephone, cable television, and high-speed data line services to individual projects in the Plan Area at the time that development proposals are filed with the City. In addition to these public services, several other voice and data communication providers offer wireless telephone, television, and internet services in the City. All telecommunication lines and associated facilities shall be installed underground, and existing overhead lines programmed for relocation underground.

5.4.4 Energy

Electric Service

Pacific Gas and Electric (PG&E) provides electric service to the City of Yuba City and the Plan Area. Included are facilities for the distribution, generation, and transmission of energy resources. PG&E holds no easements currently, but will maintain public utility easements (PUE) throughout the Plan Area.

As development in the Plan Area occurs, electrical distribution will be extended to individual parcels in conjunction with roadway improvements. In addition, energy efficient street lighting will be provided along all public streets as a component of roadway frontage improvements. All electric and street light facilities will be constructed to current City standards.

At the time of the BSMP approval, PG&E would remain the Plan Area's electricity provider. This company has infrastructure within and surrounding the Plan Area and can serve full buildout of the Plan Area. Within the Plan Area, the Bogue Substation contains two 12-kilovolt (kV) electric distribution circuits that serve the site with three-megawatt (MW) capability, and, if necessary, circuit capacity could be increased to serve buildout. All electric lines shall be installed underground, and existing overhead lines programmed for relocation underground.

Natural Gas

Pacific Gas and Electric (PG&E) provides natural gas service to the City of Yuba City and Plan Area, and includes the services of natural gas distribution, procurement, and storage. PG&E provides natural gas service within all new subdivisions in the City and upon request in accordance with the rules and tariffs of the California Public Utilities Commission (PUC). PG&E's long-range plans provide for availability of gas service to accommodate increased demand. Service will be provided to the Plan Area through integration with existing adjacent infrastructure. Delivery of natural gas service to individual projects in the Plan Area will be reviewed by PG&E at the time that development proposals are filed with the City.

Chapter 6
IMPLEMENTATION

6.1 Introduction

To realize the goals and objectives of the BSMP, implementation must be carefully addressed. The Master Plan includes a vision with planning principles and project objectives, a land use and circulation framework, and design guidelines to result in the systematic and orderly development of the BSMP area. In order to achieve this, the BSMP includes a conceptual program for the phasing of infrastructure to support development, financing and construction of public improvements, review of individual development projects, and process for Master Plan amendments/minor modifcations. These programs are summarized in this chapter.

6.2 Relationship to City Plans and Policies

6.2.1 General Plan

The City of Yuba City General Plan serves as a long-term policy guide for the physical and economic development of the City. The City's core values are the foundation of the General Plan and the underlying basis for its vision and direction.

The BSMP implements the goals and policies of the City's General Plan. It establishes the land use designations, planning principles and project objectives, and design guidelines for the BSMP area consistent with the Yuba City General Plan. At the time of BSMP approval, Yuba City's General Plan and incorporated documents were amended to reflect the BSMP's land uses and development program.

6.2.1 Zoning Code

The BSMP establishes specific development standards applicable to each land use category and zoning district within the Plan Area. Customized development standards have been incorporated into Appendix A, Development Standards and Design Guidelines, to ensure a consistent and predictable framework for all development within the BSMP. The BSMP supplements and supersedes the regulations set forth in the City's Zoning Ordinance. As discussed in Chapter 3 Land Use and Community Design,

where the BSMP remains silent, the Zoning Ordinance shall provide the standards and regulatory framework.

6.3 Specific Plan Related Documents

6.3.1 Utility Plans

Utility Technical Memorandums addressing water, wastewater and drainage were prepared for Phase 1 (Newkom Ranch) and Phase 2 (Kells East Ranch) of the Plan Area. These memorandums provide a detailed plan for the construction of improvements to serve buildout of each phase. A more general analysis of the needs for Phase 3 of the BSMP was also provided to determine the backbone infrastructure needed to serve this phase of the project.

Chapters 4 and 5 of this Master Plan describe the critical backbone infrastructure needed to accommodate development of the all three phases of BSMP. Through the subdivision approval process, developers will be required to install critical infrastructure necessary for both on-site ("in-tract") and off-site improvements needed to supply water, sewer, storm drainage, and roadways.

Developers of Phase 3 of the BSMP will be required to complete more detailed Utility Master Plans and a Phasing Plan to ensure the orderly implementation of infrastructure that includes, but is not limited to water, wastewater, drainage, and roads.

6.3.2 Environmental Impact Report

An EIR will be certified concurrent with approval of the BSMP. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), examines the potential direct and indirect environmental effects associated with development of the BSMP and identifies appropriate mitigation measures to reduce impacts determined to be significant. The EIR analyzes the Newkom Ranch and Kells East portions of the BSMP at a greater level of details since more information was available, while the remainder of the BSMP area was analyzed at a more programmatic level.

All applications for development entitlements within the BSMP Area shall be reviewed for conformity with the BSMP and the EIR. If it is determined that a development application is inconsistent with the BSMP or the EIR, a determination will be made as to the appropriate amendment to the BSMP and/or a subsequent environmental document.

Development within the BSMP shall comply with all applicable mitigation measures, existing regulations, and conditions of approval. The certified EIR is intended to cover all development projects within the Plan Area that are consistent with the BSMP.

6.3.3 Development Agreement

A development agreement is a legally binding contract between a local government and a developer and/or property owner, and any assigned successors-in-interest. Development agreements specify in detail the responsibilities of each party and typically include a commitment by the local government to vest rights to develop the project, in return for a commitment by the developer and/or property owner to install or develop certain improvements, or to make certain payments. All subsequent development projects are required to be consistent with the provisions of an applicable Development Agreement(s).

The development agreement between the landowner of Newkom Ranch and Yuba City, as well as with Kells East Ranch and the City, were concurrently approved with the BSMP. Because the BSMP Area is comprised of many parcels with different property ownerships, development agreements could be executed individually with each property owner as appropriate as development in Phase 3 of the BSMP moves forward.

6.4 Development Phasing Plan

The phasing concept for the BSMP has been developed to ensure sufficient infrastructure and public services to support the community as development progresses. This phasing plan does not necessarily represent a guaranteed sequence of development, but rather a depiction of the most likely phasing scenario based on known infrastructure and market conditions. The project developer(s) will work with the City, the Yuba City Unified School District, and other interested parties to the maximum extent feasible to ensure that essential services are provided to the BSMP Area in a timely manner.

The project is expected to build out in three general phases starting along Highway 99 with Phase 1: Newkom Ranch and then spreading to the west with Phase 2: Kells East Ranch and then east and west in Phase 3: Final Phase as depicted in Figure 1-2, BSMP Phase Areas. The BSMP is anticipated to develop over a period of 10-20 years. In particular, it is envisioned that the entire BSMP area will be pre-zoned; however, annexation will occur in separate phases, starting with Phase 1 and 2.

The roadways and infrastructure necessary to serve and provide access will be developed in conjunction with the development in each phase. It is intended the 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. The developer shall submit a proposed phased infrastructure plan that coordinates with the BSMP and the project development agreement. The phased infrastructure plan should identify needed infrastructure including water, sewer, storm drainage, and consider traffic impacts and site access by

phase. The City reserves the right for final determination of configuration of the proposed infrastructure.

The following provides a brief description of the anticipated development within each phase:

- Phase 1: Newkom Ranch

  The initial phase of development, this area includes approximately 170 acres and is planned for a total of 643 housing units and 338,243 square feet of non-residential uses. Primary uses include low density housing, with limited medium/high density housing, parks, public facilities (water detention areas), and a mixture of community commercial and office uses.

- Phase 2: Kells East Ranch

  The second phase of development, this area includes approximately 95 acres and is planned for a total of 270 housing units and 161,172 square feet of non-residential uses. Primary uses include low density and medium/ high density housing, public facilities (water detention areas), and community commercial uses.

- Phase 3: Final Phase

  The final phase of development includes approximately 475 acres and is planned for a total of 1,604 housing units and 657,320 square feet of non-residential uses. Primary uses include low density, low-medium and medium-high density housing, neighborhood commercial, business, technology and light-industrial, and public facilities (such as, a K-8 school, parks and open space, a PG&E substation, and a water tank site).

Table 6-1 provides a summary of the anticipated phased development.

Table 6-1: Phasing Plan Summary

	Phase I: Newkom Ranch	Phase 2: Kells East Ranch	Phase 3: Final Phase
Residential			
Low Density Residential	427 dwelling units	147 dwelling units	754 dwelling units
Low-Medium Residential			430 dwelling units
Medium – High Density Residential	216 dwelling units	123 dwelling units	420 dwelling units
Total Residential	643 dwelling units	270 dwelling units	1,604 dwelling units
Non-Residential			
Neighborhood commercial			82,328 square feet
Community Commercial	229,779 square feet	161,172 square feet	
Office & Office Park	108,464 square feet		
Business, Technology & Light Industrial			574,992 square feet
Total Non-Residential	338,243 square feet	161,172 square feet	657,320 square feet
Civic Amenities			
Parks, Recreation & Open Space	17.6 acres	36 acres	30.6 acres
Public Facilities			27.5 acres
Right-of-way	18.6 acres	9.8 acres	29.6 acres
Total Civic Amenities	36.2 acres	45.8 acres	87.7 acres

6.5 Development Financing

This section identifies the financing sources to be used to fund the construction of backbone facilities and provision of public services to the BSMP. The construction will be funded by a variety of mechanisms described further below.

6.5.1 Financing Plan

The BSMP Public Facilities Financing Plan presents a strategy for the financing of backbone infrastructure and public facilities required to serve BSMP, and was adopted concurrent with the adoption of the BSMP. The Financing Plan describes how a variety of major capital improvements needed to serve the BSMP will be funded as it builds out including roadways, wastewater, water,

storm drainage, landscaping and neighborhood parks. It also synthesizes the estimated cost and timing of major capital improvements needed to serve new development in the BSMP and documents the funding sources available for those improvements.

The Financing Plan does not include school facilities because the developers of Phases 1 and 2 of the BSMP and the Yuba City Unified School District (YCUSD) have entered into a funding agreement. Phases 1 and 2 of the BSMP will annex into the YCUSD Community Facilities District No. 1, which funds school improvements. The YCUSD CFD No. 1 rate structure includes a component that replaces school fees such that properties will be subject to the CFD but not be required to pay school fees. It is anticipated that Phase 3 of the BSMP will enter its own funding agreement when annexation occurs and before development begins. Further, and in accordance with the City's policies, all newly annexed lands shall be annexed into the YCUSD CFD.

The landowners or developers that control significant land holdings within the BSMP area (or subsequent developers/builders) may need to advance fund and/or construct some offsite and/or regional backbone infrastructure and/or public facility improvement projects in the early phases of development. If a developer/builder is required to advance fund or provide shortfall funding for offsite and/or regional projects, the developer/builder will also likely be entitled to future reimbursements from those development areas generating fees for those facilities. Fee credit/reimbursement programs for existing and proposed development fee programs will require agreement between the developers, the City and other applicable agencies who will administer the fee programs.

For specific details on the funding strategy, refer to the BSMP Financing Plan, incorporated by reference, which identifies the funding mechanisms that can be used to construct the Plan Area's public facilities. The following sections generally describe the most likely public financing mechanisms that could be used to construct the plan's public facilities.

6.5.2 Development Impact Fees

Development impact fees are one authorized method of financing the public facilities necessary to mitigate the impacts of new development, as the levying of such fees provides funding to finance new or expanded public infrastructure and facilities required for an increased service population. A fee may be levied for each type of capital improvement required for new development, with the majority of fee payment occurring prior to the beginning of construction of a dwelling unit or non-residential building (or prior to the expansion of existing buildings of these types) at the Certificate of Occupancy.

Development impact fee programs can be an effective source of financing, but the collection of fees as development occurs may not necessarily provide a sufficient level of funding to build public improvements in a timely manner. Therefore, although the City currently levies fees on a City-wide basis (and has

proposed adoption of a new development impact fee specific to the BSMP) it is uncertain whether a sufficient amount of fee revenues could be collected to cover the entire upfront costs of necessary capital improvements prior to need. The fees would be used to lessen the need for bond financing or to supplement or reimburse private sources of financing, Therefore, additional financing provided through other public debt financing mechanisms must be considered for the Project.

6.5.3 Community Facilities District

One or more Community Facilities Districts may be established to help fund the construction and/or acquisition of backbone infrastructure and facilities to serve the BSMP Area. The 1982 Mello-Roos Community Facilities Act enables cities and other entities to establish a CFD to fund various facilities and services. The proceeds of the Mello-Roos special tax can be used for direct funding of facilities and/or to service debt. The Financing Plan includes additional detail about the establishment of a CFD in the BSMP Area.

6.5.4 Maintenance

Facility maintenance cost responsibilities will be dependent upon the party receiving the benefit from the installation of the public facilities. The City, special districts (such as Maintenance Districts), or private entities (such as Homeowners Associations) may all be involved in the long-term maintenance of the facilities, either individually or in a sharing arrangement. The Financing Plan provides additional details regarding maintenance responsibility and funding.

6.6 Administration

6.6.1. Responsibility

The City's Development Services Director shall be responsible for administering the provisions of the BSMP in accordance with the provisions of this Plan, the Subdivision Map Act, Yuba City General Plan, Yuba City Zoning Code and other applicable plans and regulations.

6.6.2 Applicability

All development within the BSMP Area shall comply with the requirements and standards set forth in this document. Where conflict exists between the BSMP standards and those found in the Yuba City Zoning Code and other City regulations, the standards in this document shall prevail. Where this Master Plan is silent, the Zoning Code and other City regulations shall apply.

6.6.3. Interpretations

When there is a question or ambiguity regarding the interpretation of any provision of the BSMP, the Development Services Director has the authority to interpret the intent of such provision. The Development Services Director may at his/her discretion, refer interpretations to the Planning Commission for

its consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. The Planning Commission action may be appealed to the City Council.

All interpretations made by the Development Services Director may be appealed to the Planning Commission in accordance with the appeal procedures set forth in the Yuba City Zoning Code.

6.6.4. Severability

If any word, sentence, section or any other provision or portion of the BSMP is invalidated by any court of competent jurisdiction, the remaining words, sentences, sections, provisions or portions will not be affected and will continue in full force and effect.

6.6.5 Amendments to the Master Plan

A. Minor Amendments

Minor amendments to Master Plan policies, standards or design criteria may be approved by the Development Services Director and/or designee and are appealable to the Planning Commission as provided in section 8-5.7104.a of the Yuba City Zoning Regulations. Minor amendments include simple modifications to text or graphics that do not significantly modify the meaning or intent of the BSMP, are not contrary to any provision of the BSMP, and do not have the potential to conflict with the General Plan policies or create significant environmental impacts. Examples of minor amendments include, but are not limited to:

- Minor adjustments to land use boundaries and street alignments where the general land use pattern is maintained.
- Minor deviations in lot configuration and lot orientation.
- Changes to the provision of public infrastructure and facilities that do not impact the level of service provided or affect the development capacity in the Plan Area.
- Minor changes to design guidelines, which are intended to be flexible in nature, provided the change is equal in quality.
- Minor changes in entry designs, streetscapes, etc.
- Other minor modifications deemed minor by the Development Services Director and/or designee.

B. Major Amendments

Major modifications are amendments to exhibits or text that are intended to change the intent and/or development standards or other fundamental provisions of the BSMP. Major amendments require an amendment to the BSMP. Depending upon the nature of the amendment, a concurrent

amendment to the General Plan, Municipal Code, development agreement, or other related City and BSMP documents may be required. Examples of major amendments include, but are not limited to:

- The introduction of a new land use designation not contemplated in the original BSMP;
- Changes to the circulation system or backbone infrastructure which would materially affect a planning concept detailed in the BSMP;
- Any change that would result in a significant and adverse environmental impact.

6.7 Development Review and Approvals

All development proposals within the BSMP are subject to the following review and approval procedures.

6.7.1 Effectuation of Entitlements

Concurrent with adoption of the BSMP, the City will prezone all properties the Plan Area, and certify the EIR. In order to fully effectuate land use and zoning entitlements, and allow development on any property within the BSMP Area to proceed, the following subsequent approvals are required:

- Prior to final approval of any subsequent development maps by the City, an application shall be submitted and approved by Sutter County LAFCO amending the City's SOI and annexing the area into Yuba City.
- Prior to or concurrent with final approval of any subsequent development entitlements by the City, a development agreement shall be approved and executed between the City and subject property owners consenting to the property's participation in the BSMP financing mechanisms, fee updates, land/easement dedications, maintenance and related obligations.
- Prior to the recordation of any tentative subdivision maps or other final entitlements, the BSMP Financing Plan shall be finalized and appropriate BSMP Area financing mechanisms established including any Community Facilities District(s) or other mechanisms to fund capital improvements, update of the City's Fees to reflect any BSMP Area facilities to be funded by those fees, and appropriate reimbursements mechanisms.

6.7.2 City Project Entitlements

Individual development projects within the BSMP Area are subject to review and approval of the appropriate entitlements by the City. Typical entitlements may include site plan review, use permits, variances, parcel maps, subdivision maps, and/or other permits. Application and processing requirements shall be in accordance with the City's Zoning Code and other regulations, unless otherwise modified by this Master Plan.

All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the BSMP, applicable development agreements, and pertinent City of Yuba City policies and standards. In approving a subsequent project or permit, the City may impose conditions as reasonably necessary to ensure that the project is in compliance with the BSMP and all applicable plans and regulations.

6.7.3 Sphere of Influence Amendment and Annexation

At the time of BSMP approval, the BSMP Area was located in unincorporated Sutter County and outside of the Yuba City SOI. Sutter LAFCO action is required to formally amend the City's SOI, and subsequently annex the BSMP Area into the City.

Amendment of the City's SOI and annexation of the BSMP Area will be processed and approved in accordance with Sutter LAFCO Policies and Procedures, along with the expansion of the Gilsizer County Drainage District to include the annexation of land into the District and detachment from County Service Area G. This will include coordination with Sutter LAFCO and Sutter County, updating of the City's Municipal Service Review, preparation of a Plan for Service for the BSMP Area, and other applicable requirements. The EIR prepared for the BSMP assumes the SOI amendment and subsequent annexation for the BSMP Area in full, and the annexation of land into the Gilsizer County Drainage District, and is intended to serve as the environmental document for such actions.

The City or land owners will initiate the SOI amendment and annexation process. Property owners will be responsible for the costs reasonably and directly incurred by the City, along with LAFCO-required costs and fees. Initially, the City will adopt the pre-zoning for Phase 1 (Newkom Ranch) and Phase 2 (Kells East Ranch) of the BSMP by resolution.

The SOI amendment and subsequent annexation of Phases 1 and 2 of the BSMP Area should be completed prior to final approval of any subsequent development entitlements by the City. Property owners, at their own risk, may process subsequent development entitlements and improvement/construction plans, and the City may conditionally approve such entitlements, provided the City may not approve any final parcel or subdivision map for recordation or issue any grading or building permit prior to annexation of the property to the City. City zoning will become effective upon final certification of the annexation.

6.8 Adoption

The BSMP was adopted by resolution and will be used as the basis for all susbsequent approvals, including design review, development permits, public improvements, subdivision maps and related activities required to implement the BSMP.

Appendix A:
DEVELOPMENT STANDARDS AND GUIDELINES

INTRODUCTION

This chapter lays out the Development Standards and Guidelines to provide direction for the planning, design and review of development within the BSMP Area. The intent is to contribute towards the creation of a unified community that is characterized by high quality, diverse, attractive, and functional development.

The Development Standards and Guidelines influence the community's visual character by establishing *mandatory* standards and *recommended* guidelines for site planning, architecture, screening, lighting, roadways, streetscapes and landscaping. They serve to guide property owners, developers, builders, and design professionals on project design. They will also be used by public officials in the review, conditioning and approval of discretionary development applications within the BSMP Area. Each proposed development shall demonstrate how it meets the intent of the Development Standards and Guidelines.

The Development Standards and Guidelines are structured to inspire creativity and allow for multiple solutions for any particular design issue. Flexibility and innovation are strongly encouraged. To that end, the use of the words "shall" and "must" have been purposely limited. Where meeting the full intent of the Development Standards and Guidelines creates a demonstrable hardship, or is otherwise infeasible, an exception may be granted by the approving authority as part of the project approval process. Unless otherwise noted, photographs, sketches, and graphic representations are incorporated for conceptual purposes only and are intended to communicate the spirit of the accompanying provisions.

The Development Standards and Guidelines create a clear and common understanding of the planning and design expectations for the BSMP Area and are structured to inspire creativity and allow for multiple solutions for any particular design issue.

Relationship to City's Existing Documents

The Yuba City General Plan, Zoning Ordinance and Citywide Design Guidelines apply to all projects and improvements subject to approval by the City of Yuba City. The BSMP Development Standards and Guidelines provide added direction for development within the Plan Area. Where the provisions of the BSMP Development Standards and Guidelines conflict with other City plans or requirements, the provisions of the Development Standards and Guidelines shall prevail. Where the BSMP Development Standards and Guidelines are silent, the applicable provisions of the other City plans or requirements shall be applicable.

Administration

To remain relevant and effective, the Development Standards and Guidelines must maintain flexibility to react quickly to changing conditions, markets and opportunities. Chapter 6 of the BSMP incorporates a consistency and amendment process which allows the Development Services Director to interpret Master Plan consistency and the type of Plan amendment, if any, that may be required by a proposed change. Included are determinations of Substantial Conformity, Minor Modifications and Major Modifications. Changes to the Development Standards and Guidelines shall be considered and processed in the same manner specified in Chapter 6 of the Master Plan.

Substantial Conformity *– The proposed change is consistent with the intent and basic provisions of the Development Standards and Guidelines. No permit or amendment is required.*

Minor Modification – *The proposed change would result in a minor deviation to the Development Standards and Guidelines. Such modification may be approved administratively by the Development Services Director.*

Major Modification – *The proposed change is inconsistent with the Development Standards and Guidelines. Such modification requires a Master Plan Amendment.*

Organization

The remainder of the Development Standards and Guidelines is organized into the following three sections:

- Section 1: Residential Neighborhoods
- Section 2: Commercial and Employment Uses
- Section 3: Streetscapes and Landscaping

Section A-1:
RESIDENTIAL NEIGHBORHOODS

The BSMP Area consists largely of traditional single-family residential neighborhoods complimented by medium and high-density multi-family housing near commercial centers, jobs, and major transportation corridors. The direction included in this section is focused on "place-making" – providing creative approaches for the design and development of high quality, diverse, healthy, and walkable neighborhoods attractive to residents.

RESIDENTIAL DEVELOPMENT STANDARDS

Customized development standards have been incorporated to ensure a consistent and predictable framework for all residential development within BSMP Area. These development standards supersede the requirements for the base zoning districts applied to implement BSMP land uses. All Plan Area residential zoning districts incorporate the Specific Plan Combining District (SP-BSMP) to acknowledge the modification to the base standards. The BSMP Zoning Map is included as **Figure A-1**.

In order to achieve the desired diversity of housing types and creativity in neighborhood design, variations from the BSMP residential development standards may be permitted as long as each neighborhood is in substantial conformance with the overall intent of the standards. Minor modifications may be made at the discretion of the Development Services Director. Additional designs, product types, and alternative development standards determined to be consistent with the overall intent of the Development Standards and Guidelines may be approved as part of a discretionary entitlement process.

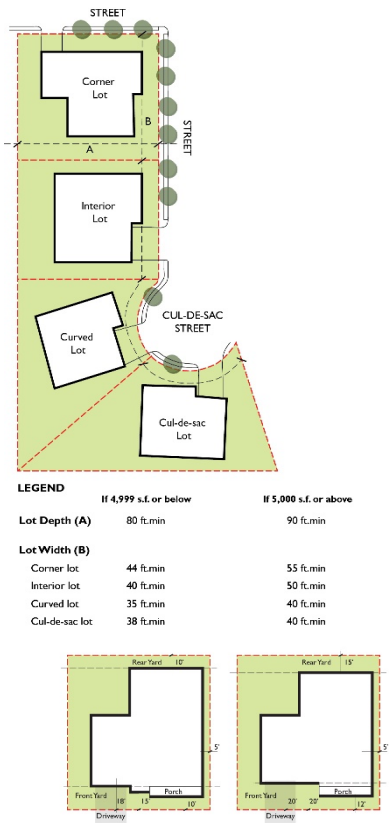
Low Density Residential

Low Density Residential (LDR) land use allows for single-family homes within a density range of 2 to 8 units per gross acre. In the BSMP Area the average density of LDR uses is approximately 4.25 du/ac. In addition to detached single-family homes on conventional and small lots, this category also provides for second units, parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment. The LDR land use category is implemented by the ***Single-Family Residential Zoning District (R-1/SP-BSMP)***. **Table A-1** provides development standards for the RI district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Traditional single-family housing representative of the Low Density Residential category.

Table A-1: Low Density Residential Development Standards

Zoning District	Single-Family Residential (R-1/SP-BSMP)	
Density	2.0 – 8.0 dwelling units/gross acre	
Minimum lot size	4,000 s.f.	
Lot configuration	If 4,999 s.f. or below	If 5,000 s.f. and above
Interior Lot	4,000 s.f. min	5,000 s.f. min
Corner Lot	4,400 s.f. min	5,500 s.f. min
Lot width		
Interior Lot	40 ft. min	50 ft. min
Corner Lot	44 ft. min	55 ft. min
***Lot width measured at the front property line except for lots on cul-de-sacs where lot width is measured at the front setback**		
Lot depth	80 ft. min (average minimum depth)	90 ft. min (average minimum depth)
Lot Coverage	40% for 2-story	40% for 2-story
	60% for 1-story	45% for 1-story
Building Setbacks		
Front Yard		
Main building	15 ft. min	20 ft. min
Porch/Courtyard (minimum 6 ft. deep by 8 ft. wide)	10 ft. min *(A minimum of 60% of all dwelling units shall include)*	12 ft. min *(A minimum of 60% of all dwelling units shall include)*
Attached garage	20 ft. min	20 ft. min
Detached garage	25 ft. min	25 ft. min
Side Yard		
Interior	5 ft. min	5 ft. min
Street	10 ft. min	10 ft. min
	*20 ft. minimum if corner side loading garage	
Rear Yard		
Main building	10 ft. min	15 ft. min
Accessory building	Per the Yuba City Zoning Code	Per the Yuba City Zoning Code
Alley Loaded garage	4 ft. min	4 ft. min
Detached garage	10 ft. min	10 ft. min
*Front yard is defined as the primary street frontage. *Front and street side setbacks measured from back of walk *No interior side yard setbacks required for attached units. *All building setbacks measured from the finished outside building edge (not the studs). *Setbacks along Stewart Road (areas adjacent to Urban Edge only) and South Walton Avenue differ from the above. Refer to the Edge Treatments guidelines of this section for details. * Development standards for reverse corner lots, key lots, and other unique lot configurations will be addressed during the subdivision map review process.		
Distance between building on same lot		
Single-story	3.5 ft. min	5 ft. min
Two-story	10 ft. min	10 ft. min
*When two building of mixed height are adjacent to each other, the distance for the taller structure applies.		
Building Height		
Main Building	35 ft. max, not to exceed two stories	
Accessory Building	Per the Yuba City Zoning Code	
Accessory Structure	Per the Yuba City Zoning Code	
*Height exceptions permitted per the Yuba City Zoning Code.		
Parking		
Parking requirements	2 spaces per unit (spaces in garage may be tandem or side-by-side)	
Front loaded garage	50% max. of front elevation	



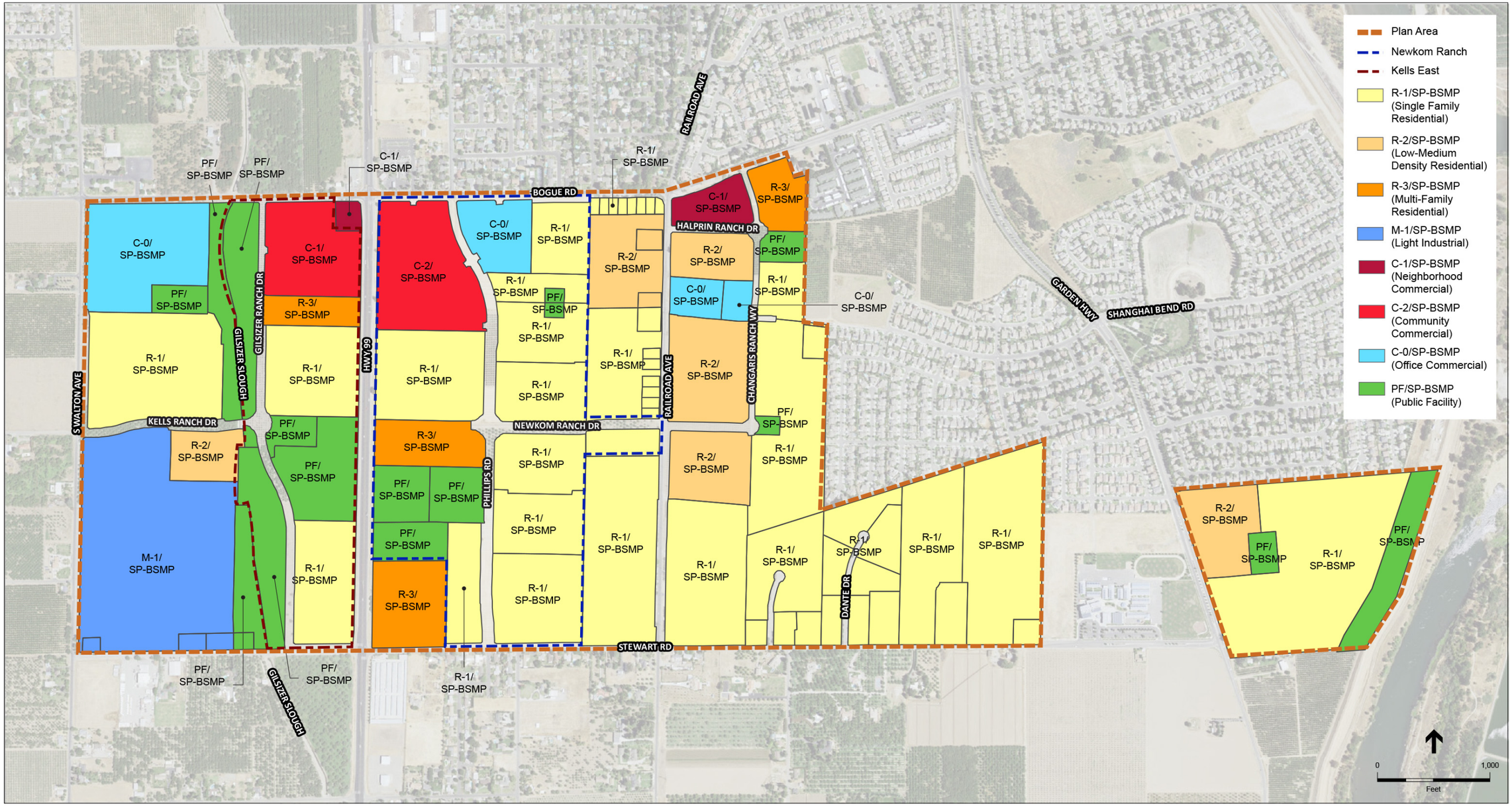


Figure A-1: BSMP Zoning Map

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Low – Medium Density Residential

Low – Medium Density Residential (LMDR) land use allows for a mix of housing types within a density range of 6 to 14 units per gross acre. In the BSMP Area the average density of LMDR is approximately 9 du/ac. This category provides for a wide range of detached and attached single-family housing types including varied small lot, court-oriented, cluster, duet/halfplex, and townhome designs. Parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment are also permitted. The LMDR land use category is implemented by the ***Low-Medium Density Residential Zoning District (R-2/SP-BSMP)***. **Table A-2** provides development standards for the R-2 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

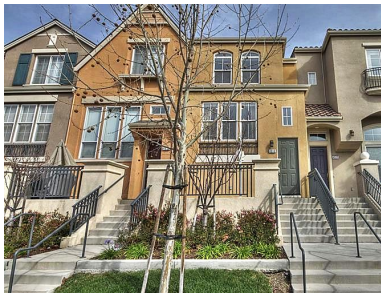
Small-lot single family housing representative of the Low – Medium Density Residential category.

Table A-2: Low – Medium Density Residential Development Standards

Zoning District	Low-Medium Density Residential Zoning District (**R-2/SP-BSMP**)	
Density	6.0 – 14.0 dwelling units/gross acre	
Minimum lot size	2,000 s.f. (multifamily allowed and lot size for multifamily will be reviewed during application process)	
Lot configuration	If 2,999 s.f. or below	If 3,000 and above
Interior Lot	2,000 s.f. min	3,000 s.f. min
Corner Lot	2,500 s.f. min	3,500 s.f. min
Lot width		
Interior Lot	40 ft. min	50 ft. min
Corner Lot	45 ft. min	55 ft. min
**Lot width measured at the front property line except for lots on cul-de-sacs where lot width is measured at the front setback*		
Lot depth	60 ft. min	75 ft. min
Lot Coverage	N/A	N/A
Building Setbacks		
Front Yard		
Main building	12 ft. min	15 ft. min
Porch/Courtyard (minimum 6 ft. deep by 8 ft. wide)	10 ft. min *(A minimum of 60% of all dwelling units shall include)*	10 ft. min *(A minimum of 60% min. of all dwelling units shall include)*
Attached garage	20 ft. min	20 ft. min
Detached garage	20 ft. min	25 ft. min
Side Yard		
Interior	0 ft. (attached)/3 ft. (detached)	0 ft. (attached)/5 ft. (detached)
Corner*	10 ft. min	10 ft. min
	**20 ft. minimum if corner side loading garage*	
Rear Yard		
Main building	5 ft.	10 ft. min
Accessory building	5 ft. for single-story	5 ft. for single-story
Alley Loaded garage	4 ft. min	4 ft. min
Detached garage	5 ft. min	5 ft. min
**Front yard is defined as the primary street frontage* **Front and street side setbacks measured from back of walk* **No interior side yard setbacks required for attached units.* **All building setbacks measured from the finished outside building edge (not the studs).*		

Zoning District	Low-Medium Density Residential Zoning District (**R-2/SP-BSMP**)	
Distance between building on same lot		
Single-story	10 ft. min	10 ft. min
Two-story	10 ft. min	10 ft. min
**When two building of mixed height are adjacent to each other, the distance for the taller structure applies.*		
Building Height		
Main Building	45 ft. max, not to exceed three stories	
Accessory Building	15 ft. max, not to exceed one-story	
**Height exceptions permitted per the Yuba City Zoning Code.*		
Parking		
Detached Units	2 spaces per unit (spaces in garage may be tandem or side-by-side)	
Attached Units	Per the Yuba City Zoning Code	

Medium – High Density Residential



Attached townhomes representative of the Medium – High Density Residential category.

Medium – High Density Residential (MHDR) land use allows for a density range of 12 to 36 units per gross acre. In the BSMP Area the average density of MHDR is approximately 24 du/ac. This category accommodates primarily attached housing and higher density detached housing including townhome, row house, courtyard, apartment and condominium designs. Parks, recreation, day care, civic, institutional and similar uses determined appropriate in a residential environment are also permitted. The MHDR land use category is implemented by the ***Multi-Family Residential Zoning District (R-3/SP-BSMP)***. **Table A-3** provides development standards for the R-3 district in the BSMP Area. Permitted uses are specified in the Yuba City Zoning Code.

Table A-3: Medium – High Density Residential Development Standards

Zoning District	Multi-Family Residential Zoning District (R-3/SP-BSMP)	
Density	12.0 – 36.0 dwelling units/gross acre	
Lot size range	N/A	
Lot configuration	Townhome	Multi-Family Complex
Lot width		
Interior Lot	N/A	N/A
Corner Lot	N/A	N/A
Lot depth	N/A	N/A
Lot Coverage	N/A	N/A
Building Setbacks		
Front Yard		
Main building	10 ft. min	15 ft. min
Porches and Courtyards (minimum 6 ft. deep by 8 ft. wide)	5 ft. min *(A minimum of 60% of all dwelling units shall include)*	5 ft. min
Garage	20 ft. (if fronting on a public road)	N/A
Side Yard		
Interior	0-3 ft. min	10 ft. min between buildings per story
Corner	10 ft. min	10 ft. min
Rear Yard		
Main building	10 ft. min	10 ft. min
Accessory building	4 ft. min	4 ft. min
Alley Loaded Garage	4 ft. min	4 ft. min
**Front yard is defined as the primary street frontage.* **Front and street side setbacks measured from back of walk* **All multi-family units to be alley/rear loaded.* **No interior side yard setbacks for attached units.* **All building setbacks measured from the finished outside building edge (not the studs).*		
Distance between building on same lot		
	0 ft. min	10 ft. min per story
Building Height		
	48 ft. max, not to exceed four stories	
**Height exceptions permitted per the Yuba City Zoning Code.*		
Common Open Space for Multi-family Units		
	250 s.f. per unit (does not include balcony, porch)	
Parking		
Parking requirements	Per the Yuba City Zoning Code	

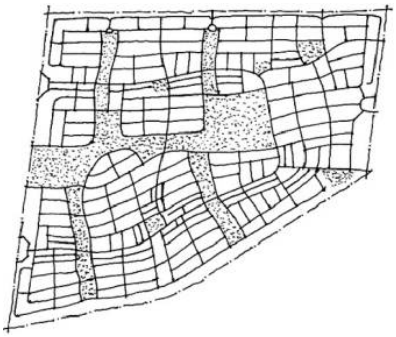
Residential Design Guidelines

These design guidelines are in addition to the guidelines set forth in the Citywide Design Guidelines (*The City of Yuba City Design Guidelines*) addressing single-family and multi-family residential developments.

The Site and Context Guidelines

Neighborhood Pattern and Form

Intent: Create walkable and interconnected neighborhoods and amenities.



Modified grid pattern

- Organize residential lots in block layouts with a grid or modified grid pattern to encourage walking, biking, and the use of alternative modes of transportation. Multiple points of access are strongly encouraged.
- Design neighborhood blocks and local streets to be pedestrian-oriented. The maximum length of a neighborhood block should be minimized to discourage vehicular speeding.
- Design neighborhood blocks and local streets to discourage regional through traffic. No residential street shall provide a direct travel route from one arterial street to another.
- Design neighborhood blocks and residential streets to provide view termini to parks, open space and other neighborhood features where feasible.
- Incorporate trails, walkways and greenbelts to allow residents to conveniently walk and bike to nearby amenities such as parks, open space, schools, and shopping.

Incorporate visible and centrally located recreational areas and common gathering spaces in multi-family residential projects.

- Encourage homes and multi-family residential units front on and are oriented towards local and collector roadways where traffic volumes permit.
- Incorporate recreational areas, common gathering spaces and other functional open space as an integral component of multi-family residential projects. Ensure that such spaces are centrally and conveniently located, highly visible, and protected from local climate extremes.
- Discourage gated neighborhoods and projects. Gating of residential development may only be considered if the project is not adjacent to a public park/plaza or open space, other civic amenities (such as school or library), and it is demonstrated to the satisfaction of the City that the gates will not limit through-access for pedestrians and cyclists.
- Multi-family developments must provide major and minor recreational amenities as shown in **Table A-4**.

Table A-4: Recreational Amenities

Type	Multi-Family Development (number of housing units)				
	<5	5-25	26-100	101-150	151 & Greater
Major	0	0	1	1	2
Minor	0	1	1	2	2

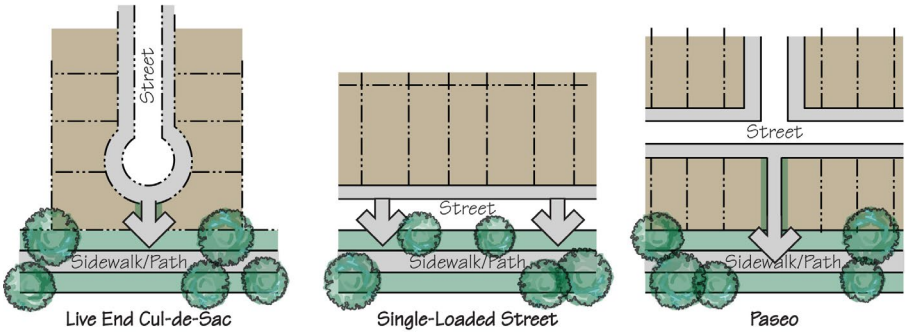
Major recreational amenity examples: Swimming pool and spa, weight room/ gym, resident clubhouse/recreation building, learning center/computer room and common usable open space.

Minor recreational amenity examples: Children's play area, volleyball courts, basketball courts, community gardens, picnic/barbeque areas and other such amenities appropriate to serve the residents of the project.

Edge Treatments

Intent: Ensure compatibility and integration between adjacent uses and spaces.

- Along the edges of the project where new development abuts existing single-family residential, neighborhood layout should encourage integrating existing residential streets and enhance connectivity. Lotting patterns, densities and building types should be compatible with the immediately abutting existing residential uses.
- Use single-loaded roadways adjacent to parks and open space areas (such as Gilsizer Slough, detention areas, neighborhood parks) to the extent feasible to enhance neighborhood access and visibility. A minimum of 50 percent of the edge between residential uses and a park or open space area shall be open via single-loaded streets, live end cul-de-sacs, paseos, or other features that encourage pedestrian-/bike-connectivity.



- Encourage the use of attached or detached small-lot single family product types as a transition between traditional single-family units and attached multi-family units.
- Provide buffering between new residential development and adjacent rural residential and agricultural uses outside of the BSMP Area along portions of Stewart Road and South Walton Avenue:

- Maintain a minimum buffer of 168.0 feet between new residential structures and adjacent rural/agricultural uses consistent with the 1999 settlement agreement between Yuba City and Sutter County and the Yuba City General Plan as shown in Figure 4-5 in Chapter 4, Mobility. Such buffer may include the road right-of-way, roadside landscape easements and expanded residential setbacks. This 168.0-foot buffer will consist of the full right-of-way (ROW) along these streets (108.0 feet in size) and a 60-foot rear building setback, with landscaping interspersed along the streetscape, to help provide additional visual separation and transitioning between these uses and allow for agricultural operations to continue occurring outside of the BSMP Area. A 10-foot wide shared path is also provided on the development side to strengthen this buffer. With buffering in place, the adjacent agricultural operations will not be negatively impacted by development of the BSMP.

- Create a "soft" transition at the urban/agricultural edge by incorporating appropriate landscaping, with multiple layers of large canopy trees (hedgerows) that are compatible with adjacent rural and agricultural uses and provide visual impermeability.

- Apply the buffer guidelines from the Yuba City Urban-Rural Edge report as appropriate. While this report did not anticipate expansion of the City's boundary to incorporate the BSMP Area, the guidelines establish roadway buffer, access and trail, landscape planting and site furnishing treatments that should be applied to the buffers as shown in Figure 4-5 in Chapter 4, Mobility.

- Require that a site specific acoustical study be prepared prior to the approval of a tentative subdivision map or development plan review for residential uses adjacent to a designated highway, arterial or other roadway where projected traffic volumes warrant, including segments of SR 99, Bogue Road, and Stewart Road.[1] The acoustical study shall demonstrate the noise attenuation measures necessary to reduce noise levels at outdoor activity areas and indoor areas to less than City standards.

  - For single-family and Low-Medium Density residential uses a minimum 6 to 8-foot high sound wall shall be provided along applicable segments of SR 99, Bogue Road, and Stewart Road.[1]

  - For multi-family residential uses building orientations and designs, berms, low walls, increased setbacks, rubberized pavement, and other

[1] *Noise analysis shows there is potential for noise conflicts along the following roadway segments (SR 99 between Bogue Road and Stewart Road; Bogue Road between Railroad Avenue and Garden Highway; Stewart Road between SR 99 and Phillips Road; Stewart Road between Muir Road and Railroad Avenue; and Stewart Road between Railroad Avenue to Garden Highway)*

equally effective means of blocking or intercepting noise are the preferred noise attenuation measures.

All walls are required to be constructed consistent with Section A-4, Streetscapes and Landscaping. Consider regular pedestrian/bicycle connection points from the residential uses to the adjacent landscape corridors/pathways are to be provided on an average of every 600 to 800 linear feet.

Screening

Intent: Ensure that garbage receptacles, mechanical equipment, and accessories do not detract from project design and the quality of the public realm.

- Ensure that the storage of individual residential trash containers are accommodated and screened in a garage or yard space.
- Place all new and existing utility lines below ground except transmission lines greater than 12 Kv. All utility structures that cannot be mounted or installed below ground should be screened with landscaping, berming, and/or walls.

Locate common trash enclosures in low profile locations away from streets, pedestrian traffic and activity areas, and entries.

The Building Guidelines

Form and Massing

Intent: To create an architectural variety while establishing a distinctive neighborhood identity.

- Consider Articulating the roof form through the use of dormers, bays, porch roofs, clerestories, cross gables, and hips to avoid a monolithic appearance and provide shadow and depth, where consistent with the architectural style of the home.
- Consider staggering building wall planes to provide shadow and depth.
- Encourage combinations of one-, two-, and three-story forms to create variety in setback and overall building form. Stepped massing of building forms is encouraged.
- Encourage varying roof slopes with respect to the architectural style of the house. Typical roof slopes range from 4:12 to 8:12.

Articulate roof form through use of dormers, porch roofs to avoid monolithic appearance.

Multi-Family Building Orientation

Intent: To provide for privacy as well as a positive aesthetic environment for multi-family building residents and visitors.

- Buildings should be generally oriented parallel to streets with varying setbacks to provide visual interest.

- Buildings should provide a transitional area from the public space or walkway to the private dwelling unit entry, such as with porches, stoops, and roof canopies;
- To the extent possible, buildings should be designed to promote privacy from other units.
- Encourage buildings to provide attractively designed courtyard doors or gates used at building entries.
- Keyhole entries (primary entrance hidden from view on the side or within deep recess of the building) should be avoided.

Building Materials and Finishes

Intent: To ensure that building materials and finishes are integral to architectural design and are durable to create a sense of quality and permanence.

Design all surface treatments or materials to appear as an integral part of the design and not merely applied.

- Encourage the use of a mix of high-quality naturalistic building materials, such as brick, stone, wood, and stucco.
- Synthetic materials shall adequately simulate the appearance of the natural material it imitates.
- Design all surface treatments or materials to appear as an integral part of the design and not merely applied; all materials should wrap columns, porches, or balconies in their entirety.
- Avoid abrupt changes of material at visible locations. Materials applied to an elevation should extend along its entire length. If necessary, building materials may change on inside corners only. Siding that does not wrap around the house appears artificial and is not permitted.
- Select color palettes for individual buildings to be complimentary within a neighborhood. The color scheme for each product type should contain a minimum of three (3) colors, not including the roof color.
- Encourage variation in the use of building materials and colors between immediately adjacent buildings.

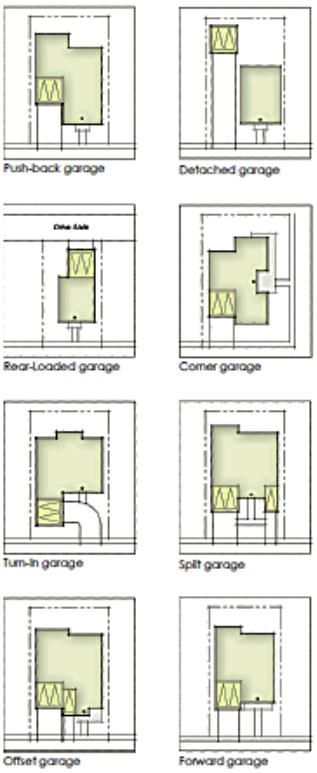
Creation of architectural variety along the street.

- The design and exterior finish of detached garages and carports shall be reasonably similar to the existing primary residence in architectural style, color, exterior materials, and roofing color, materials and design.
- Locate mailboxes in multi-family developments in highly visible, well-lit areas.
- Incorporate multi-family mailbox design features that are consistent with the development's architectural style.

Residential Streetscape Diversity

Intent: Ensure variety and interest along residential streetscapes internal to the community.

- Encourage at least three to four different models and two to three different elevations for each model within a project. Different models are defined as those with significant variation in floor plans, configurations, heights, and massing, as well as minor variations in size or number of bedrooms.
- Consider no more than two of the same model with the same architectural style along each side of roadway segments. Similar models with similar architectural styles shall not be placed next to or across from one another.
- Encourage architectural variety by using house materials that are texturally different yet visually compatible as well as detailed window treatments, trim, porch elements, door design, and other variations in architectural ornamentation.
- Encourage staggering the building massing along the block. The techniques used may differ depending on product types, ranging from second story setbacks on higher density products to varying ground-floor setbacks (front and side) on lower density housing types. A staggered setback should be achieved without sacrificing backyard depth and usable open spaces.
- Consider the use of a variety of garage placements and orientations in residential neighborhoods to minimize the visual dominance of cars and garage doors along the street. For example, push back garages, turn-in garages, split garages, and forward garages should be considered.
- Consider to maximize the percentage of building frontage allocated to living areas, dining rooms, entries, and other non-garage spaces on all residential streets.
- Ensure that for multi-family buildings, surface parking, carports, parking structures and garages are not facing towards the primary street and are tucked behind buildings. Landscaped setbacks may be used to provide privacy to ground floor units from the street.
- Design building façades to provide visual surveillance of the public streets, public spaces, sidewalks, and open-space areas from inside the buildings to promote safety and security of the public realm with "eyes on the street."



A variety of garage placements and orientations is encouraged in residential neighborhoods to minimize the visual dominance of cars and garage doors along the street.

Porches, balconies, and stoops along the street face encourage eyes-on-street.

Green Design Guidelines

Green Building and Site Design

Intent: To Create to a sustainable and environmentally-responsible community.

- Require buildings to meet or exceed California Title 24 Energy Efficiency Standards.
- Encourage building designs to incorporate passive solar heating and cooling measures such as southern building orientations and window placement, use of trellises/planting of deciduous trees on south facing elevations, and use of roofs with larger overhangs, to help reduce heating and cooling loads.
- Consider the use of natural ventilation from prevailing winds in home design, with operable windows located to allow cross-ventilation and fresh air into the living spaces.
- Encourage building designs that incorporate opportunities for renewable energy production such as solar panels on roofs and use of green power (electricity produced from solar, wind, geothermal, biogas, eligible biomass, and low-impact small hydroelectric sources).
- Encourage inclusion of optional features that allow for increased energy efficiency in homes such as pre-wiring for electric vehicle charging stations, zoned heating and cooling and automated lighting.
- Incorporate water conservation measures in residential projects including turf reductions and water efficient landscaping, smart irrigation controllers and re-circulating hot water systems. All development shall comply with Yuba City's water efficient landscape requirements.
- Encourage post construction source control and Low Impact Development (LID) features into residential projects such as tree plantings, infiltration galleries, disconnected roof drains, bio-retention facilities, rain gardens, bioswales, soil amendments, impervious surface reductions and end of pipe Best Management Practices (BMPs).
- Encourage the use of building materials that are less hazardous and/or made from recycled materials.

Section A-2: COMMERCIAL and EMPLOYMENT USES

The BSMP Area includes neighborhood and community commercial centers, an office complex and a business/technology/light industrial park. These uses offer retail, service and employment opportunities for BSMP residents and the larger Yuba City region. The direction included in this section is focused on providing creative approaches for the design and development of commercial and employment uses that are compatible with adjacent uses, present a positive image along bordering roadways, provide safe and convenient connectivity to nearby residential neighborhoods, and are attractive to investment.

Commercial and Employment Development Standards

Customized development standards have been incorporated to ensure a consistent and predictable framework for all commercial and employment development within BSMP Area. These development standards supersede the requirements for the base zoning districts applied to implement BSMP land uses. All Plan Area commercial and employment zoning districts incorporate the Specific Plan Combining District (SP-BSMP) to acknowledge the modification to the base standards. The BSMP Zoning Map is included as Figure A-1.

In order to achieve the desired diversity and creativity in non-residential uses, variations in the BSMP commercial and employment development standards may be permitted as long as each proposed development is in substantial conformance with the overall intent of the standards. Minor modifications may be made at the discretion of the Development Services Director. Additional designs and alternative development standards determined to be consistent with the overall intent of the Development Standards and Guidelines may be approved as part of a discretionary entitlement process.

Neighborhood Commercial

Neighborhood Commercial (NC) land use allows for small shopping centers containing local retail stores, services, restaurants (excluding drive-thru), offices, gas stations and similar uses intended to cater to the daily convenience needs of the surrounding residential neighborhoods. The scale and design of buildings within the NC district is to be compatible with the neighboring residential uses. In the BSMP the average development intensity assumed for NC uses is 0.35 FAR. The NC land use category is implemented by the **Neighborhood Convenience Commercial Zoning District (C1/SP-BSMP)**. **Table A-5** provides development standards for the C1 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Commercial development representative of the Neighborhood Commercial category.

Community Commercial

Shopping center development representative of the Community Commercial category.

Community Commercial (CC) land use allows for more intense shopping centers typically anchored by a major tenant(s) containing a wide variety of businesses including retail and grocery stores, services, eating and drinking establishments, banks, indoor entertainment, garden supply, offices, auto services, lodging and similar uses. Mixed use development may be permitted subject to the transfer/allocation of residential units as approved by the City. In the BSMP the average development intensity assumed for CC uses is 0.25 FAR. The CC land use category is implemented by the **Community Commercial Zoning District (C2/SP-BSMP)**. Table A-5 provides development standards for the C2 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Office and Office Park

Office development representative of the Office and Office Park category.

Office and Office Park (O/OP) land use allows for professional and medical offices in a low intensity, campus like setting. Small scale support and related services are also allowed. Mixed use development may be permitted subject to the transfer/allocation of residential units as approved by the City. In the BSMP the average development intensity assumed for O/OP uses is 0.3 FAR. The O/OP land use category is implemented by the **Office Commercial Zoning District (C-O/SP-BSMP)**. Table A-5 provides development standards for the C-O district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Business, Technology, and Light Industry

Tech development representative of the Business, Technology and Light Industrial category.

Business, Technology and Light Industrial (BTLI) land use allows for research and development activities, light industrial/manufacturing uses, offices, high-tech uses, and small-scale distribution centers all of which do not create a nuisance or otherwise unacceptable levels of noise, dust, odor, smoke, bright light or vibration. In the BSMP the average development intensity assumed for BTLI uses is 0.25 FAR. The BTLI land use category is implemented by the **Light Industrial Zoning District (M1/SP-BSMP)**. Table A-5 provides development standards for the M1 district in the BSMP Area. Permitted uses are as specified in the Yuba City Zoning Code.

Table A-5: Commercial and Employment Development Standards

Zoning Districts	Neighborhood Convenience Commercial District **(C1/SP-BSMP)** Community Commercial District (**C-2**) Office Commercial District (**C-O**) Light Industrial (M-1)
Building Setbacks	
Front Yard	Per the landscape corridor required along the adjacent roadway. Where no landscape corridor is specified, 10 feet minimum measured from back of walk.
Street Side Yard	Per the landscape corridor required along the adjacent roadway. Where no landscape corridor is specified, 10 feet minimum measured from back of walk.
Interior Side Yard	None, except when abutting a residential zone district or where neighboring uses have front yards oriented towards the lot, then 20 feet for buildings 35 feet in height or less, and 50 feet for building more than 35 feet in height.
Rear Yard	None, except when abutting a residential zone district or where neighboring uses have front yards oriented towards the lot, then 20 feet for buildings 35 feet in height or less, and 50 feet for building more than 35 feet in height.
**Front yard is defined as the primary street frontage.* **All building setbacks measured from the finished outside building edge (not the studs).* **Setbacks along Stewart Road and Walton Avenue differ from the above. Refer to the Neighborhood Compatibility and Edge Treatment guidelines of this section for details.*	
Building Height	For the C-1 District 2 stories not to exceed 30 feet. For all other Commercial and Employment Zone Districts 4 stories not to exceed 52 feet.
**Height exceptions permitted per the Yuba City Zoning Code.*	
Landscaping	Per the Yuba City Zoning Code
Parking and Loading	Per the Yuba City Zoning Code
Fences, walls, hedges and intersection visibility	Per the Yuba City Zoning Code
Exterior lighting	Per the Yuba City Zoning Code
Trash enclosures	Per the Yuba City Zoning Code
Signs	Per the Yuba City Zoning Code

Commercial and Employment Design Guidelines

These design guidelines are in addition to the guidelines set forth in the Citywide Design Guidelines (*The City of Yuba City Design Guidelines*) addressing commercial developments.

The Site and Context Guidelines

Site Design and Circulation

Intent: To ensure that site design relates to the streetscape, is functional, and accommodates pedestrian activity.

Incorporate courtyards, plazas, outdoor seating areas, outdoor display areas and similar to create spaces for pedestrian gathering.

- Orient buildings to street frontages where feasible, helping frame the public realm and create a more pedestrian-friendly street edge.
- Provide a safe, continuous, and direct system of pedestrian routes, physically separate from vehicular access. Pedestrian routes should include strong linkages between buildings, through parking areas, and to adjacent uses, transit stops, and sidewalks along streets.
- Incorporate courtyards, plazas, outdoor seating areas, outdoor display areas and similar to create spaces for pedestrian gathering.
- Include unique paving, landscaping, shading/cover, signage, furniture, pedestrian scale lighting, fountains, artwork, and similar along and within pedestrian facilities.
- Reduce the visual dominance of asphalt and associated heat island effects by breaking large parking areas into smaller visual increments and incorporating landscaping and tree plantings to shade paved areas.
- Use large canopy trees that produce low liter and are deep rooted. The City may allow alternative tree spacing subject to approval of a shading plan (applying commonly accepted methodology), that 50 percent shading of paved parking surface (stalls, aisles & maneuvering areas) will be achieved based upon the canopy spread of trees within 15 years of planting.
- Use natural stone, brick, tile, and/or colored and patterned concrete for accent paving; aggregate concrete/asphalt for streets and bike paths; decomposed granite or stabilized soil for pedestrian paths; and bark mulch around trees and shrubs. Apply a combination of compatible accent paving materials to create visual interest.
- Encourage shared/reciprocal access and parking between parcels to minimize curb cuts along public streets and to maximize the efficiency of parking areas.

- Design internal vehicular circulation to promote safety, efficiency, and convenience. Provide adequate areas for maneuvering, stacking, customer loading and unloading, truck staging, and emergency access.
- Locate site ingress and egress points away from street corners to minimize stacking and cross access conflicts.
- Promote alternative transportation modes by incorporating bicycle parking facilities, preferred parking for energy efficient vehicles, charging stations, and transit facilities where service is present.
- Provide bicycle parking throughout projects in lighted, well identified areas close to and with direct access to adjacent buildings. Bicycle racks should provide multiple locking points for the bike frame and both wheels.
- Loading facilities should not be located at the front of buildings where they will interfere with customer and employee traffic and be difficult to adequately screen.
- Loading facilities are usually more appropriate at the rear of buildings; however, loading areas should be carefully integrated in the overall site and building design, including being screened from street and off-site views to the maximum extent feasible with materials matching the architectural style of the main building.
- Special attention should be given when designing loading facilities in a rear location adjacent to residential uses. Techniques such as block walls, enhanced building setbacks with landscaping, or fully enclosed loading areas and careful attention to the location and shielding of lighting and equipment (i.e., trash compactors, generators, etc.) can help minimize adverse impacts to residents.
- Where a nonresidential project is placed next to a residential use, consider requiring shipping and receiving through the "front doors" rather than subjecting adjacent residential uses to the noise and night time glare associated with loading facilities.

Neighborhood Compatibility and Edge Treatment

Intent: To ensure compatibility between uses.

- Where commercial and employment uses share a common property line with existing or planned residential uses, incorporate the following design elements:
  - Incorporate a 6 to 8 foot high solid wall constructed of masonry, concrete, or equivalent material along the common property line (except at pedestrian, bicycle and vehicle cross access points).

- Accompany these solid walls with dense landscaping (trees, shrubs and groundcover) within a minimum 10 foot wide landscape planter on the non-residential side of the wall. Plant materials are to be selected and located to maximize the opportunity to screen views of non-residential buildings.
- Use lighting sources with shields located to avoid light spillage and glare onto adjacent residential properties.
- Locate loading docks, refuse enclosures, trash compactors, and other utility/maintenance facilities away from residential uses. Such facilities are to be enclosed with solid walls constructed of masonry, concrete, or equivalent material to minimize noise impacts on adjacent properties. Non-residential projects may be conditioned to limit delivery hours.
- Incorporate architectural enhancements, roof line variations, and other techniques to minimize the apparent massing of buildings adjacent to residential uses.
- Designate pedestrian access/paseos connecting to neighboring uses as appropriate. For example, consider use of pedestrian connections at regular intervals along the fence/wall separating commercial areas from adjoining multi-family units to encourage access and connectivity.

- Where commercial and employment uses are across from existing residential development along Bogue Road, incorporate the following design elements:
  - Use lighting sources with shields located to avoid light spillage and glare onto adjacent residential properties.
  - Create a "soft" transition by incorporating appropriate landscaping within required landscape corridors and building setbacks, with multiple layers of large canopy trees (hedgerows).
  - Locate loading docks, refuse enclosures, trash compactors, and other utility/maintenance facilities away from residential uses. Such facilities to be enclosed with solid walls constructed of masonry, concrete, or equivalent material to minimize noise impacts on nearby residential properties. Non-residential projects may be conditioned to limit delivery hours.
  - Incorporate architectural enhancements, roof line variations, and other techniques to minimize the apparent massing of buildings adjacent to residential uses.
- Where commercial and employment uses are across from existing rural residential and agricultural uses along Stewart Road and Walton Avenue, incorporate the following design elements:

- Use lighting sources with shields located to avoid light spillage and glare onto adjacent residential properties.
- Create a "soft" transition at the urban/agricultural edge by incorporating appropriate landscaping within required landscape corridors and building setbacks, with multiple layers of large canopy trees (hedgerows) that are compatible with adjacent rural and agricultural uses and provide visual impermeability.
- Apply the buffer guidelines from the Yuba City Urban-Rural Edge report as appropriate.

Site Landscaping

Intent: To incorporate landscaping throughout projects to strengthen pedestrian scale, provide shade, screen undesirable views, relieve large hard surface areas, and add to overall aesthetic quality.

- Use layered landscaping designs, elevation changes and berms, a mix of deciduous and evergreen trees, plant materials that provide seasonal color, boulders and other techniques to create year around visual interest.
- Incorporate flowering shrubs and trees as accents adjacent to pedestrian areas and to frame building and project entries.
- Locate deciduous trees on the east, west and south sides of buildings where possible to help reduce cooling loads during summer months and permit solar gain during winter months.
- Place trees to provide shading of walkways, public spaces, parking and other paved areas to enhance pedestrian comfort and reduce heat island effects.
- Provide tree planters within or adjacent to paved areas large enough to allow for sufficient root space and healthy tree growth. Typical Inside of curb to inside of curb planter dimensions to be a minimum of 8 feet by 5 feet, or 40 square feet.
- Protect landscaping from vehicular and pedestrian encroachment through raised planting surfaces, use of curbs, and other means.

Site Lighting

Intent: To enhance project security and aesthetics.

- Design and locate exterior lighting to minimize ambient light levels, while meeting public safety standards. Use lighting sources that emit white or near white light to enhance visibility and safety.
- Use full cutoff lighting fixtures, diffusers and other 'dark-sky' and low glare technologies to reduce light pollution. Locate fixtures to avoid spillage and glare onto adjacent properties.

- Incorporate building mounted and freestanding lighting fixtures that complement and are integral to project architecture, design, materials and colors.
- Provide pedestrian-scale lighting such as bollards and decorative pole lights (generally less than 10 feet in height) in outdoor areas such as pedestrian walkways and activity areas.
- Incorporate accent lighting to reinforce and highlight architecture, building entries, art, and landscaping features.
- Limit the height of pole mounted lighting to 18 feet from finished grade, with fixtures spaced to maximize efficiency.

Screening

Intent: Ensure that garbage receptacles, mechanical equipment, and accessories do not detract from project design and the quality of the public realm.

- Orient repair service bays, drive thru lanes, pick-up windows and similar away from roadways when feasible. When adjacent to the street, provide screening and architectural treatments to de-emphasize such elements. Such areas shall be screened with a decorative half-wall, including cap.
- Locate loading and similar functions behind or along the sides of buildings. Screen such areas from public view through a combination of building design, masonry walls, grade separations, dense landscaping and/or other elements integral to the building design.
- Locate trash enclosures in low profile locations away from streets, pedestrian traffic and activity areas, and entries. Enclosures are to include a solid six (6) foot high masonry wall and metal gate that matches the style, color and materials of the adjacent buildings, incorporate screening landscaping (minimum 3 foot wide planter) on non-gate edges.
- Trash/recycling enclosures & service areas. Refuse containers, service areas, loading docks, and similar facilities should be located out of view from the general public, and so that their use does not interfere with on-site parking or circulation areas, and adjacent uses, especially residential uses.
- Trash/recycling enclosures and service and loading docks should be conveniently located and large enough to accommodate the uses on the site, but should not interfere with other circulation or parking on the site.
- Trash containers should be located away from public streets and primary building entrances, and should be completely screened with materials that are consistent with those on adjacent building exteriors.

- Trash storage areas that are visible from the upper stories of adjacent structures should be screened with a trellis or other horizontal cover to mitigate unsightly views. The covering structure should be consistent with the architectural style of adjacent buildings.
- Enclosures should be designed for long-term use and made of durable materials built on a concrete pad.
- Enclosures that are visible from the public right-of-way and/or are readily accessible from the public, shall provide a decorative roof.
- Locate mechanical equipment away from pedestrian traffic and activity areas, screened from public view from property lines through landscaping and/or screen walls. Roof mounted mechanical equipment, satellite dishes, and antennas and similar to be screened from public view from property lines through roof wells, parapets, or other extended roof forms integral to the building design.
- Shade mechanical equipment when feasible through tree plantings and other means to reduce air temperature intakes.
- Place all new and existing utility lines below ground. All utility structures that cannot be mounted or installed below ground to be screened with landscaping, berming and/or walls.

The Building Guidelines

Form and Massing

Intent: To create an architectural variety and a distinctive community identity.

- Stylistic diversity is encouraged through variation in building heights, form and massing, but in a manner that complements the general architectural character of surrounding uses.

- Building massing should use step-down and height transition techniques to match with the height of adjacent residential properties and streetscapes.
- Landscaping and architectural detail at the street level should be used to soften the edge of buildings.
- Where feasible, minimize visual impact of large structures by creating a cluster of smaller buildings, or undulations in the roof-line and wall plane to create the appearance of smaller attached buildings.

Architectural Styles and Detailing

Intent: To ensure a broad mix of architectural products in different but compatible styles to encourage neighborhood diversity.

- Incorporate varied architectural enhancements, wall planes, rooflines, windows, doors and other elements on all building elevations facing streets or public spaces. Such elevations should have well defined and distinct base, body and cap segments.
- Integrate taller massing elements, unique architectural detail, special window displays/treatments, or other architectural focal points at prominent building locations on primary elevations such as entrances, plazas, and building corners.
- Cluster buildings incorporating architectural focal points, pedestrian plazas and other enhanced design features at the corners of State Route (SR) 99 and Bogue Road to enhance primary entry gateways.
- Design the ground floor of building façades facing streets and walkways with entries and other architectural elements (such as arcades, awnings canopies and overhangs) that create a more pedestrian-scale environment and provide transitions from public to private spaces.
- Coordinate building design, architecture, landscaping, sign programs and similar elements within retail and employment centers/complexes to create a unified and harmonious approach.
- Service station canopy structures shall relate to the main component of the building with respect to materials, massing, and overall design. Canopy columns must be designed to be visually compatible with the building style.

Building Materials and Finishes

Intent: To ensure that building materials and finishes are integral to architectural design and are durable to create a sense of quality and permanence.

- Use of mix of naturalistic building materials, such as brick, stone, wood, and stucco shall be incorporated to create variety in the building elevations.
- All surface treatments or materials should be designed to appear as an integral part of the design and not merely applied; all materials should wrap columns and other architectural elements.
- Abrupt changes of material should not occur at visible locations. Materials applied to an elevation should extend along its entire length. Vertical joints between different materials shall occur at inside corners. Lighter appearing materials shall be placed above more substantial materials (e.g. wood above stucco or masonry).

- The color palette selected for a given building should complement the palettes used for other buildings in a project. The color scheme for each building should contain a minimum of three colors, not including the roof color.
- The application of color is as critical as the choice of color palette. Style-appropriate color applications, logical termination points, and color blocking should be considered in the early stages of design.
- The use of muted tones for the structure's base color is recommended. Color should not be used as an attention getting device.
- Accent colors should be used thoughtfully and compliment the base color or a variation of its hue, either weaker or stronger.
- The transition between base and accent colors should relate to changes in building materials or the change of building surface planes. Colors should generally not meet or change without some physical change or definition to the surface plane.

Green design

Green Building and Site Design

Intent: To create to a sustainable and environmentally-responsible community.

- Require buildings to meet or exceed California Title 24 Energy Efficiency Standards.
- Encourage building designs to incorporate passive solar heating and cooling measures such as southern building orientations and window placement, use of trellises/planting of deciduous trees on south facing elevations, and use of roofs with larger overhangs and clerestory lighting to help reduce heating and cooling loads.
- Consider the use of natural ventilation from prevailing winds and natural daylighting through integration of clerestory windows to maximize cross-ventilation and daylighting in large user area (such as shopping aisle, seating areas).
- Encourage building designs that incorporate opportunities for renewable energy production such as solar panels on roofs and use of green power (electricity produced from solar, wind, geothermal, biogas, eligible biomass, and low-impact small hydroelectric sources).
- Encourage inclusion of optional features that encourage sustainability among users/employees such as electric vehicle charging stations, preferred parking spaces for low-fuel and electric vehicles, and automated lighting.

- Incorporate water conservation measures including turf reductions and water efficient landscaping, smart irrigation controllers and re-circulating hot water systems. All development shall comply with Yuba City's water efficient landscape requirements.
- Incorporate post construction source control and Low Impact Development (LID) features into commercial projects such as tree plantings, infiltration galleries, disconnected roof drains, bio-retention facilities, rain gardens, bioswales, soil amendments, impervious surface reductions and end of pipe Best Management Practices (BMPs). Hydromodification measures may be required.
- Encourage the use of building materials that are environmentally-friendly and renewable and/or made from recycled materials.

Section A-3:
STREETSCAPES and LANDSCAPING

The BSMP Area includes streetscapes, parks, open space and gathering places that constitute the "public realm". These elements combine to enhance community identity, aesthetics, livability and marketability. The direction included in this section is focused on creating an inviting, attractive and environmentally responsible public ream that inspires activity, interaction and walkability.

STREETSCAPES AND LANDSCAPING DESIGN GUIDELINES

These design guidelines are in addition to the guidelines set forth in the Citywide Design Guidelines (*The City of Yuba City Design Guidelines*).

Streetscape Landscaping

Landscape Elements

Intent – Create a common visual thread throughout the community that ties individual projects together by applying landscape treatments and materials that are low maintenance, durable, and climate-appropriate.

- Incorporate **Primary Street Trees** in streetscapes as identified on **Tables A-6** and **A-7**. Ensure that primary street trees are:
  - Located in landscape parkways between the street edge and sidewalk to frame the street, maximize shade for pedestrians, cyclists and on-street parking areas, and reduce heat gain.
  - Planted at sufficient intervals to accommodate mature growth. The appropriate interval will depend on the species and variety of tree. When trees are planted in formal patterns, maximum spacing shall be no farther than an average of 30 feet on center.
  - Chosen for their large-scale, deep rooted, single-trunk character with high and broad canopies that arch over the adjacent street and sidewalks to provide sufficient pedestrian and vehicle clearance.
  - Chosen to be easy to maintain, reduce sidewalk damage, and provide a sufficiently large, wide canopy.

Table A-6: BSMP Street Tree List

SR 99/Garden Highway/ South Walton Avenue	
Street type: *Four- to six-lane highway/major arterials with medians. SR 99 and Garden Highway include 26 to 27-foot landscape corridors measured from back of curb with a 6-foot detached sidewalk. South Walton Avenue includes a 45-foot landscape corridor measured from back of curb with a 10-foot detached sidewalk on one side and a 5-foot sidewalk on the other.*	Primary: London Planetree (*Platanus x acerifolia* 'Columbia') Secondary: Interior Live Oak (*Quercus wislizenii*), Valley Oak (*Quercus lobata*), Oregon Oak (*Quercus garryana*) Median: Mixed tree plantings including Mondell Pine (*Pinus Eldarica*), Interior Live Oak (*Quercus wislizenii*), London Planetree (*Platanus acerifolia* 'Columbia'), Maidenhair Tree (*Ginkgo biloba* 'Fairmount') Accent: Maidenhair Tree (*Ginkgo biloba* 'Fairmount'), Blue Italian Cypress (*Cupressus sempervirens* 'Glauca'), Fruitless Olive (*Olea* 'Swan Hill'),Grecian Laurel (*Laurus nobilis*), Flowering Crabapple (*Malus* sp.)
Bogue Road/Stewart Road	
Street type: *Two- to four-lane minor arterials with medians. Bogue Road includes a 26-foot landscape corridor measured from back of curb with a 6-foot detached sidewalk. Stewart Road includes between a 15 to 20–foot landscape corridor measured from back of curb with a 5-foot sidewalk.*	Primary: Maidenhair Tree (*Ginkgo biloba* 'Fairmount') Secondary: Italian Cypress (*Cupressus sempervirens* 'Glauca'), Swan Hill Fruitless Olive (*Olea europea* 'Swan Hill'), Grecian Laurel (*Laurus nobilis*) Accent: New Bradford Flowering Pear (*Pyrus calleryana* 'Holmford')
Railroad Avenue, Phillips Road and Other Collector Streets	
Street type: *Two-lane collectors with 24-foot landscape corridors measured from back of curb and including 6-foot detached sidewalks. The exception is those locations where traffic volumes allow residential units to front directly on the collector street. In such cases, the front yard setbacks shall apply.*	Primary: Chinese Elm (*Ulmus parvifolia* 'Drake') Secondary: Sour Gum/Tupelo (*Nyssa sylvatica*), Southern Live Oak (*Quercus virginiana*) Accent: Maidenhair Tree (*Ginkgo biloba* 'Fairmount')
Residential Streets	
Street type: *Two-lane local streets including 4- to 5--foot detached sidewalks and units fronting directly upon the streets.*	Street trees to be selected from Table A-6 as part of the review of small lot tentative subdivision maps or development plan review as applicable. Primary street trees should be consistent along common street sections within and between individual subdivisions.

Table A-7: BSMP Recommended Plant List

Category/ Function	Botanical Name	Common Name	Guidelines for selection and planting
Street Trees and Park Trees	*See the City's tree list*		▪ *Spaced an average of 30 feet on center depending on species to accommodate mature growth* ▪ *Planted from a minimum 15-gallon container* ▪ *Root barriers to be installed where appropriate to avoid damage to curb, sidewalk, or other paved surfaces*
Accent and Ornamental Trees	*See the City's tree list*		▪ *Distinctive in form and color due to seasonal variety* ▪ *Planted informally with a 20 to 30-feet on center spacing* ▪ *Planted to include a variety of evergreen and deciduous species* ▪ *Planted from a minimum 15-gallon container*
Shrubs/ Ornamental Grasses	*Amelanchier alnifolia*	*Western serviceberry*	▪ *Selected according to size, color, texture, and seasonal interest, and to not outgrow their designated space or require unnecessary maintenance* ▪ *Used in large masses, except where unique treatments call for highlighting a special landscape element* ▪ *Planted from a 1 to 5-gallon container*
	Arctostapholus manzanita	*Manzanita*	
	Baccharis pilularis	*Dwarf coyote bush*	
	Ceonothus sp.	*Wild lilac*	
	Lavendula sp.	*Lavender*	
	Pittosporum tobira	*Japanese pittosporum*	
	Rhaphiolepis indica	*Indian hawthorn*	
	Rosemarinaris officinalis	*Rosemary*	
Groundcover	*Arctostaphylos 'Emerald Carpet'*	*Emerald Carpet Manzanita*	▪ *Drought-tolerant species, including water efficient blends of turf encouraged* ▪ *Large decorative rocks may be incorporated with groundcover as accent elements* ▪ *Planted from a mix of liners and 1-gallon containers.*
	Baccharis pilularis	*Coyote Brush*	
	Cotoneaster horizontalis	*Rock Cotoneaster*	
	Gazania rigens var. leuconaena	*Gazania*	
	Lantana montevidensis	*Trailing Lantana*	
	Muhlenbergia rigens	*Deergrass*	
	Potentilla cinera	*Chinqefoil*	

- Incorporate **Median Street Trees** in streetscapes as identified on Table A-6 and A-7. Ensure that median street trees are:
  - Located generally along the centerline of landscape medians to maximize distance from paved surfaces.
  - Chosen for their large-scale, deep rooted, single or multi-truck character with high upright branching structures to provide adequate clearance and sightlines for all users. Narrow, columnar trees are suitable for street medians.
  - Planted in regular or semi-regular linear patterns spaced and average of 30 feet on center depending upon species.
- Incorporate **Secondary Street Trees** in streetscapes as identified on Table A-6 and A-7. Ensure that secondary street trees are:
  - Located behind the back of sidewalk within landscape corridors to provide a background to the primary street trees and maximize shade along sidewalks and other pedestrian/cyclist areas.
  - Chosen for their deep rooted, single or multi-truck character incorporating multiple tree species with different forms, sizes, colors and textures along a street to establish variety.
  - Planted in irregular patterns spaced an average of 30 feet on center or equivalent quantities when planted in clusters.

Secondary street tree

- Incorporate **Accent Street Trees** in streetscapes as identified on Table A-6 and the City's tree list. Ensure that accent street trees are:
  - Located in both landscape corridors and medians at specialized locations such as gateways, entries, intersections and roundabouts.
  - Chosen for their deep rooted, single or multi-trunk character.
- Ensure that **all Street Trees** are:
  - Set back from curbs, sidewalks and driveways far enough to accommodate ultimate growth.
  - Drought-tolerant, long-lived species that are well adapted to local climate and soil conditions incorporating efficient irrigation systems and practices to conserve water.
  - Coordinated with underground utilities and street lighting to minimize potential conflicts.
- Incorporate **Shrubs and Ornamental Grasses** in streetscapes as identified on Table A-7. Ensure that shrubs and ornamental grasses are:

- Used in landscape corridors, medians, and roundabouts to provide visual interest, soften the ground plane, and function as a screen to fences, walls, parking lots and utility equipment.
- Drought tolerant, water conserving and native species that are well adapted to local climate and soil conditions incorporating efficient irrigation systems and practices to conserve water consistent with the City's water efficient landscape requirements.
- Planted to include a variety of evergreen and deciduous species, spaced in a manner that landscaped areas maintain their character and visual interest during the dormant season.
- Placed to not obstruct important pedestrian, cyclist or vehicular sight lines or create hiding spots that may threaten safety.
- Coordinated with underground utilities to minimize potential conflicts.

- Incorporate **Groundcover** into streetscapes as identified on Table A-7. Ensure that groundcover is:
  - Planted in all portions of landscape corridors, medians and roundabouts not planted with shrubs. Selection of groundcover plant materials should reflect the potential level of pedestrian use of a particular area.
  - Drought tolerant, water conserving and native species that are well adapted to local climate and soil conditions incorporating efficient irrigation systems and practices to conserve water consistent with the City's water efficient landscape requirements. The use of turf within streetscapes is to be minimized. The use of low water use, walk-on type groundcovers or grasses is encouraged
  - Chosen for their non-invasive character.
  - Defined with concrete mow strips. Mow strips should also be used to delineate the edges of formal landscape/maintenance areas.
- Space median turn pockets to minimize disruption of landscape plantings and to not create small islands that are impractical to landscape. Interlocking pavers, stones, or stamped concrete may be used where medians narrow or others areas where plantings are impractical. A consistent palette of such materials should be used throughout the BSMP community.
- Consider post construction source control and Low Impact Development (LID) features within larger streetscape corridors and medians such as infiltration galleries, separated sidewalks, bio-retention facilities, rain gardens, bioswales, soil amendments, impervious surface reduction, bio-retention basins, and end of the pipe treatment Best Management Practices (BMPs).

Planting Palette

Table A-7, BSMP Recommended Planting List, specifies a number of options for trees, shrubs, and groundcover that are appropriate for the climate, easy to maintain, and provide visual variety. While several species are listed in the palette, a small but consistent pallet of species should be selected to create a consistent theme along corridors and in neighborhoods. Additional species may be used as approved by the Development Services Director.

Roundabouts and Intersections

Roundabouts

Intent: To provide for efficient vehicle and pedestrian movements while enhancing community identity and wayfinding.

- Incorporate Roundabouts as identified on A-6 of the Mobility Chapter and other appropriate locations as approved by the City. Roundabouts should incorporate:
  - A landscaped center planter (island).
  - A focal element, such as an accent tree or public art, along with low to moderate height shrubs and groundcovers within the center planter.
  - Up light fixtures to accommodate tree/artwork lighting.
  - An overrun area (apron) adjacent to the center island raised above the travel lane and incorporating a rolled curb and decorative paving materials.
  - Lighted pavement markers to demarcate the edge of the overrun area.
  - Accent paving materials (stamped concrete/asphalt) or other methods to define travel lanes within the roundabout.
  - Enhanced pedestrian crosswalks at all intersections surrounding the roundabout. Pedestrian crosswalks shall be set back at least one full car length from the yield line and incorporate protected splitter islands to enhance pedestrian safety.

Enhanced Pedestrian Intersections

Intent: To provide for pedestrian safety and create a sense of entry.

- Incorporate Enhanced Pedestrian Intersections as identified on A-6 of the Mobility Chapter and other appropriate locations as approved by the City. Enhanced pedestrian intersections should incorporate:
  - Clearly distinguishable paving treatments, markings, and reflectors.
  - Enhanced signalizations/signage.
  - Bulb-outs to narrow intersections crossings, where on-street parking is allowed.
  - Adequate illumination to enhance visibility.

Gateways and Entries

Design Elements

Intent: To create a sense of arrival that enhances the visual image the community.

Primary Entry Gateways

- Provide Primary Entry Gateways at the intersections of Bogue Road and Stewart Road with SR 99. Primary entry gateways should incorporate:
  - Enhanced pedestrian intersections.
  - Vertical structural elements such as obelisks, monuments, entry towers, arches, covered walkways, and/or similar features incorporating stone or other natural materials.
  - Lighting shall be incorporated to highlight key architectural features.
  - Complimentary low-scale hardscape features such as low walls, pilasters, raised planters, plazas, and/or similar features. Hardscape elements should be clad with stone or other natural materials.
  - Signage integrated into the hardscape features identifying the project. Signage should be subtle, consisting of flush mount or cast letters, emblems or logos. All signage shall be consistent with the City Sign Ordinance;
  - Significant stands of distinct accent trees and plantings to further define the physical form of the gateway, with a scale that reinforces the sense of arrival. Trees should be selected for their architectural form, seasonal color, and/or flower habit. Accent shrubs should have a growth habit low enough not to obscure hardscape features. All plantings shall be selected in accordance with the BSMP Planting Palette (Table A-7).

Examples of primary entry features

Secondary Entries

- Provide Secondary Entries at the intersections of Phillips Road with Bogue Road and Stewart Road; Railroad Avenue with Bogue Road and Stewart Road; north/south road west of SR 99 with Bogue Road and Stewart Road; and east/west road west of SR 99 with South Walton Avenue. Secondary entries should incorporate:
  - Enhanced pedestrian intersections.
  - Lower-scale vertical entry elements that complement the primary entry design through use of hardscape features and landscaping treatments.
  - Signage integrated into the vertical entry or hardscape features identifying the project or a subarea of the project. Signage should be

Examples of secondary entry features

subtle, consisting of flush mount or cast letters, emblems or logos. All signage shall be consistent with the City Sign Ordinance.

- Accent trees and plantings to further define the physical form of the gateways. Trees should be selected for their architectural form, seasonal color, and/or flower habit. Accent shrubs should have a growth habit low enough not to obscure hardscape features and signs. All plantings shall be selected in accordance with the BSMP Planting Palette (Table A-7).

Neighborhood Entries

- Consider Neighborhood Entries at entrances into individual neighborhoods/subdivisions. Neighborhood entries should incorporate:
  - Enhanced pedestrian intersections.
  - Thematic walls or other hardscape features (such as raised planters or pilasters) on both sides of the street or in an entry median. Thematic walls and hardscape elements should be clad with stone or other natural materials that are unified and complement the Primary and Secondary Entry Gateways.
  - Signage integrated into the thematic walls or hardscape features identifying the neighborhood. Signage should be subtle, consisting of flush mount or cast letters, emblems or logos. All signage shall be consistent with the City Sign Ordinance.
  - Accent trees and plantings to further define the physical form of the entries. Trees should be selected for their architectural form, seasonal color, and/or flower habit. Accent shrubs should have a growth habit low enough not to obscure hardscape features and signs. All plantings shall be selected in accordance with the BSMP Planting Palette (Table A-7).
  - Indirect lighting highlighting hardscape features, accent trees and signage.

Street Lighting

Design and Shielding

Intent – To enhance community security and aesthetics.

- Use decorative acorn-style lighting fixtures along all roadways within BSMP community.
- Consider "bi-lighting" fixtures which combine taller street lights with shorter pedestrian lights, except along commercial frontages which may need the building frontage to be illuminated.

- Provide supplemental low pedestrian scale lighting at key activity areas such as transit stops, intersections, mid-block crossings, near key project or building entries, and at other similar locations.
- Design lighting to minimize glare and excess spillage onto neighboring properties and into the sky. Lighting should be appropriately shielded and incorporate dark sky technology to reduce overspill.
- Include mountings on lighting standards to accommodate street light banners as appropriate along highways, arterials and collectors. Such banners may be used to provide a sense of arrival to the BSMP and to promote special events or seasonal periods.

Fencing/Boundary Walls

Design and Placement

Intent – To provide for privacy, security, and sound attenuation, and help to shape the character of the community.

Masonry Walls

- Use Masonry Walls adjacent to single-family and Low-Medium Density residential uses along SR 99, Bogue Road, Stewart Road and Garden Highway for noise attenuation as necessary per a site specific acoustical study. Masonry walls should:
  - Be a minimum of 6 to 8 feet-high, and may be higher if necessary to meet the requirements of a site specific acoustical study. Walls higher than 8 feet are encouraged to be constructed atop low earthen berms.
  - Have a textured face such as split-faced, comb-faced, or stucco finish. The wall color should consist of subtle, natural tones.
  - Include trim caps that extend beyond the face of the wall to provide a visible shadow line.
  - Incorporate pilasters spaced at regular intervals of no greater than every 50 feet on center. Pilasters should also be used at each side of neighborhood vehicular and pedestrian entrances and at each angle point or change in direction. Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall, and may not be less than 18 inches in any dimension at the base. Pilasters should be finished with stone or other textured surfaces. Pilaster caps or other articulation should be incorporated to add architectural interest and shadow lines.
  - Include wall openings where appropriate to facilitate pedestrian access between land uses and adjacent streetscapes/sidewalks/ paseos. Wall openings should incorporate pilasters on each side to enhance design and visibility. Wall openings should be considered on an average of every 600 to 800 linear feet of frontage.

- Apply consistent solid walls pilasters and cap designs throughout the BSMP community.

Capped Wood Fencing

- Use Capped Wood Fencing adjacent to single-family and Low-Medium Density residential uses along arterials where a solid wall is not required, and along collectors where units do not front on the street. Capped wood fencing should:

  - Typically be constructed 6 feet-high, and include an infill board design with a solid base and architectural cap. Bottom, waistline, and cap rails should be a minimum 1 inch by 4 inches (6 foot span) or 1inch by 6 inches (8 foot span).

  - Be of redwood or similar construction and have a consistent design appearance on each side.

  - Incorporate pilasters at strategic locations including terminuses, neighborhood vehicular and pedestrian entrances and at angle points or changes in direction. Pilasters should be finished with stone or other textured surface, with caps or other articulation to add architectural interest and shadow lines.

  - Apply consistent capped wood fencing should throughout BSMP community.

Open and Post-and–Cable Fencing

- Use Open Fencing between residential/non-residential uses and open space uses. Open fencing should:

  - Be 4 feet to 6 feet high and constructed of black wrought iron, tubular steel, or other material that is visually penetrable.

  - Incorporate masonry pilasters as appropriate. Pilasters should be finished with stone or other textured surface, with caps or other articulation to add architectural interest and shadow lines.

- Use Post-and-Cable or Concrete Rail Fencing adjacent to open space along the edge of streetscapes and public parks to define boundaries and control access.

Street Furniture

Design and Placement

Intent – To contribute to an inviting public realm and provide opportunities for people to gather and interact.

- Provide a variety of formal and informal seating types in public places and high-pedestrian use areas, including café seating, benches, seat walls, and movable seating.

- Design seating for comfort and easy access, by locating it in conjunction with shade trees or structures.
- Ensure that the design of street furnishings and amenities is consistent throughout the BSMP Area, complements the design of surrounding elements, and is durable and low maintenance.
- Use bollards where appropriate to clearly define pedestrian areas and restrict vehicle entry. Bollard placement and design shall be coordinated with emergency vehicle access.

Recreation and Gathering

Parks and Open Spaces

Intent: To create areas for active and passive recreation that includes a variety of activities suitable for all age groups and abilities.

- Design, develop and maintain parks and open space areas consistent with the Parks and Open Space Chapter of the Master Plan and applicable development agreements.
- Develop parks in a manner to emphasize the existing character of the site, such as topography, and existing trees.
- Maximize access to parks and open space by providing direct pedestrian bicycle connections from adjacent neighborhoods.
- Organize lots and buildings around parks and open space to maximize visibility from surrounding uses. Apply Crime Prevention Through Environmental Design best practices.
- Incorporate shade structures, seating and viewing areas within parks and open space areas.
- Amenities such as playground equipment, furniture, signage, and lighting should be designed to be vandalism and graffiti resistant.
- Naturalistic landscape areas incorporating native, drought-tolerant, and low maintenance plants should be used whenever possible.
- Accent trees should be clustered in visible locations such as entryways to parks.
- Design dual-use detention basins within parks to maximize use for recreational purposes. Basins should:
  - Be fully landscaped with natural and varied contours.
  - Incorporate structures to intercept silt before entering the basins.

  - Have a maximum depth of 5-feet, with gradual slopes of 5:1 for easy access and maintenance (final design parameters subject to City approval).
  - Be designed and configured to accommodate dry weather recreational facilities.

- Open fencing should separate the residential neighborhoods from the trails and open space areas along Gilsizer Slough. Access points to the trails should be provided at suitable locations.
- Appropriate lighting should be provided at all access nodes.
- Installation of interpretive displays and structures is encouraged along open space areas.
- Consider post construction source control and Low Impact Development (LID) features within parks and open space areas such as infiltration galleries, bio-retention facilities, rain gardens, bioswales, soil amendments, impervious surface reduction, bio-retention basins, and end of the pipe treatment Best Management Practices (BMPs).

Small Gathering Areas

Intent: To create a variety of small gathering areas in the community to foster social interaction and a neighborhood feeling.

- Locate small gathering places in highly visible and accessible areas within the public realm.
- Provide a variety of seating options, such as benches, seating walls, and chairs.
- Change patterns and textures through use of a combination of greenscapes (trees, planters) and hardscapes (paving).
- Create areas for both sunlight and shade to cater to the needs of the various seasons.
- Include public art features as appropriate to create landmarks for community pride and wayfinding

Irrigation

Design and Conservation

Intent - Minimize water conservation use, while maximizing the beauty of landscaped areas.

- Install automatic irrigation systems with rain shutoff valves.

- Install moisture sensors at appropriate intervals along streetscapes to minimize over watering.
- Screen irrigation controls from view from the street by landscaping or other attractive materials.
- Irrigate turf and groundcover with conventional spray systems, using head-to-head spray coverage. Misting spray heads in turf areas, which lose a significant portion of their moisture to evaporation, should be avoided.
- Irrigate shrubs and trees with drip systems to provide deeper, more even watering and promote water conservation. Consider deep root watering systems for all street trees.
- Design commercial buildings that have larger roof surfaces to employ water collection systems that can reuse roof runoff for irrigation purposes.
- Mulch soil with at least 2 inches of organic material, such as wood chips, to reduce evaporation, keep the soil temperature even, and control weeds.

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