

# EAST LINDA REINVESTMENT PLAN

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Funded by an Environmental Justice: Context-Sensitive Planning Grant from the California Department of Transportation.





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# Glossary

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## **Bikeways**

Accessways for bicycles that may or may not be on-street, and include class I, multi-use paths, and class II, bike lanes.

## **Class I, Multi-use Path**

Separated rights-of-way for bicycles and pedestrians that are intended for use by both cyclists and pedestrians.

## **Class II, Bike Lanes**

On-road marked lanes intended exclusively for bicycles.

## **Drainage Channel, drainageway, drain**

Types of stormwater conveyance and detention and/or retention facility. Drains may serve a joint function of channeling irrigation water, or these features may have historically served this purpose.

## **Gateway**

A highly visible, primary entrance to a community or neighborhood, and typically located at a major roadway or pedestrian route.

## **Live-end cul-de-sac**

An easement that provides pedestrian and/or bicycle access between a cul-de-sac street end and another publicly accessed area, such as open space or another street.

## **Mixed-Use development**

A type of development with more than one distinct land use type (e.g., residential and commercial) within a single development. Vertical mixed-use combines uses within a single building. Horizontal mixed-use combines uses within separate buildings on the same parcel or on separate parcels as part of a single development.

## **Opportunity Area**

Lands that are ideal candidates for development based on location, availability of infrastructure, among other factors, and that have the potential to catalyze additional development in the vicinity.

**Roadways**

Any improved street or road that is accessible to automobile traffic and subject to County roadway improvement standards.

**Water sensitive urban design**

Design features that seek to maximize efficiency of water use through conservation and reuse measures.

**Wayfinding signage**

Signage that allows the traveler to locate destinations.

# Acknowledgements

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# Chapter 1

**EXECUTIVE SUMMARY**



# 1 EXECUTIVE SUMMARY

The East Linda Reinvestment Plan (ELRP) seeks to improve the quality of life for East Linda residents by identifying investment priorities to facilitate a better mix of goods and services and enhance local employment; expanding mobility options for residents to travel more easily in and around the community; and increasing available parks and public facilities that can create new recreational opportunities, strengthen community ties, and improve public health. These investment priorities are based on input from a variety of stakeholders, community groups, business representatives, and private citizens.

This Plan provides recommendations for zoning, Specific Plan changes, and public investment strategies to implement the Plan's vision. However, this is not a regulatory document, and additional actions by the County would be required in order to implement this Plan.

The ELRP identifies three Primary Opportunity Areas where near-term infill investment should be focused: the Peach Tree Town Center; the Yuba College Mixed-Use Center; and the Goldfields Parkway Village Center. Each of these areas is along North Beale Road, but envisions a different mix of land uses suitable to the specific local context.

The Peach Tree Town Center repurposes the former mall as a new mixed-use commercial/retail center, including shopping, a central plaza for community events, access to transit, and housing. Retail buildings can be placed to improve the function of this site for both businesses and visitors, and to maximize visibility from nearby travel routes.

The Yuba College Mixed-Use Center, located between the proposed community park to the north and Yuba

College to the south, will include services and housing geared toward college staff and students.

Goldfields Parkway Village Center is just east of Yuba College and will be bisected by the proposed extension of Goldfields Parkway, an important new regional transportation facility. This site could accommodate professional offices for use connected with the campus mission, such as medical facilities, as well as retail, entertainment, and housing to serve the campus and the larger community.

New development and redevelopment in East Linda can help to provide a broader range of housing options to meet the varied needs of East Linda's residents. Future housing investment is anticipated to include more student, senior, and affordable housing located near transit and pedestrian routes. This Plan identifies four "Secondary Opportunity Areas," the development of which can expand housing and employment opportunities and services in East Linda.

The ELRP identifies opportunities to better connect East Linda's neighborhoods and community destinations. Enhancements to existing roads are proposed, including streetscape improvements for North Beale Road and Goldfields Parkway. Conceptual alignments for new roadways are identified in areas where existing roads are inadequate or discontinuous. East Linda's many drainage channels are envisioned as the backbone of a new multi-use trail network that could provide open space, recreational access, and better bicycle and pedestrian connectivity.

The administrative actions and investments necessary to support the proposed investments are identified, including updated zoning that could support the development proposed for Opportunity Areas. Infrastructure improvements are also identified. Proposed improvements are summarized in the final chapter, along with potential funding strategies.



# Chapter 2

**INTRODUCTION**



## 2 INTRODUCTION

The East Linda Reinvestment Plan (ELRP) was funded by a California Department of Transportation (Caltrans) Environmental Justice: Context-Sensitive Planning Grant. The grant defined an approach for East Linda that is intended to:

- promote economic reinvestment,
- improve mobility and accessibility,
- provide multimodal transportation improvements,
- increase public safety and security,
- identify needed infrastructure, and
- enhance health and the environment.

Residents, stakeholders, and representatives of community groups were invited to relate these goals to the local context and help County staff to define priorities for their community. Based on grant objectives and the priorities identified in subsequent outreach, the ELRP addresses the topics summarized in this chapter.

### 2.1 PLANNING AREA OVERVIEW

Linda is an unincorporated community in Yuba County located south of Marysville and the Yuba River and north of Olivehurst. The portion of Linda known as “East Linda” is located east of SR 70, as shown in Figure 2.1, Regional Map.

This document addresses an approximately 2,620-acre Planning Area located between SR 70 on the west, the Yuba River levee on the north, Griffith Avenue on the east, and Erle Road on the south.

Located north of East Linda across the Yuba River, the city of Marysville is the closest outlet for most shopping and services for East Linda residents, including banking, the post office, movies and other entertainment, and other basic necessities. The unincorporated community of Olivehurst, located south of Linda, has a small downtown commercial area with a post office, but lacks the variety of goods and services in Marysville.

Yuba College is a very important asset for East Linda, located in the center of the Planning Area. Beale Air Force Base (Beale AFB) is approximately 4.5 miles east of Linda. North Beale Road is the primary route for travel between Beale AFB and the Marysville/Yuba City area. Many Beale AFB workers pass through East Linda on the way to and from work. Commercial development in East Linda has the potential to meet some of the Beale AFB residents’ shopping and entertainment needs.

Several recreational opportunities are located close to, and north of, East Linda, between the Yuba River and the Yuba River levee. These include the Off-Road Vehicle Park adjacent to the Yuba River at Shad Road; the Marysville Family Fun Park, an amusement venue west of Simpson Lane; and the Peach Tree Golf and Country Club east of Simpson Lane.

### 2.2 COMMUNITY ISSUES INFORMING THE PLAN

The ELRP was inspired by the community’s vision for a place where they could shop, work, live, and recreate locally with a full range of basic services and travel options. To meet the desire for a better mix of basic goods and services, the Plan identifies three Primary Opportunity Areas (see Chapter 3).

Each of the Primary Opportunity Areas envisions a different mix of uses tailored to the local context and designed to meet different community needs. Two of the Opportunity Areas – the Peach Tree Town Center and the Goldfields Village Center – are located two miles apart at the western and eastern ends of East Linda, and are intended to act as community-serving, mixed-use centers offering shopping, housing, employment, and services. These areas would “anchor” East Linda at each end of North Beale Road. A centrally located Opportunity Area on North Beale Road opposite Yuba College would provide housing, shopping, and services to meet the needs of Yuba College staff and students. The ELRP includes recommendations for regulatory and other changes, such as updates to zoning and the East Linda Specific Plan, revised fees, and new administrative procedures that promote infill development in the Opportunity Area and other locations in East Linda.

The limitations of East Linda’s streets and pedestrian amenities loomed large during public meetings. East Linda residents expressed concerns about inadequate lighting, sidewalks, and incomplete pedestrian and bicycle routes. These deficiencies make it challenging for children to walk to school safely and for residents to get from one place to another without driving. The ELRP identifies more options for safe travel, with new roadways and better connections between existing roadways, bike lanes, sidewalks, and multi-use trails that would allow East Linda residents to travel more efficiently between destinations. Preferred locations for pedestrian access and crossings are identified, as are amenities that will improve traveler safety and comfort.

Several irrigation and drainage channels cross and divide East Linda. These channels have been identified in the ELRP as opportunities for multi-use trails. These trails could also serve as linear parks, providing open space and recreational opportunities for the community. Since multi-use trails will be part of the transportation network, with connectivity to major roadways and destinations, they can also contribute to health by providing opportunities to exercise while traveling in the community. In addition to the linear parks, other new parks are recommended to provide a better distribution of recreational resources.

Residents expressed a desire to have increased access to healthier food choices. While not a “food desert” due to the availability of two grocery stores – the Wal-Mart Supercenter and FoodMaxx – the community would benefit from the expansion of available alternatives to obtain healthy foods. With that in mind, the Peach Tree Town Center has been designed to include a flexible plaza that could accommodate a farmers’ market. A grocery store is recommended as part of new development in the Goldfields Village Center. In addition, because public interest was expressed in a community garden, which might be of particular interest to Hmong residents, possible locations are explored in the ELRP.

Adequate infrastructure is essential to support the Plan’s vision for mixed-use development and transportation options. The Primary Opportunity Areas selected in the ELRP are near existing development, where utilities are already present or can be extended from existing development. However, capacity studies should be conducted to determine if existing infrastructure is adequate to serve the proposed increased development.



**Figure 2.1, Regional Map**



Pedestrians wait at the transit stop near the Wal-Mart Supercenter.



This view across the intersection of North Beale Road and Lindhurst Avenue shows the extensive surface parking lot at the front of the site. Excessive parking areas, along with vacant sites and other types of underutilized properties in East Linda represent opportunities for future investment.



FoodMaxx occupies the site of one of the original anchor stores and is the only tenant in the mall.

### 2.2.1 PLANNING AREA BOUNDARY

The ELRP boundary includes the majority of East Linda, with the exception of some acreage east of Griffith Avenue that was included in the 1990 *East Linda Specific Plan* (ELSP). Both ELRP and ELSP Planning Area boundaries are shown in Figure 2.2, Planning Areas. For purposes of this planning effort, the ELRP will be concerned with the area west of Griffith Avenue only.

## 2.3 EXISTING CONDITIONS

### 2.3.1 EXISTING LAND USE

East Linda consists of a mixture of older, semi-rural residential neighborhoods located west, north, and east of Yuba College, with more recent suburban neighborhoods to the south. North Beale Road and Erle Road are the primary east-west connecting streets. Otherwise, residential neighborhoods in East Linda are dispersed and poorly connected, with many intervening vacant properties and lots.

Commercial development is concentrated near the intersection of North Beale Road and Lindhurst Avenue and includes a Wal-Mart and some traveler services. A mix of convenience stores and various commercial goods and services are scattered along North Beale Road, between Lindhurst Avenue and Yuba College.

East Linda includes a number of very large parcels east of Yuba College that were once agricultural land, but were zoned residential under the ELSP and are available for development.

### 2.3.2 DEMOGRAPHICS

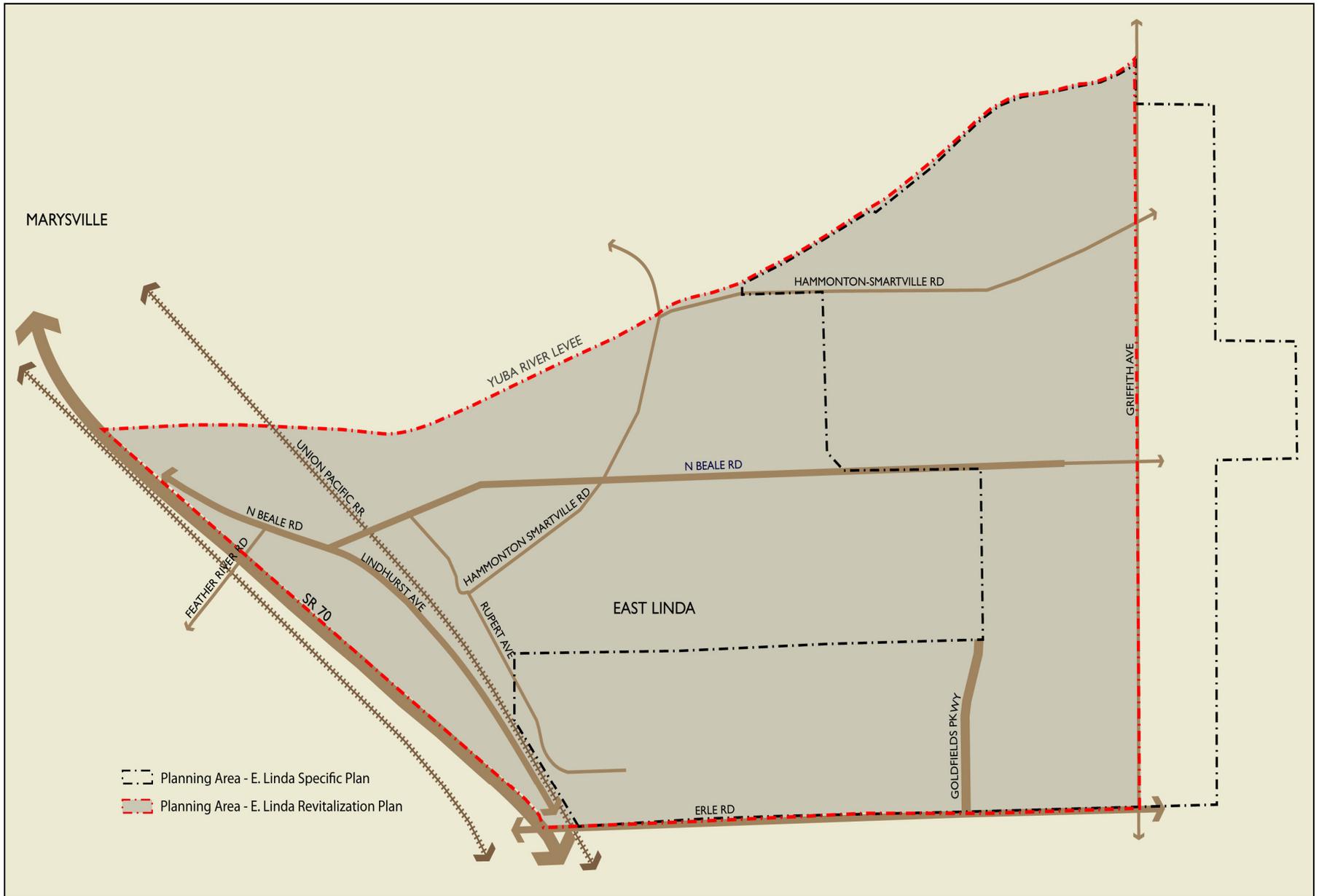
Demographic data is available for the community of Linda, which includes the area west of SR 70. Population growth in the past decade has been dramatic, with the population increasing from 13,474 persons in 2000 to 17,773 persons in 2010 –

an increase of approximately 31%. Linda has a diverse population, with 49% white (non Hispanic or Latino), 22% Hispanic or Latino, 19% Asian, and 4% African-American, and where 35.8% of the population speaks a language other than English. A notable number of residents identify themselves as Hmong. There are Hispanic and Hmong chambers of commerce in the area, which were included in the public outreach efforts for this document.

### 2.3.3 COMMUNITY ASSETS

East Linda includes a number of assets that make it an attractive location for development, including:

- The presence of Yuba College, which is the only community college in the County and serves a nine-county region with a variety of health, public safety, nutritional, and other training programs;
- A significant number of favorably located vacant and underutilized properties that could be developed to provide a variety of housing and employment options;
- Beale AFB, which is located east of the community and provides employment opportunities and potential consumers for the retail centers;
- Existing infrastructure, including water and sewer capacity administered by the Linda County Water District;
- An engaged local business community that is prepared to support investment and improvements; and
- Proximity to existing and planned recreational opportunities along the Yuba River.



**Figure 2.2, Planning Areas**



Housing options could include live-work units.



New commercial/retail will include basic goods and services in a walkable environment.



Bicycle and pedestrian paths will afford better connections across the community.

### 2.3.4 COMMUNITY CHALLENGES

A number of factors have also proven limiting for development. These challenges are also addressed in this document, including:

- Uneven distribution of utilities. Some neighborhoods are served by Linda County Water District, which provides both water and sewer, while others remain on well and septic.
- Some areas lack adequate stormwater drainage facilities, and the large amount of impervious surfaces in the western portion of the Planning Area creates problems related to runoff.
- Insufficient streetscape improvements to encourage multimodal transportation. East-west and north-south connectivity is discontinuous, particularly for cyclists and pedestrians, who are often limited to indirect, on-street routes. Curbs, gutters, and sidewalks are missing from many areas.
- The community suffers from a general lack of public services and facilities that would attract additional development, such as libraries, community buildings, parks, and open space.
- Commercial development is concentrated in the western portion of the Planning Area, rather than distributed throughout the community. In some cases, commercial developments are outdated or in poor condition, which may contribute to negative perceptions of Linda.

These topics and others are addressed in this document in the following chapters.

### 2.4 PUBLIC OUTREACH

To ensure that the ELRP reflects the goals of East Linda community members, Yuba County planning staff led a concerted public outreach effort that

included focused meetings with community groups and the ELRP Advisory Committee, as well as meetings open to the general public. Table 2.1, Summary of Public Outreach, presents the meetings, participants, and dates associated with ELRP public outreach. Meeting notes from public meetings and community workshops are included in Appendix A, Public Outreach.

The initial public kick-off meeting and focused community workshops helped the planning team to set the vision and establish priorities for the ELRP. Participants valued East Linda’s small-town atmosphere, the presence of Yuba College, and access to local businesses. They expressed concern that East Linda’s poor image and lack of services makes it more difficult to attract investment to the area. Participants also expressed a desire to encourage:

- A better mix of land uses that includes new commercial/retail (restaurants and cafes, grocery store, pharmacy) and services (bank, post office, dentist);
- More recreational opportunities (health club, parks and trails) and community gathering spaces;
- A wider variety of housing opportunities, including higher density and affordable options, particularly near Yuba College;
- Better connections across the community, including bike lanes, sidewalks and pedestrian crossings on streets, and new bike/pedestrian trails; and
- Improvements to the appearance and convenience of major streets, including lighting, parking, street trees and landscaping.

The ELRP Advisory Committee consisted of seven community members, including residents, business owners, and representatives of local facilities (Yuba College) and service providers. The Advisory Committee members reviewed the ELRP at various stages of its development and provided valuable guidance and comments that were incorporated into the final draft of the Plan.

**Table 2.1, Summary of Public Outreach**

MEETING	PARTICIPANTS	DATE
Kickoff and Draft Plan Public Workshops	East Linda community residents and businesspeople, Yuba County Planning staff, AECOM consulting team staff	<ul style="list-style-type: none"> <li>■ June 23, 2010</li> <li>■ January 18, 2012</li> </ul>
Advisory Committee Meetings	Advisory Committee members, Yuba County Planning staff, consultants	<ul style="list-style-type: none"> <li>■ October 27, 2010</li> <li>■ February 10, 2011</li> <li>■ June 8, 2011</li> <li>■ December 13, 2011</li> </ul>
Focused Community Workshops	<ul style="list-style-type: none"> <li>■ Yuba College staff and students</li> <li>■ Hmong American Association</li> <li>■ Hispanic Chamber of Commerce</li> </ul>	<ul style="list-style-type: none"> <li>■ April 26, 2011</li> <li>■ May 15, 2011</li> <li>■ June 3, 2011</li> </ul>
Planning Commission Workshop	Yuba County Planning Commission	<ul style="list-style-type: none"> <li>■ January 18, 2012</li> </ul>
Board of Supervisors Workshop and Plan Approval	Yuba County Board of Supervisors	<ul style="list-style-type: none"> <li>■ February 14, 2012</li> <li>■ February 28, 2012</li> </ul>



Linda residents set plan priorities and direction at the public meetings.



# Chapter 3

**OPPORTUNITY AREAS**



### 3 OPPORTUNITY AREAS

The ELRP seeks to promote new development in East Linda that creates a better mix of shopping, services, homes, and recreation in the community to enhance the lives of its residents and visitors. The ELRP identifies the best locations for this development by applying the principles described in Chapter 2 and by identifying the practical advantages for specific locations, such as adequate parcel size, proximity to major streets and availability of nearby infrastructure, visibility, and other characteristics (see Section 3.1). Three Primary Opportunity Areas and four Secondary Opportunity Areas have been identified.

Primary and Secondary Opportunity Areas are identified in Figure 3.1 on the following page. Primary opportunities represent priorities for near-term planning and investment, while secondary opportunity areas represent important second-tier areas for redevelopment. In addition to illustrating priority opportunity areas, Figure 3.1 also shows approved development plans, many of which are near the opportunity areas and have the potential to contribute to, or benefit from their success.

Primary Opportunity Areas are those areas where significant new development is most likely to be successful and to be of greatest benefit to the community. Based on their location and the type of development proposed, Primary Opportunity Areas also have the capacity to create synergies with existing development (such as Yuba College) and to promote additional infill development at nearby properties (such as along Lindhurst Avenue). The County should focus its grant-seeking activities and future investments toward improving the infrastructure that could serve these opportunity

areas. Specific projects are summarized in Chapter 6, Implementation.

The three Primary Opportunity Areas identified in Figure 3.1 include:

- Peach Tree Town Center (PT);
- Yuba College Mixed-Use Center (YC); and
- Goldfields Village Center (GV).

Secondary Opportunity Areas have been included to note their potential for development, while also identifying their constraints due to location, size, or lack of infrastructure. Since these areas also have characteristics that suggest they are suitable for development and could catalyze additional development in the Planning Area, the County should promote development of these sites and infrastructure/facilities that would facilitate development in these areas. Please see Chapter 6 for additional details.

The four Secondary Opportunity Areas identified in Figure 3.1 include:

- Avondale Avenue (AA);
- North Beale Road, Southside (NB);
- Erle Road (ER); and
- Goldfields Parkway North (GP).

Opportunity areas were presented at advisory committee and public meetings and were reviewed by County staff. Suggestions related to the land use mix and relative priority of opportunity areas are incorporated into this chapter.



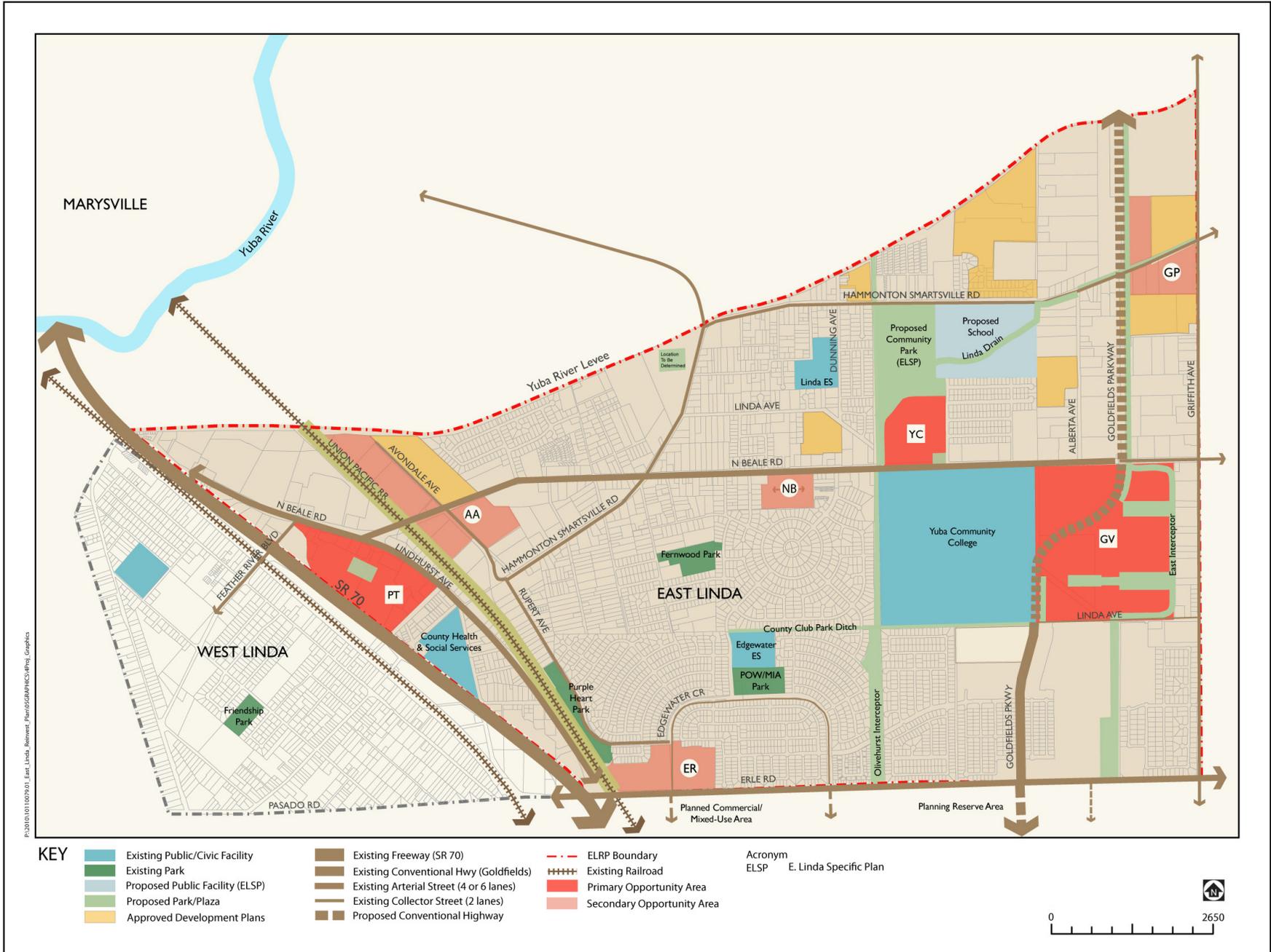
More strategic parking is encouraged to reduce surface parking needs.



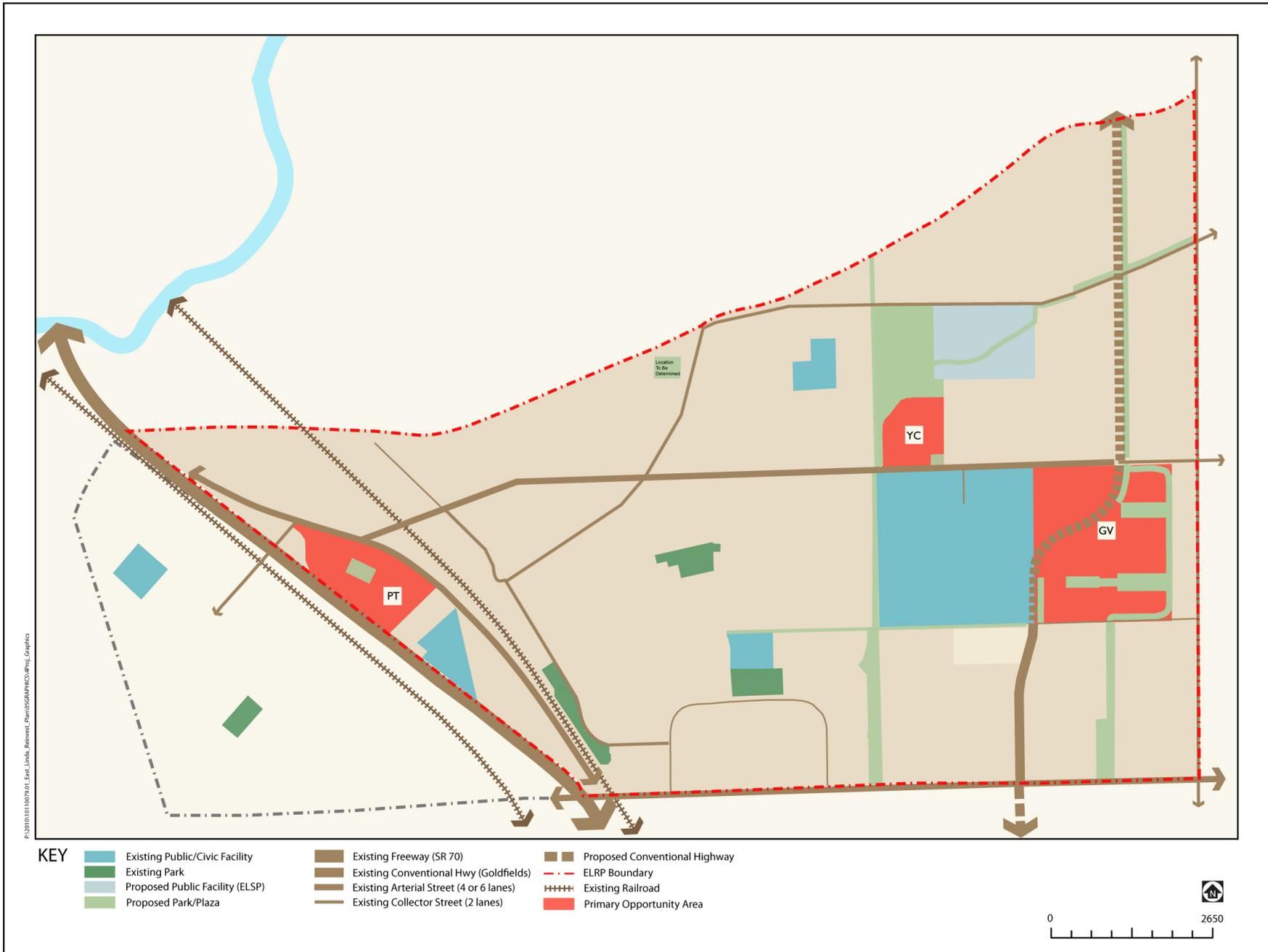
Pedestrian amenities will be provided, including signage and street furnishings for the convenience of shoppers.



Opportunity areas will include public gathering places.



**Figure 3.1, Primary and Secondary Opportunity Areas**



**Figure 3.2, Primary Opportunity Areas**

**Table 3.1, Opportunity Area Criteria**

ACCESS
Existing streets should provide access to the property and be large enough to accommodate potential future traffic. Existing streets that cannot be improved due to adjacent improvements represents a constraint. If the area is not served by existing streets, new streets must be extended from nearby existing streets.
LOCATION
Opportunity areas that include commercial uses should be located in areas that are accessible to patrons. Parcels must be large enough to accommodate the proposed development. Clusters of parcels can also be assembled for a single development, although this can be more challenging than a single parcel. Visual access from nearby roadways is an opportunity.
ADJACENT USES
Opportunity area must be located near existing or planned development. Land uses on site must be complementary to adjacent development.
INFRASTRUCTURE
Opportunity area must be served by adequate existing or planned utilities, or there must be the potential to extend utilities from available trunk lines.
PHYSICAL CONSTRAINTS
Site constraints may include existing structures, topography, flooding, contamination, or other factors.

**3.1 RATIONALE AND CRITERIA FOR SELECTION**

In addition to the principles identified in Chapter 2, the criteria used to evaluate the feasibility of the proposed opportunity areas are summarized in Table 3.1, Opportunity Area Criteria. These criteria are the baseline from which properties were considered; in addition, the unique characteristics of each opportunity area were evaluated to determine their suitability for different types of development.

**3.2 PRIMARY OPPORTUNITY AREAS**

Figure 3.2, Primary Opportunity Areas, identifies two mixed-use centers located approximately two miles apart at the western and eastern ends of the community as the focus of future commercial growth in East Linda: Peach Tree Town Center and Goldfields Village Center. Together, the two areas are intended to serve the daily needs of East Linda residents, complement activities at Yuba College, and act as a destination for residents of nearby communities. The Primary Opportunity Area located in the interior, the Yuba College Mixed-Use Center, will complement the two commercial centers with neighborhood-serving commercial and housing intended to support staff and students at Yuba College.

The Peach Tree and Goldfields areas can be accessed by transit, bike, and pedestrian routes, as well as by automobile, and will be designed with attractive, walkable outdoor spaces. Internal plazas and pocket parks should be included to enhance the appearance and comfort of these centers, and to encourage their use as venues for public events.

Residents of East Linda note that they must travel to Marysville, Yuba City, or farther away, to carry out many basic tasks, such as going to the bank, eating in a full-service restaurant, or seeing a movie. The three opportunity areas will help to respond to this need for access to local goods and services so that shoppers can meet their daily needs without having to drive elsewhere or travel long distances within East Linda. As the community grows, new residents will contribute to the viability of these local commercial areas.

The opportunity areas will also contain new housing opportunities that are limited in East Linda, such as high-quality, higher-density housing that can serve select groups of residents, such as students, seniors, and professionals who commute to employment elsewhere and wish to live near transit and services.

**3.2.1 Peach Tree Town Center**

The Peach Tree Town Center is envisioned as a mixed-use area with predominantly commercial/retail uses and higher density housing around a centrally located public plaza. The Town Center is intended to serve as a community destination with the potential to provide goods and services to the region, including residents of Olivehurst and employees at Beale AFB and beyond. Commercial/retail uses could include a full-service grocery store, large format retail, professional services, and a centrally located entertainment use such as a theater. Higher density residential uses that could include senior and affordable housing are envisioned at the southern end of the site to take advantage of proximity to shopping and transit. The public plaza will be designed for flexible programming that could include such events as a farmers’ market, musical performances, festivals,

and holiday activities in a setting that supports the surrounding retail opportunities.

### Existing Conditions

The Peach Tree Town Center consists mainly of the former Feather River Center/Peachtree Mall, as well as some businesses along the mall street frontage. The site is bordered by SR 70 to the west, Feather River Boulevard to the north, North Beale Road and Lindhurst Avenue to the east, and a small residential neighborhood to the south. The total area of the site is approximately 43 acres.

An existing cluster of commercial/retail establishments is focused near the intersection of Feather River Boulevard and North Beale Road and consists of a mix of traveler services (motels, fast food); a Wal-Mart Supercenter located directly across North Beale Road from the site; a FoodMaxx on the site itself; an Asian food store; and numerous automotive repair services and parts and supplies stores located further south along Lindhurst Avenue.

The now vacant Feather River Center (originally known as the Peach Tree Mall) is centrally located within this existing commercial cluster. The mall was built in 1972 and includes approximately 400,000 square feet of commercial space. The mall suffered severe flood damage in 1986, and although it was subsequently renovated, the mall has since had marginal success. As the Feather River Center, it was used for County and medical office space until 2007, but never again operated at full capacity and is vacant as of 2011, except for the FoodMaxx.

The site is flat, with few physical constraints. Since the 1986 flood, drainage in the area has been extensively improved, and in 2011 the site is no longer within any designated FEMA flood zones.

The location offers superb visual and transportation access, since it is adjacent to a nearby SR 70 off-ramp and fronts onto North Beale Road and Lindhurst Avenue, two major thoroughfares. Typical streetscape improvements on these roadways include bike lanes; street trees; and curbs, gutters, and sidewalks. Bus transit is available at the front of the site along North Beale Road.

### Proposed Concept

Figure 3.3, Peach Tree Town Center Concept Plan, shown on the following page, builds on the good access, central location, and nearby commercial uses of the proposed site. Three existing access points, two of which are already signaled (at the Wal-Mart and at the intersection of North Beale Road and Lindhurst Avenue), provide access into the site. Internal circulation includes a two-way pedestrian street (marked in blue on the concept plan) that affords vehicular access with on-street parking on both sides and enhanced pedestrian crossings. Parking could be parallel or diagonal to provide convenient access to adjacent shops.

The centerpiece of the site is a pedestrian-oriented plaza that will be designed for flexible programming that could include such events as a farmers' market, musical performances, and holiday activities in a setting that supports the surrounding retail. The plaza should include ornamental and shade trees, decorative paving, seating, and other pedestrian amenities to increase the comfort of the space and avoid excessively large expanses of paved areas. The creation of smaller "rooms" is encouraged to make the space more intimate and encourage use. A theater or other entertainment venue could be



Pedestrians wait at the transit stop near the Wal-Mart Supercenter.



This view across the intersection of North Beale Road and Lindhurst Avenue shows the extensive surface parking lot at the front of the site.



FoodMaxx occupies the site of one of the original anchor stores and is the only tenant in the mall.



Main Street with two travel lanes, median trees, on-street parking, and enhanced pedestrian crossings

**Figure 3.3, Peach Tree Town Center Concept Plan**

centrally located on the plaza, anchoring it, and further enhancing the role of the town center as a community entertainment destination.

Commercial/retail will be the predominant land use at the Peach Tree Town Center, with large format retail (40,000 square feet or greater, approximate) located at the rear of the site, fronting onto the plaza and pedestrian street. Small to moderately-sized commercial/retail will constitute the majority of the site. These are anticipated to include basic services suggested at public meetings, such as a full-service grocery store, bank, and restaurants. Smaller buildings are oriented toward North Beale Road and Lindhurst Avenue to create a consistent retail street frontage, while the large format buildings will be located at the rear of the center, toward SR 70.

At 43 acres, the site may be too large to devote entirely to retail development. Higher-density housing is proposed for the southeast corner of the Town Center. Residential uses could include senior and affordable housing whose residents would benefit from their proximity to shopping, services, and transit.

Vehicular access is located at both ends of the site and provides direct routes to parking. Parking will be dispersed throughout the site in small lots at the rear of the site, within commercial clusters, and along the internal pedestrian-oriented street. Shared parking will be important to the efficient use of the site, given the mix of housing and retail.

### 3.2.2 Yuba College Mixed-Use Center

The Yuba College Mixed-Use Center is envisioned as a new mixed-use area with ground floor commercial/retail fronting onto North Beale Road and residential or office above. Residential uses are

proposed for the remainder of the property to provide additional housing for Yuba College staff and students, and to take advantage of the site's proximity to the planned community park to the north. Access to the park will be provided by the continuation of a Class I, multi-use trail along the Linda Drain, which will connect with a similar trail continuing into the proposed school site to the east. The site enjoys good access and high visibility from North Beale Road, proximity to Yuba College, and consists of a single, easily developed parcel.

### Existing Conditions

The approximately 23-acre site is located along North Beale Road across from the administrative building on the Yuba College campus. The planned community park is located to the west and north, and an existing single-family residential neighborhood is located to the east. The site is accessed by Sutter Street, a two-lane residential local road. The property consists of a single parcel, which is vacant, with no existing structures. Vegetation is mostly restricted to grasses, willows, and other shrubs along the drainage channel.

The topography is relatively flat, with poor drainage. The western half of the site is located within FEMA flood zone AE, with overflow from the drainage channel. The County intends to regrade the park site to direct flood waters to a proposed detention basin located at the dog park in the planned community park. Although the presence of the Linda Drain along the west and north sides of the site represent a flood hazard, the drain also offers an opportunity for linear open space that could connect the neighborhood to nearby destinations through proposed multi-use trails.



Typical commercial/retail in the Peach Tree Town Center will front onto the internal pedestrian-oriented street and plaza.



The internal commercial street at Peach Tree Town Center will include on-street parking and pedestrian crossings.



The public plaza could include a farmer's market and other special events.



Ground floor commercial/retail will front onto North Beale Road with parking behind.



Medium-density housing will provide new options for Yuba College staff and students.



Trail connections will provide access to the nearby community park.

## Proposed Concept

The Yuba College Mixed-Use Center site was initially identified in the *North Beale Corridor Complete Streets and Revitalization Plan* (North Beale Corridor Plan), which includes an infill concept plan for the site. Since completion of the North Beale Corridor Plan, additional information has become available on the community park and school proposed north of this site. The County is also addressing drainage issues associated with the property in conjunction with the current update of the *South Yuba Master Drainage Study*, which will render the entire site suitable for development.

The concept plan shown in Figure 3.4, Yuba College Mixed-Use Center Concept Plan, updates the North Beale Corridor Plan concept plan. Like the earlier plan, the updated Center concept plan includes ground floor commercial/retail fronting onto North Beale Road. This could be designed as a one-story, single-use development, or as vertical mixed-use development, ground floor commercial/retail and office or residential above, depending on market conditions at the time of development. Associated parking is located behind the commercial/retail. A small public plaza is shown at the southeast corner of the site, where it can be easily reached by Yuba College staff and students crossing North Beale Road. The plaza could include café seating associated with a nearby restaurant and serve as an informal gathering place.

The concept plan includes townhomes, located behind the commercial/retail development. The remainder of the site consists of small lot, single-family residential development. The proposed residential development is intended to expand the variety of available housing in the area and meet an

identified need for housing that can serve Yuba College staff and students. The single-family lots have been designed to front onto the adjacent community park, where applicable, and to afford good connectivity to Yuba College, adjacent neighborhoods, and nearby parks and schools via trails and enhanced pedestrian crossings. The new neighborhood will offer exceptional access to the planned community park, with its many recreational opportunities.



The Yuba College Mixed-Use Center site includes frontage on North Beale Road.



The Linda Drain crosses the site, creating an opportunity for trail connections.



**Figure 3.4, Yuba College Mixed-Use Center Concept Plan**



View to northeast across the vacant Goldfields Village Center site.



The new Allied Health and Public Safety Building at the Yuba College campus is near the Goldfields Village Center.



This transit stop at Yuba College allows students to access regional destinations.

### 3.2.3 Goldfields Village Center

The Goldfields Village Center is envisioned as a mixed-use area serving the East Linda community with some communitywide civic and commercial uses, and supporting nearby Yuba College. Because the proposed extension of Goldfields Parkway from the Orchards subdivision to the south will bisect the site, the site has been designed to include functionally distinct land use areas. In general, the intensity and densities on the west side of Goldfields Parkway will be greater than those on the east side, reflecting the west side’s proximity to Yuba College and the need for support services and staff and student housing. Land uses on the east side will be comprised of new residential neighborhoods, complementary but not identical to development to the east and south. The area is large enough to accommodate community services, such as a library. A neighborhood park proposed in the ELSP has been retained, and new park lands and open space areas have been added.

#### Existing Conditions

The 117-acre Goldfields Village Center site is vacant and flat, with no existing structures and no significant vegetation. The site includes three large parcels, including a triangular parcel formed by the existing alignment of Linda Avenue.

Multi-family housing and vacant lots exist north of the site. There are large-lot, single-family homes that front onto Griffith Avenue to the east. South of the site is the partially completed Orchards subdivision and to the west is Yuba College. The Allied Health and Public Safety Building is located in the northeast corner of Yuba College near Linda Avenue. The facility includes a hospital simulation lab for nursing students, and a fire training tower.

Access is available from North Beale Road to the north and Goldfields Parkway at the southwest corner. The portion of Linda Avenue that runs along the southern boundary of the site is paved. The roadway is unimproved gravel where it heads northwest at approximately a 45 degree angle. There are no other east-west roadways into or through the site. Existing homes to the east form a barrier between the site and Griffith Avenue.

During outreach for this Plan, students and staff mentioned a need for additional vehicular and bicycle routes into and out of the college, as well as additional housing, childcare, open space and trails, and services.

#### Proposed Concept

Figure 3.5, Goldfields Village Center Land Use Concept Plan, shows the site’s excellent potential to create a vibrant eastern activity hub for East Linda focused west of the future extension of Goldfields Parkway. Due to the size of this opportunity site, the area is shown as a land use concept. The village center could include community and neighborhood-serving uses such as a library, bank, cafes, a specialty grocery store, and a range of housing.

The site’s proximity to Yuba College and the new health and public safety building also provides an opportunity to create synergy with Yuba College by providing uses that support the student community. Medical and dental offices could be included in the Goldfields Village Center to serve the public, as noted in the outreach meetings, and to provide opportunities for students to get practical experience.





New commercial/retail will serve Yuba College and nearby neighborhoods.



Medical offices and other employment opportunities should be developed in conjunction with Yuba College programs.



A variety of housing options will be provided in Goldfields Village Center.

These commercial/retail/office uses will be concentrated in the northwest quadrant of the site. The remaining area will include some medium- to higher density housing types to serve staff and students, and single-family detached units along the east and southern portions of the site.

The northern half of the site is bisected by Goldfields Parkway, which will have full intersections limited to Linda Avenue, a central east-west collector street, and North Beale Road. To make efficient use of the site, Linda Avenue will be completed as an east-west street connecting with Goldfields Parkway and the alignment of Linda Avenue which angles to the northwest will be abandoned to allow for more efficient use of the site. Existing roadways, such as Lago Road should be extended and new east-west local roads constructed for better connectivity.

The linear detention pond in the Orchards subdivision will continue north through the Goldfields Village Center along its eastern perimeter as the Eastside Interceptor drainage channel. The Eastside Interceptor right-of-way will include a Class I multi-use trail to provide north-south connectivity for cyclists and pedestrians.

### 3.3 SECONDARY OPPORTUNITY AREAS

Secondary Opportunity Areas have development opportunity, but lack some of the advantages of the Primary Opportunity Areas or are constrained by topography, location, or access to infrastructure. Several areas have development opportunities for specific land uses, and are identified in Figure 3.6, Secondary Opportunity Areas, on the following page, and are described below, including:

- Avondale Avenue (AA)

- Erle Road (ER)
- North Beale Road, Southside (NB)
- Goldfields Parkway North (GP)

#### 3.3.1 Avondale Avenue

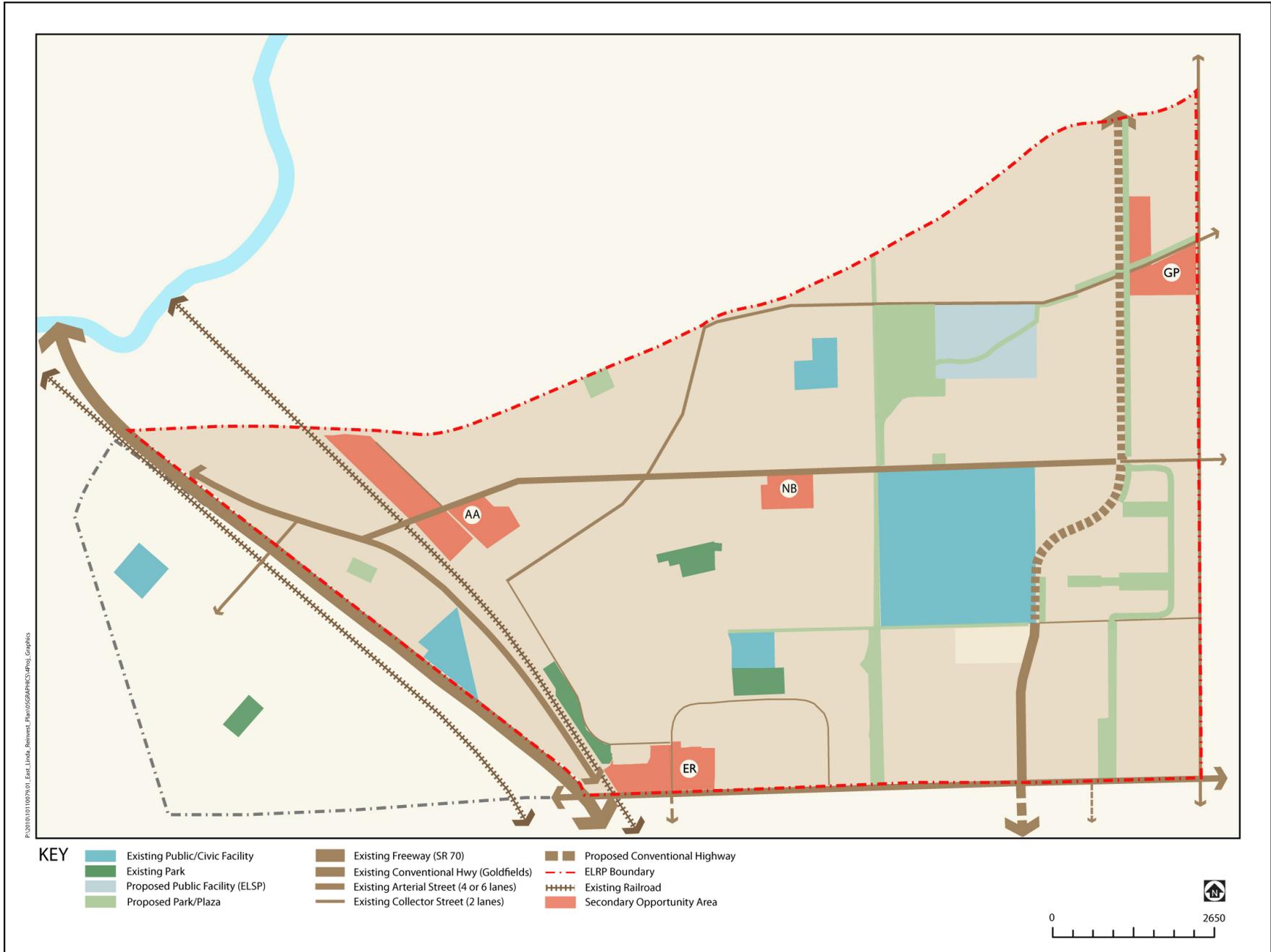
The Avondale Avenue Secondary Opportunity Area is between the Yuba River levee and Hammonton-Smartsville Road. The site has large, mostly vacant parcels with few structures and scattered vegetation. The location between existing neighborhoods and the proposed Peach Tree Town Center makes this an opportune site for infill development. An approved residential project known as “White Cedar” is slated for construction on the east side of Avondale Avenue.

Potential constraints at this site could include noise from the Union Pacific Railroad line to the west and possible issues arising from the cement batch plant at the northern end of the roadway (see photo). Although these constraints may be insufficient to preclude residential development, additional feasibility studies may be warranted.

#### 3.3.2 Erle Road

The Erle Road Secondary Opportunity Area is near the intersection of Lindhurst Avenue and Erle Road. The area consists of two parcels with excellent access from Erle Road and Edgewater Circle, both of which have existing bike lanes and sidewalks.

The site has two vacant parcels that are currently designated as East Linda Business Park (SP-BP) and East Linda General Commercial (SP-GC). While commercial and business park uses may still be appropriate for these parcels, they should also be evaluated in conjunction with the large area south of Erle Road identified for commercial mixed-use development in the 2030 General Plan.



**Figure 3.6, Secondary Opportunity Areas**



View to north of cement batch plant at end of Avondale Avenue with Sutter Buttes in the background.



Mixed-use development could be "wrapped" around the Erle Road and Edgewater Circle parcels.

An alternative to these single-use designations (ELBP and ELGC) might be to allow for a mix of uses, with a commercial/office "wrap" along Edgewater Circle and Erle Road and medium- to higher density residential development near the existing Edgewater neighborhood, which is predominantly low-density, single-family residential.

A transit center is proposed for this location as well, due to its good access and proximity to Erle Road and Lindhurst Avenue to the west

### 3.3.3 North Beale Road, Southside

The North Beale Road, Southside Secondary Opportunity Area is on North Beale Road west of Yuba College, between Woodland Drive and Albrecht Avenue. The site includes two zoning districts: Commercial (C) along North Beale Road, and Medium-Density Residential (R2) on the rest of the site. A single zoning designation, such as commercial mixed-use, could promote more efficient use of this site.

Taking advantage of the site's highly visible and accessible location, the North Beale Corridor Plan includes a concept plan, with public facilities such as a library, pool, and skate park. The site may also accommodate several suggestions raised during public and advisory committee meetings, including a community garden, a community center, or health club, in conjunction with medium- to higher density residential development.

### 3.3.4 Goldfields Parkway North

The Goldfields Parkway North Secondary Opportunity Area is located between the proposed extension of Goldfields Parkway and Griffith Avenue, along Hammonton-Smartsville Road. The site consists of several vacant, mostly contiguous parcels. Two approved development plans border

the site: Bumpus to the north and Staas to the south. The site is currently designated East Linda Community Commercial (SP-CC) south of Hammonton-Smartsville Road, and an ELSP low-density residential designation (SP-R4) north of Hammonton-Smartsville Road. A low-density residential zoning designation with a more flexible density range might be more appropriate.

This site should be developed as roadways and other infrastructure are extended nearby. In addition to roadway access, the site will be served



North Beale Road, Southside, could be the site of a community garden.



The E. Linda Drain runs adjacent to Hammonton-Smartsville Road near Goldfields Parkway North.

by the multi-use trails associated with Goldfields Parkway. The site might also be accessed from proposed bike lanes on Hammonton-Smartsville Road.

Since this site is near the edge of the community and since commercial uses and public services should be more centrally located, this area may be best suited for low- to medium-density residential development.



# Chapter 4

**LAND USE**



## 4 LAND USE

### 4.1 INTRODUCTION

The Opportunity Areas identified in Chapter 3 represent the most promising near-term potential for infill development in East Linda. This chapter analyzes land use policies and regulations related to new development and redevelopment of East Linda, including Opportunity Areas and other portions of the Planning Area. The *2030 Yuba County General Plan* (General Plan) provides policy support for reinvestment in already developed areas, including East Linda, as well as compact development around destinations and centers of activity, such as Yuba College. This Chapter describes the land use policy context and provides background on the types of revisions and updates needed to the County's regulatory documents in order to implement the General Plan as it applies to East Linda, and to implement the vision for the community derived through public and decision maker input for this Plan. Key opportunities for this Plan include:

- Better balance among housing and services. This includes an expanded range of housing types (e.g., affordable, senior, student, etc.) to augment East Linda's predominantly single-family housing stock. Compact housing opportunities are recommended along North Beale Road to reduce the amount of scattered, underperforming commercial along this corridor. Housing along North Beale Road could be in mixed-use or single-use formats.
- A better distribution of park lands by constructing new parks in growth areas and in existing neighborhoods that are currently underserved by parkland. Proposed parks

include some in the 1990 East Linda Specific Plan (ELSP) that are not yet built, as well as new parks not proposed in other plans.

The County's revised regulatory context should promote the desired land use types and development and implement the General Plan. While the overarching policy context is provided in this Chapter, specific recommendations for regulatory changes are described in Chapter 6, along with other implementation strategies.

### 4.2 PLANNING CONTEXT

The land use planning context for East Linda is defined by the 2030 General Plan, the Zoning Ordinance, the Development Code, and the 1990 East Linda Specific Plan.

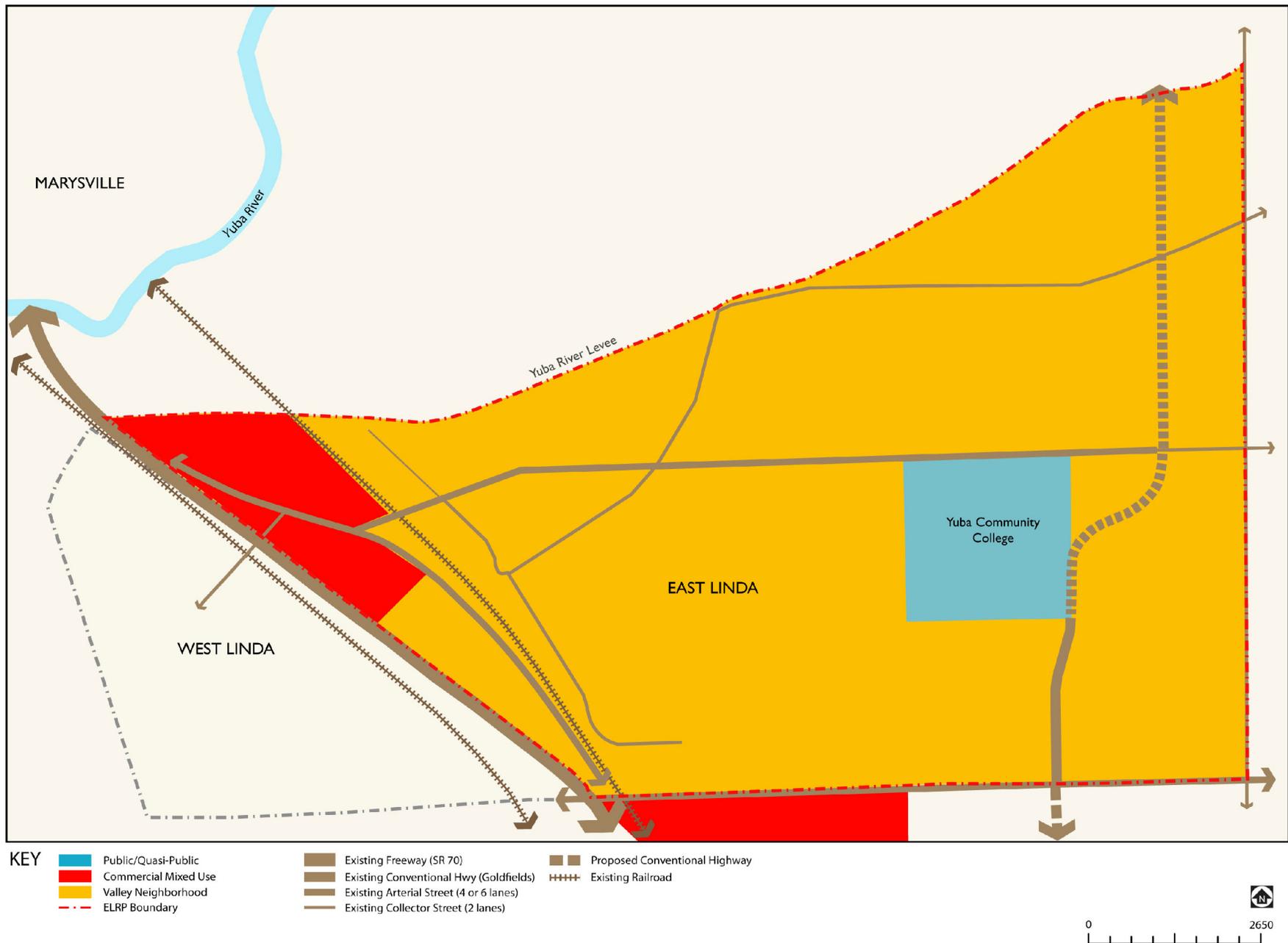
#### 4.2.1 Yuba County General Plan

The General Plan Community Development Element identifies broad and flexible land use designations, three of which apply to East Linda (see Figure 4.1):

- Valley Neighborhood
- Commercial Mixed Use
- Public/Quasi-Public

Each designation identifies permitted uses, densities (expressed in dwelling units per acre), and intensities (expressed in floor area ratios) within each land use designation.

In East Linda, the General Plan's Public/Quasi-Public designation currently applies only to Yuba College. The designation includes public facilities such as libraries, hospitals, and schools, as well as parks and open space, and infrastructure. However, the Valley Neighborhood designation also encourages a wide variety of public and quasi-public uses that should be provided, along with a range of other compatible uses, in order to ensure complete neighborhoods.



**Figure 4.1, General Plan Land Use Designations**

## Summary of Densities and Intensities

Table 4.1, General Plan Land Use Density and Intensity Ranges, shows the land use designations that apply to East Linda and their corresponding residential densities and nonresidential intensities. In order to better promote the County’s planning and economic objectives, General Plan land use designations provide flexibility with regard to land use and allow higher residential densities than found in the 1990 ELSP. New development within the ELRP should reflect the relatively higher densities and intensities shown in Table 4.1.

### 4.2.2 East Linda Specific Plan

The ELSP addresses a portion of the ELRP Area that was planned for development during the 1990s. Relevant Planning Areas and land use guidance are illustrated in Figure 4.2, Yuba County and East Linda Specific Plan Zoning. The ELSP provided guidance for development within its boundaries, including:

*“The Plan area will serve primarily as a residential community designed to accommodate the housing needs of Yuba County, allowing young families and employees of Beale Air Force Base, Yuba College and firms within the Yuba County Airport Industrial Park to obtain housing within their own community...”*  
(pg. 2-1)

The land use mix proposed in the ELSP includes:

Residential	1,328 acres
Business Professional & Commercial	114 acres
Public/Quasi-Public	176 acres

The ELSP land use approach focuses on providing land for development of detached, single-family housing, supported by limited commercial uses,

schools, and parks distributed in different parts of this Planning Area. Of the proposed residential acreage, 1,192 acres or 90% is low-density, single-family residential with typically one-half to two-acre lots, an approach that was intended to address a certain portion of the residential housing market at the time the ELSP was adopted in 1990.

Business professional and commercial land uses could have provided some services and shopping to meet the needs of local residents. But employment was secondary to housing in the ELSP, assuming that most residents would continue to commute to other locations, such as Marysville and Yuba City, the light industrial area near the Airport, and more distant destinations, such as Sacramento. By contrast, the 2030 General Plan supports local provision of a complete range of housing, employment, recreation, and services.

### Specific Plan Zoning

In keeping with its emphasis on residential development, the ELSP includes 14 residential zones unique to the Planning Area, ranging from SP-R-.05 (2-acre lots) to SP-R-20 (20 du/ac), as shown in Figure 4.2, Yuba County and East Linda Specific Plan Zoning. The majority of the residential zoning falls in the SP-R-03 to SP-R-05 range. The primary non-residential categories include business park, commercial, and public facility.

**Table 4.1, General Plan Densities and Intensities**

YUBA COUNTY GENERAL PLAN LAND USE DESIGNATIONS	RESIDENTIAL DENSITIES	NONRESIDENTIAL INTENSITIES (FLOOR AREA RATIOS)
Commercial Mixed Use	10 to 40 du/ac	0.2 to 1.0 FAR
Valley Neighborhood	3 to 40 du/ac	0.2 to 1.0 FAR
Public/Quasi-Public	N/A	Up to 1.0 FAR



The entire ELSP area falls within the General Plan’s Valley Neighborhood land use designation, which allows a greater variety of residential housing types at higher residential densities (3-40) than are typical of the ELSP. In addition, the Valley Neighborhood designation promotes more flexible development possibilities, with residential and nonresidential mixed-use development possible. Thus, although much of the ELSP area within East Linda is already developed as residential neighborhoods, the remaining vacant properties should be revised for consistency with the General Plan.

**Discussion**

The ELSP was successful in promoting detached, single-family housing, with most growth occurring in developments known as “Edgewater” and “Orchards.” Areas designated by the ELSP for commercial and office uses have not been developed, however, resulting in a paucity of shopping and services for East Linda residents in the locations projected by the Plan. The ELRP land use concept plan, therefore, includes recommendations for the County to promote non-residential uses in locations where this development is likely to succeed, providing a better mix of goods and services.

**4.2.3 Yuba County Zoning**

Outside of the ELSP Area boundary, East Linda is governed by Yuba County Zoning (Figure 4.2). The County’s existing Zoning designations are predominantly Low-, Medium-, or High-Density Residential (R1, R2, and R3) and Commercial (C), with the limited exceptions being Yuba College, zoned Public Facility (PF), and an area along Avondale Avenue zoned General Industrial (M1).

Areas zoned Commercial (C1) are located along North Beale Road and Lindhurst Avenue, representing the focus of planned commercial development in East Linda. The County’s residential zoning has densities that are generally higher than in the ELSP, as summarized in Table 4.2, Residential Densities.

**Table 4.2, Residential Densities**

YUBA COUNTY RESIDENTIAL ZONES	RESIDENTIAL DENSITIES
R-1, Low Density	10 du/ac max.
R-2, Medium Density	8-17 du/ac
R-3, High Density	14-29 du/ac

**4.2.4 Zoning Summary**

Figure 4.2 displays ELSP and County Zoning for the ELRP Area, which predominantly consists of commercial and residential zoning designations. The County’s Commercial zone is located along North Beale Road and Lindhurst Avenue and represents not only zoning, but also reflects the existing land uses in this area. The varied ELSP commercial and business park designations (C, CC, GC, BP, and CC/BP) are mostly applied to vacant property. It is recommended that the County Commercial zones be retained, and the ELSP commercial and business park zones be consolidated into the ELRP Opportunity Areas or modified as described in this Chapter and in Chapter 6, to promote more successful nonresidential development.

The density ranges of the County’s current zoning designations should be updated to reflect the 2030 General Plan. In most instances, the density ranges of the ELSP’s residential zoning designations are too



Mini-mart and gasoline service station on North Beale Road



Mixed-use development could be included on North Beale Road

low to be consistent with the 2030 General Plan and may be too low to allow viable development, and should be modified. In addition, the zoning designations are complex and difficult to apply, as shown in Figure 4.2. Zoning with developable and more flexible density ranges would allow developers to offer housing variety in East Linda. The ELRP provides recommendations for modifications to the ELSP and the County’s Zoning in order to provide broader density and intensity ranges that offer more flexibility so that the vision of the General Plan and the vision of this Plan can be successfully implemented. Specific recommendations are outlined in Chapter 6.

### 4.3 LAND USE CONCEPTS

#### 4.3.1 Outside Opportunity Areas

As noted, near-term infill development in East Linda can be accommodated in the Primary and Secondary Opportunity Areas identified in this Plan. Although much of East Linda outside of the Opportunity Areas is already built out, particularly west of Yuba College, infill development opportunities remain. The guidance for residential and nonresidential development in Chapter 3 and in this Chapter, if implemented, would provide the variety needed to accommodate housing, employment, and services needed by the existing community and to meet future growth needs.

In addition, this section evaluates potential types and locations of new parks and public facilities. Based on the public outreach for the ELRP, parks and public facilities are highly desirable uses in East Linda. In particular, East Linda residents expressed a desire for locations where public and private events could be held, such as weddings, club meetings, sporting events, and community gardening.

The topics discussed in this section include:

- Mixed-use development along North Beale Road east of the Union Pacific Railroad;
- Residential opportunities;
- Parks and trails; and
- Public facilities, such as a library and community garden.

#### 4.3.2 Mixed-Use, North Beale Road

East of the Union Pacific Railroad, commercial development is dispersed along North Beale Road separated by vacant lots, single-family and multi-family residential development, and some light industrial uses. Although some residents do walk and bike along North Beale Road, the corridor does not currently provide an attractive or inviting pedestrian or bicycling environment. With homes and destinations spread out and several barriers in the transportation network, it is more practical today to use a car for most trips. In addition, the commercial mix in this area is skewed toward liquor stores, fast food restaurants, convenience stores, and automobile repair and service shops –all useful, but lacking the balanced mix of goods and services necessary for daily needs of residents.

To promote a better balance of commercial/retail development in the Opportunity Areas, it is recommended that underperforming commercial dispersed along major streets, such as North Beale Road east of the Union Pacific Railroad tracks, transition to other uses. This could include medium- to higher-density residential development (an existing use that should be expanded) and some mixed-use development that could include commercial or office uses on the ground floor. Additional compact residential development along

North Beale Road would provide the needed customer base to support existing and future commercial development. Specific recommendations for zoning in this area are outlined in Chapter 6.

### 4.3.3 Housing Existing Housing

The majority of housing in East Linda consists of low-density, single-family homes. Parcel sizes vary, as does the placement of houses on lots. In the eastern part of East Linda, along streets, such as Griffith Avenue, residential development includes large, semi-rural lots where older homes vary from less than 1,000 square feet in building space to much larger homes that reflect more recent trends. Older neighborhoods with small homes on rural lots can be found in the vicinity of Rupert Avenue and Grove Avenue. Newer single-family houses are found in the more recently developed areas south of Yuba College. A few smaller, isolated single-family neighborhoods can also be found scattered throughout East Linda, such as along College View Drive. East Linda has isolated neighborhoods separated by vacant lots, inadequately connected by roadways and pedestrian/bicycle access routes. Lower-density, dispersed residential development may not create the level of local support for commercial development in the ELSP area.

Apartment and condominium complexes are present along Hammonton-Smartsville Road. Medium- to higher density housing stock is relatively limited, however, particularly in the areas where it would be most advantageous – near shopping, near Yuba College, and along major transit routes, such as North Beale Road. Overall, the goal is to increase the variety and quality of

housing, and to better address the context in which this housing is located so that adequate services and infrastructure can be provided.

### Location, Location, Location

Planning and economic objectives of the 2030 General Plan would be furthered by growth patterns that place new housing near existing and proposed shopping and services and in areas where existing infrastructure is available. Directing housing growth to these areas will reduce travel time for residents taking care of daily necessities, and will reduce the cost of extending infrastructure into areas not currently served.

Priority areas for new housing include:

- In or near Primary Opportunity Areas
- Near Yuba College

To expand the housing options in East Linda and more effectively use available land in the priority locations, these areas should incorporate a variety of housing types with relatively higher densities than much of the existing single-family housing. Depending on the housing type and location, these options can serve families with young children and working adults for whom a single-family home is not the preferred choice. The expanded housing types can also help to meet the needs of underserved segments of the population, including seniors, Yuba College staff and students, and those in need of affordable housing.

Table 4.3, Residential Types, displays potential housing types, approximate per-acre yields for each, and locations where each type is suitable for development in East Linda.



Single-family home on Grove Avenue



Multi-family housing on Lowe Avenue



Single-family home on Rupert Avenue

## Table 4.3, Residential Types

### Small Homes on Small Lots (Cottages)

**Density:** 8.0 – 18.0 du/ac

**Locations:** Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Goldfields Parkway North Secondary Opp. Area



### Detached Townhomes

**Density:** 10.0 – 20.0 du/ac

**Locations:** Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Erle Road Secondary Opp. Area; North Beale Road, Southside, Secondary Opp. Area; Goldfields Parkway North Secondary Opp. Area

**Potential Location:** Avondale Secondary Opp. Area



### Attached Townhomes

**Density:** 12.0 – 25.0 du/ac

**Locations:** Along North Beale Road; Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Erle Road Secondary Opp. Area; North Beale Road, Southside, Secondary Opp. Area

**Potential Location:** Avondale Secondary Opp. Area



**Table 4.3, Residential Types**

**Tuck-Under**

**Density:** 14.0 – 25.0 du/ac  
**Locations:** Along North Beale Road; Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Erle Road Secondary Opp. Area; North Beale Road, Southside, Secondary Opp. Area  
**Potential Location:** Avondale Secondary Opp. Area



**Green Court**

**Density:** 14.0 – 25.0 du/ac  
**Locations:** North Beale Road; Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Erle Road Secondary Opp. Area; North Beale Road, Southside, Secondary Opp. Area  
**Potential Location:** Avondale Secondary Opp. Area



**Table 4.3, Residential Types**

**Garden Style**

**Density:** 20.0 – 30.0 du/ac  
**Locations:** Along North Beale Road; Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area; Erle Road Secondary Opp. Area; North Beale Road, Southside, Secondary Opp. Area



**Apartments/Condominiums and Vertical Mixed-Use**

**Density:** 20.0 – 40.0  
**Locations:** Peach Tree Town Center Primary Opp. Area; Yuba College Mixed-Use Center Primary Opp. Area; Goldfields Village Center Primary Opp. Area



#### 4.3.4 Parks and Trails Overview

The parks and trails plan for East Linda includes new park and trail opportunities with the intent of providing:

- Adequate parkland to meet community needs;
- A better distribution of parkland throughout the community; and
- A trail network that connects parkland with housing and local destinations.

Linda is currently underserved by park acreage.<sup>1</sup> Linda's population of 17,700 (2010 census) has access to 47.1 acres in four parks. Based on the 2030 General Plan, Policy 1.7, East Linda would need approximately 88.5 acres to serve community needs. Existing parks are concentrated in the southwestern part of the community. Planning for East Linda's parks and trails, therefore, focuses on a better distribution of parks throughout the ELRP area. Two parks included in the 1990 ELSP but not yet constructed, and two additional neighborhood parks, as well as plazas and linear parks, will contribute to a better distribution of parklands throughout the community.

Community members should ideally walk no more than one-quarter to one-half mile to reach neighborhood parks. Analysis carried out as part of the ELRP evaluated how well East Linda is served by existing parks and determined where new parks are needed. The analysis determined that at least two Local Parks will be needed to serve East Linda, in addition to the community and neighborhood parks identified in the ELSP.

While the ideal of one park within one quarter mile is challenging to achieve given the current dispersed

nature of many neighborhoods and the lack of available routes, connectivity and access to parks can be improved through the use of drainage channels to create an interconnected trail system and improvements to the on-street network. (See Chapter 5, Circulation, for a discussion of other pedestrian improvements.) East Linda's drainage channels provide an opportunity to preserve open space, create recreational opportunities, and provide residents and visitors with a network of off-street, multi-use trails that can connect neighborhoods, schools, parks, and shopping.

Figure 4.3, Parks Concept Plan, shows existing and proposed parks, including those that are covered in other planning documents. Table 4.4, Summary of Existing and Proposed Parks and Trails, summarizes the existing and proposed parks and trails, including their location, the planning document they were initially identified in, and their approximate acreage. The planning documents that served as sources, and the proposed parks themselves, are described in more detail in the following section.

#### Park Planning Documents

##### ***Yuba County Parks Master Plan***

The 2008 *Yuba County Parks Master Plan* (Parks Master Plan) reviews the County's existing facilities and provides guidance for the future development of parks, trails, and recreational facilities. Existing parks included in the Parks Master Plan within the ELRP include Fernwood Park, POW/MIA Park, and Purple Heart Park.

<sup>1</sup>Note: this total includes the entire Linda census-designated place, of which East Linda is a part.



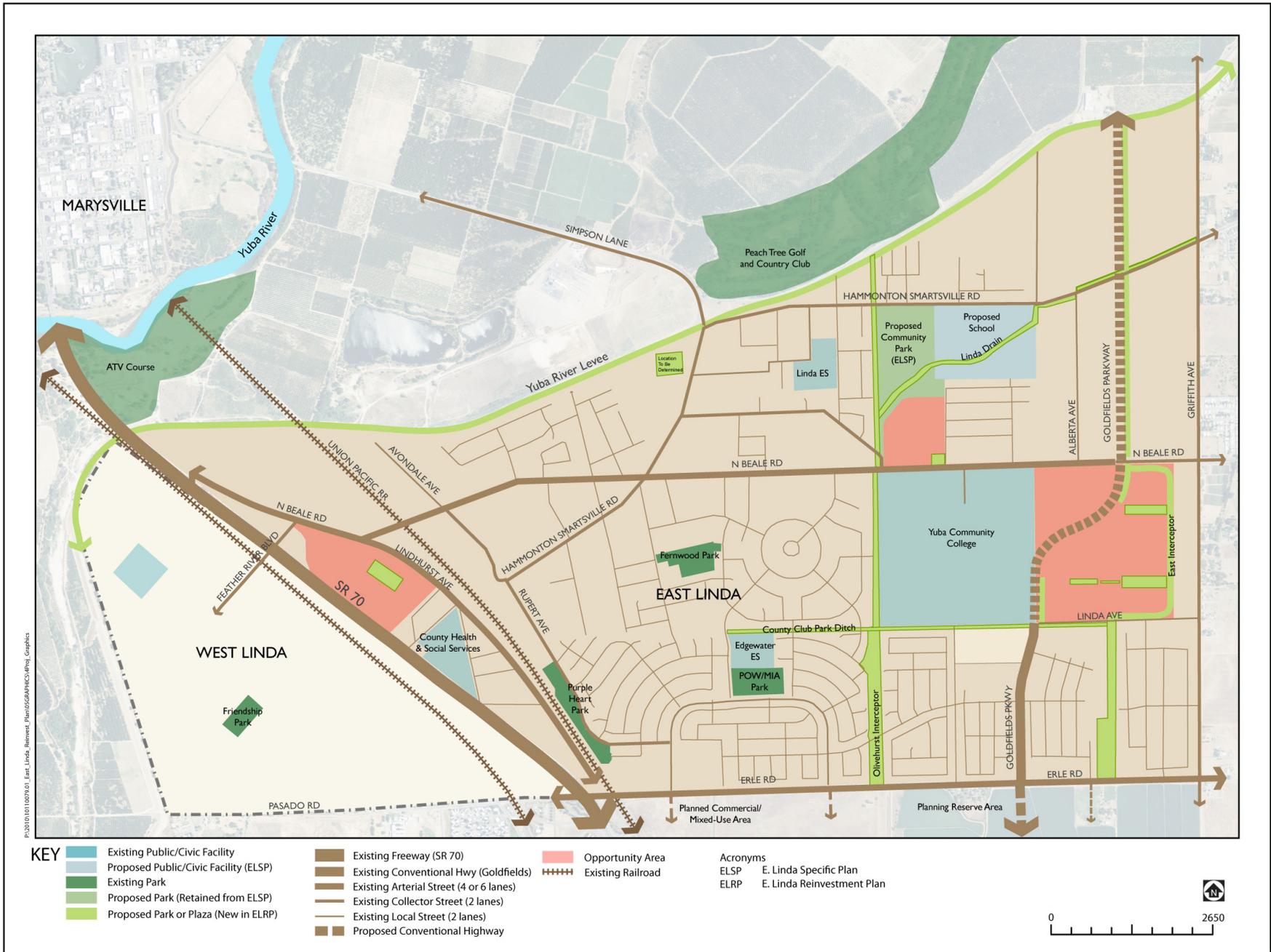
Landscape planting along linear parks should be informal and emphasize low-water-use native plants



Drainage channels can include multi-use trails.

#### ***General Plan Policy NR1.7***

*Valley Neighborhoods should provide a diversity of park types at a ratio of at least 5 acres for every 1,000 residents.*



**Figure 4.3, Parks Concept Plan**

The Parks Master Plan also includes general level of service standards for parks, as follows:

- Local Parks (neighborhood parks), 2-15 acres
- Regional parks, 25-100 acres

The Parks Master Plan includes the new Regional Park Site Connector, a proposed multi-use trail (see Chapter 5 for more details on the Regional Park Site Connector).

**Table 4.4, Summary of Existing and Proposed Parks and Trails**

NAME	LOCATION	TYPE*	ACREAGE
<b>Existing Parks in East Linda</b>			
Fernwood Park	Grove Ave.	Local Park	7.7
POW/MIA Park**	Edgewater Circle	Local Park	7.8
Purple Heart Park**	B/W Railroad & Rupert Ave.	Local Park	9.4
<b>Proposed, Yuba County Parks Master Plan</b>			
Regional Park Site Connector	Yuba River Levee	Regional Trail	N/A
<b>Proposed, East Linda Specific Plan</b>			
Community Park	Hammonton-Smartsville Rd.	Regional Park	40
Neighborhood Park	East of Goldfields Pkwy.	Local Park	8.7
<b>Proposed, East Linda Reinvestment Plan</b>			
Local Park	Peach Tree Town Center	Local Park/Plaza	0.5-2
Local Park	E. Park Ave.	Local Park	5-10
Olivehurst Interceptor	North to south, central Planning Area	Linear park/multi-use trail	N/A
Linda Drain	East to west, northeast Planning Area	Linear park/multi-use trail	N/A
County Club Park Ditch	East to west, central Planning Area	Linear park/multi-use trail	N/A
Eastside Interceptor	Eastern portion of Planning Area	Linear park/multi-use trail	N/A
*Per <i>Yuba County Parks Master Plan</i> park designations			
**Proposed in ELSP and subsequently constructed			



Sports facilities will be located in the community park.



The community park may include a water park.



A centrally located urban plaza in the Peach Tree Town Center could include a farmers' market.

### ***East Linda Specific Plan***

Two neighborhood/Local Parks have been completed since adoption of the ELSP: POW/MIA Park and Purple Heart Park. The ELSP includes two proposed parks within the ELRP area that have yet to be constructed. A 40-acre community park (identified as a “regional park” in the Parks Master Plan) is proposed south of Hammonton-Smartsville Road, next to the proposed school. This proposed park is retained in the ELRP in the same location. A third neighborhood/Local Park is proposed in the ELSP east of SR 70/Goldfields Parkway. This park has been retained in the ELRP, but the location has been moved to better serve the Goldfields Village Center Primary Opportunity Area.

### **Proposed Parks in the ELRP**

The parks proposed in the ELRP – two from the ELSP and four to five new parks/plazas – are described below:

#### ***Community Park***

The proposed 40-acre Community Park will serve all of East Linda with recreational facilities, including picnic areas, a skate park, and dog park. The park will be accessible from Hammonton-Smartsville Road on the north and Sutter Street to the south, with parking near both locations.

#### ***Peach Tree Town Center Plaza***

An urban park/plaza is proposed for the Peach Tree Town Center. This park is intended to enhance the appearance of this predominantly commercial area and to serve as a flexible, programmable space for events. The park should range in size from 1 to 2 acres and should include shade trees or structures, lighting, seating, and decorative paving.

#### ***Yuba College Mixed-Use Center Plaza***

A small plaza is proposed for the corner of Sutter Street and North Beale Road. The plaza will be easily accessible from nearby neighborhoods and from Yuba College to the south. It will serve as an informal gathering space associated with the commercial uses located at this site. The plaza should range from .5 to 1.0 acres and include shade, seating, and pedestrian amenities.

#### ***East Park Avenue Neighborhood Park***

This neighborhood park is intended to serve residents in northwest East Linda, and may be 5-10 acres in size. East Park Avenue is shown on Figure 4.3, but the precise location may be selected based on population growth in the neighborhood and development proposals. The park must include street frontage and access, and be visible from nearby homes. Amenities should include playground equipment, seating, bicycle parking, shade trees and other landscaping, pedestrian paths, and open turf areas. Access to the levee trail is also recommended.

#### ***Goldfields Village Center Neighborhood Parks***

One to two neighborhood parks, ranging from 5-10 acres each, are recommended for the Goldfields Village Center. The parks will serve local neighborhoods, and should include active and passive recreational facilities, including sports fields, picnic areas, walking trails, and playground equipment. Amenities should include bicycle parking, restrooms, shade trees, and seating. Community-serving public facilities, such as a small amphitheater, may also be considered. These parks should be designed for connectivity to multi-use trails that are proposed for construction within the Eastside Interceptor right-of-way.

## Upgrades to Existing Parks

### ***Fernwood Park***

The existing Fernwood Park is located near Grove Avenue (west entry) and Fernwood Drive (east entry). However, the park is closed off from the neighborhood for the most part and its facilities are restricted to a playground and picnic area near the Fernwood Drive entrance. Most of the park is undeveloped. The newer, nearby POW/MIA Park offers playground equipment and sports fields, with good access and parking. Therefore, rather than developing the remainder of the undeveloped portion of Fernwood Park with additional park facilities, the land might be exchanged for non-public uses, such as residential infill. Exchanging this undeveloped parkspace for a more accessible location would enhance park access and improve security. During public outreach, it was also suggested that the property be retained and developed with alternative public uses, such as a community garden.

### **Proposed Linear Parks and Multi-Use Trails**

In addition to the proposed parks, several linear parks are recommended to improve connectivity between community destinations, such as Yuba College and residential neighborhoods, and to provide recreational opportunities for cyclists and pedestrians. The linear parks will take advantage of drainage channels, including the Olivehurst Interceptor, the Linda Drain, and the proposed Eastside Interceptor to afford stormwater retention, drainage, and habitat restoration. The trails could be designed to enhance their service as stormwater detention channels, with the trails themselves designed to withstand flooding during high water periods. Restoration of the channels as

habitat for native flora and fauna could also augment the value of these linear parks as nature viewing for residents and visitors. The following linear parks are proposed.

### ***Olivehurst Interceptor***

An existing section of trail follows the power lines within the Olivehurst Interceptor drainage easement. This trail could be extended north through the community park to connect with the Linda Drain. The trail could also be designed to improve east-west connections across the Olivehurst Interceptor between neighborhoods on the west side and community facilities such as Yuba College on the east side.

### ***Linda Drain***

The Linda Drain is a continuous irrigation/drainage channel that runs from the Olivehurst Interceptor on the west to the eastern Planning Area boundary and beyond. It is continuous through much of its length between the Olivehurst Interceptor and Alberta Avenue/ Hammonton-Smartsville Road. This segment of the drain could be developed as a multi-use trail that connects the planned community park and proposed school with local neighborhoods and Yuba College.

East of Alberta Avenue, the Linda Drain becomes discontinuous, with some segments undergrounded, and other segments within narrow channels with inadequate right of way for a multi-use trail. In this area, connectivity may be developed through on-street bike lanes and sidewalks on Hammonton-Smartsville Road.

### ***Country Club Park Ditch***

This relatively minor drainage channel could provide east-west connections between significant destinations, including the Edgewater School,



Neighborhood parks should afford visibility from nearby houses.



The playground at Fernwood Park should be retained, but vacant park lands could be redeveloped with alternative uses.



An existing trail along the Olivehurst Interceptor could be extended north from the Edgewater neighborhood.



A farmers' market will expand East Linda's access to food.



A community garden can serve as a gathering place as well as food resource



Landscaping along greenways should be climate-appropriate and be selected to reduce costs associated with ongoing maintenance.

POW/MIA Park, and Yuba College. It could be developed with a narrower profile than the other multi-use trails due to the limited right-of-way. Additional easement rights may be needed to allow development of a pathway.

### ***Eastside Interceptor***

The Eastside Interceptor will run between the north and south boundaries of the ELRP area, adjacent to the proposed extension of Goldfields Parkway between the levee and North Beale Road, and continuing around the east side of the Goldfields Village Center to Erle Road. The drainage right-of-way will provide an opportunity for a continuous north-south multi-use trail serving the East Linda community.

### **4.3.5 Public/Quasi-Public/Civic**

East Linda is served by basic law enforcement and fire protection services and includes two elementary schools: Linda Elementary and Edgewater Elementary. To visit a branch of the Yuba County Library, residents must travel to Marysville, where a branch of the Yuba County Museum of History is also available.

However, public outreach participants expressed a strong desire for the kinds of places that help to strengthen community: indoor and outdoor gathering spaces for special events such as family celebrations; places to grow or purchase healthy food, including a community garden or farmers' market; a branch library; and a health club and additional sport facilities where residents can go to exercise and recreate.

New public facilities can be part of the land uses proposed for the Opportunity Areas, or they can be incorporated into existing public lands. In either case, these facilities should be centrally located for

easier access and reachable by all modes of transportation. Collaborative use of land between schools and parks, and between Yuba College and nearby uses, should be explored.

### **Community Center**

East Linda could benefit from a community meeting place where special events such as weddings and club meetings can be held. The community center could be located at the proposed Community Park, where facilities (kitchen, restrooms, or an amphitheater) can be shared with other uses. Parking could also be jointly shared with park visitors.

Library facilities could be provided in joint-use or single-use settings for different areas with existing or proposed community facilities.

### **Food Resources**

Residents also expressed an interest in locally grown food, which could be facilitated through such venues as a community garden and a farmer's market. Members of East Linda's Hmong community expressed particular interest in a community garden where specialized produce might be grown.

East Linda has sufficient publicly owned vacant land to accommodate both a community garden and a farmers' market. Potential locations for the community garden could include a portion of Fernwood Park. The Peach Tree Town Center has been designed to include a public plaza that can be programmed for multiple uses, including a farmers' market. This area offers high pedestrian traffic and access to parking.

# Chapter 5

**CIRCULATION**



## 5 CIRCULATION

### 5.1 INTRODUCTION

Improving circulation efficiency, safety, and comfort for East Linda residents and visitors is a major goal of the ELRP. This goal consists of several key components, including improvements to existing roadways, new roadways, and the creation of a bicycle and pedestrian circulation network. These objectives are described below.

Improved internal connectivity means providing direct routes within East Linda that allow residents to avoid traveling out to the edges of the community to take Erle Road or Griffith Avenue or winding through residential neighborhoods to get to an internal destination. Emphasis should be placed on roadways, transit routes, bikeways, and pedestrian walkways that connect residential and mixed-use areas with community destinations, such as schools, Yuba College, health service facilities, parks and recreational facilities, and shopping.

Where roads are discontinuous, as in many residential neighborhoods in East Linda, connectivity can be improved with the addition of street segments that connect existing streets to create a logical, integrated grid of streets and paths. Where the existing roadways do not form logical connections, new roadways should strive to rectify existing roadway deficits by improving overall connectivity.

**Objective:** Upgrade existing roadways to improve efficiency, safety, aesthetics, and ease of use.

East Linda's existing arterials and collectors, such as North Beale Road and Hammonton-Smartsville Road, already provide connections to important

destinations, such as Yuba College. The emphasis should therefore be on improving the efficiency, safety, and ease of use of these high-traffic roadways. For these major roadways, improvements should consist of streetscape upgrades, to include bicycle and pedestrian facilities such as bike lanes, sidewalks, street trees, and enhanced pedestrian crossings.

While it is not possible to upgrade all existing local residential roadways to an urban standard, nor should roadways be modified where they are an important and desired part of neighborhood character, some improvements should occur to improve safety and convenience on neighborhood roadways near high-traffic destinations. Residential roadways that provide access to public facilities, such as Linda Elementary School on Dunning Avenue, should be a high priority for sidewalks and other improvements to improve pedestrian safety.

East Linda's remaining open space areas provide an opportunity to create linear parks with a regionally and internally connected trail system. In particular, several drainage channels and utility easements provide an opportunity to create a trail system that does double-duty as a flood control mechanism. This linear trail system can serve to provide access to destinations within East Linda that are currently difficult to reach except by motor vehicle. In addition, the open space and trail system can provide active and passive recreational opportunities, such as dog-walking, bird-watching, skating, and cycling.

Yuba Sutter Transit provides service to several major destinations in East Linda. The ELRP recommends expansion of this service in conjunction with projected growth in the opportunity areas.

#### **General Plan Policy CD20.2**

*New developments in the Valley Growth Boundary shall arrange roads in an interconnected block pattern, so that local pedestrian, bicycle, and automobile traffic do not have to use Arterials to circulate within the neighborhood.*

#### **General Plan Policy CD17.3**

*The County will coordinate with Yuba College to provide housing and commercial services within walking and bicycling distance of the Linda campus and plan for convenient and safe pedestrian, bicycle, and transit options for students attending Yuba College.*



Bus transit serves Yuba College from North Beale Road.



The existing segment of Goldfields Parkway includes bike lanes.

## 5.2 CIRCULATION CONTEXT

The following documents provide traffic/roadway information pertaining to the East Linda area.

### 5.2.1 Yuba County General Plan

The Circulation Framework of the Yuba County 2030 General Plan provides guidance for circulation improvements in East Linda. In particular, policies associated with Goal CD17 “Travel Demand Management,” Goal CD19 “Freedom of Travel Mode Choice,” and Goal CD20 “Connectivity,” have particular utility for East Linda and will be noted in the sidebars of this chapter, where relevant.

#### Roadway Classifications

The major roadways included in the General Plan are identified in Table 5.1, East Linda Roadways, with the proposed lanes at full buildout. In addition, the following roadways have been identified by Yuba County Public Works as collector roads: Avondale Avenue south of North Beale Road, Rupert Avenue, and Linda Avenue.

#### Roadway Improvement Standards

The General Plan provides conceptual roadway improvement standards (see Table Community Development-5) and backbone roadway improvements, including the number of travel lanes that are needed (see Table Community Development-6). These standards have been reviewed and applied, where feasible, to existing roadways in East Linda, as represented in the Circulation Diagram and Table 5.1, East Linda Roadways.

**Table 5.1, East Linda Roadways**

EAST LINDA ROADWAY CLASSIFICATIONS	PROPOSED LANES
<b>Conventional Highways</b>	
Goldfields Parkway	4
<b>Arterials</b>	
North Beale Road (to Yuba College)	4
Lindhurst Avenue	4
Hammonton-Smartsville Road (from North Beale Road to Simpson Lane)	4
Erle Road	6/4
<b>Collectors</b>	
Feather River Boulevard	2
Hammonton-Smartsville Road (from Simpson Lane to Griffith Avenue)	2
Griffith Avenue	2
Avondale Avenue	2
Rupert Avenue	2
Linda Avenue	2

### 5.2.2 North Beale Corridor Plan

The 2009 *North Beale Corridor Complete Streets and Revitalization Plan* (North Beale Road Corridor Plan) identifies improvements for North Beale Road, a busy 4-lane arterial that traverses East Linda, providing access to Yuba College and destinations to the east, such as Beale Air Force Base. North Beale Road carries up to 25,000 vehicles per day between Lindhurst Avenue and Hammonton-Smartsville Road, dropping to approximately 12,000 vehicles per day by Yuba College. The street is also a primary bus route. Despite this usage, North Beale Road lacks adequate roadway improvements such as traffic signalization, bicycle and pedestrian amenities (bike lanes, sidewalks, crosswalks). The roadway experiences a high level of traffic-related injury accidents and fatalities due in part to the absence of adequate safety features.

The North Beale Road Corridor Plan identifies measures that are intended to rectify these deficiencies, including streetscape and roadway improvements, and recommends a road diet that reduces North Beale Road to two lanes east of the Olivehurst Interceptor. However, roadway sections have been modified in the ELRP to respond to forecast travel along this roadway at buildout of the General Plan, and will be four lanes through the Planning Area.

### **5.2.3 Bikeway Planning**

The *Yuba County Bikeway Master Plan* (Bikeway Master Plan), to be completed in 2012, is the result of recent efforts to update the earlier, countywide *Yuba-Sutter Bikeway Master Plan* (1995). The Bikeway Master Plan is intended to promote bicycle connectivity throughout Yuba County, particularly connections within and between urban areas, and to significant destinations such as Yuba College. It includes commuter and recreational bikeways.

The Bikeway Master Plan identifies several existing and proposed bikeway facilities that have been included in the ELRP Circulation Diagram, including a Class I, separated shared-use path to be located atop the Yuba River levee north of East Linda, proposed Class II bike lanes on portions of North Beale Road and Hammonton-Smartsville Road that do not include Class II striping, and new Class II lanes on Erle Road and Griffith Avenue.

The proposed levee trail is also indentified in the 2008 *Yuba County Parks Master Plan* as a regional trail, identified as the “Regional Park Site Connector.” The trail will include “access points for fishing and enjoying the river’s edge.” The trail will also connect East Linda to regional destinations, including Marysville, Wheatland, Beale Air Force

Base, and the proposed Reeds Creek regional park to the south of East Linda.

## **5.3 CIRCULATION/TRANSPORTATION FACILITIES**

### **5.3.1 Airport**

The Yuba County Airport is located south of East Linda near the community of Olivehurst. The airport accommodates commuter and private aircraft, and agricultural and industrial air service.

### **5.3.2 Union Pacific Railroad**

East Linda is bisected by the Union Pacific Railroad which runs parallel to SR 70, just east of Lindhurst Avenue. The railroad poses a significant barrier to east-west connectivity. There are grade separated crossings at North Beale Road and Erle Road, with an informal crossing at the levee. Elevated crossings of a second line west of SR 70 are located at Feather River Boulevard and Pasado Road, which provide the only connections between East and West Linda.

### **5.3.3 Yuba-Sutter Transit**

Bus transit service in East Linda is provided by Yuba-Sutter Transit. Four routes are available (the 1, 3, 4B, and 6) with 30-60 minute headways typical, depending on the route and time of day. Primary destinations in East Linda include Yuba College on North Beale Road, the Peach Tree Clinic on Packard Avenue, and the Wal-Mart on Lindhurst Avenue. Service is also provided to the Edgewater neighborhood via Edgewater Circle and to commercial and residential destinations along North Beale Road and Hammonton-Smartsville Road. Yuba-Sutter provides bus transit connections to Sacramento from locations in Marysville. As development continues in East Linda, bus transit service should be extended into areas that are



Open space buffer includes seasonal drainage adjacent to the existing segment of Goldfields Parkway.

underserved, particularly neighborhoods south of North Beale Road and east of Yuba College.

#### **5.3.4 Roadways**

Hammonton-Smartsville Road, North Beale Road, and Erle Road are continuous east-west roadways providing regional and local access. North Beale Road and Erle Road provide access over the Union Pacific Railroad, which, as mentioned, is a barrier to east-west travel in East Linda.

Lindhurst and Griffith Avenues provide local and regional north-south access, but they are near the boundaries of the community, and most north-south local access is provided by residential streets. New north-south roads would be invaluable to improving connectivity in East Linda. However, their construction is partly constrained by existing residential neighborhoods west of Yuba College that act as barriers to the creation of new streets. North and east of Yuba College, the presence of large vacant parcels improve opportunities for future roadway connectivity.

Roadways in older residential neighborhoods retain their rural character, which are typically two-lane local roads with unimproved shoulders and adjacent drainage ditches as exemplified by Griffith Avenue.

#### **5.3.5 Bikeways and Pedestrian Facilities**

Lindhurst Avenue, the western segment of North Beale Road, and Edgewater Circle and Riverbank Drive in the Edgewater neighborhood all have bike lanes. Erle Road includes pedestrian improvements on the north side. Bike facilities elsewhere in East Linda are discontinuous or nonexistent.

Residential local streets in the Edgewater neighborhood include curbs, gutters, and sidewalks.

Scattered, newer neighborhoods throughout East Linda have also been constructed to include curbs, gutters, and sidewalks within their boundaries. These improvements serve residents within their respective neighborhoods, but do not connect to a larger bikeway and pedestrian circulation system.

#### **5.3.6 Goldfields Parkway**

Goldfields Parkway (known previously as the Yuba River Parkway) is a proposed bypass road connecting SR 65/70 and SR 20. Goldfields Parkway will run north-south through eastern East Linda, as identified in the *Transportation Corridor Concept Report State Route 70* (Caltrans 2009). The parkway is intended to relieve congestion on SR 70 through Marysville by providing an alternate commuter and truck traffic route. It also anticipates future development in the vicinity of East Linda including new development south of Erle Road. The parkway will include signalized intersections at major cross streets that will be limited to 1/4 or 1/2-mile spacing.

A portion of Goldfields Parkway has already been constructed to approximately the southeast corner of Yuba College, with four travel lanes; a center median; Class II bike lanes; and curbs, gutters, planting strips, and sidewalks on both sides of the street. The extended street section will be modified, as described in Section 6.4.3, Goldfields Parkway.

The General Plan specifies that an open space buffer be included near highways and railroads. Open space buffers are included in the ELRP and are described in Section 5.4.1 under the heading, "Extending Internal Connections."

## 5.4 EAST LINDA CIRCULATION PLAN

### Introduction

The East Linda circulation plan is devised to ensure regional, communitywide, and local connectivity for a variety of users and modes of travel. A number of new and improved internal and regional connections are proposed, including roadways, buffers, trails, and pedestrian/bicycle connections. Figure 5-1 shows the Proposed Circulation Concept Plan. The Plan identifies each basic travel mode and shows where improvements are required. The improvements identified in the concept plan are further detailed in the following sections.

Figure 5-2 shows existing and proposed regional roadway and bicycle connections.

### Proposed Circulation Plan

East Linda's proposed circulation plan reinforces roadway connectivity to regional destinations (Marysville, Beale Air Force Base, and the Yuba County Airport, as well as more distant destinations, such as Sacramento) and introduces new opportunities for bikeway and pedestrian connectivity. A more comprehensive range of regional circulation opportunities will allow travelers to more easily access local destinations of regional interest, such as Yuba College and the proposed Peach Tree Town Center.

Proposed regional access routes are typically multi-modal. Not all routes are complete streets (i.e., accommodating all modes of transportation); however, the variety of routes and modes of transportation will provide mode choice to residents and visitors to East Linda traveling to and from the community. Regional routes shown on the Circulation Diagram include:

### Roadways:

- Lindhurst Avenue, which extends north-south and provides connections to SR 70
- Hammonton-Smartsville Road, extending east to the foothills
- North Beale Road, which provides access to Beale Air Force Base
- Griffith Road, providing connection to the south
- Erle Road, also providing connections to the east and south
- Goldfields Parkway, a portion of which has been constructed

### Multi-use paths:

- Yuba River Regional Connector (the levee path)
- Olivehurst Interceptor/Linda Drain bike path (to future development to the south)
- River Access via a bike path originating at the Yuba River Regional Connector

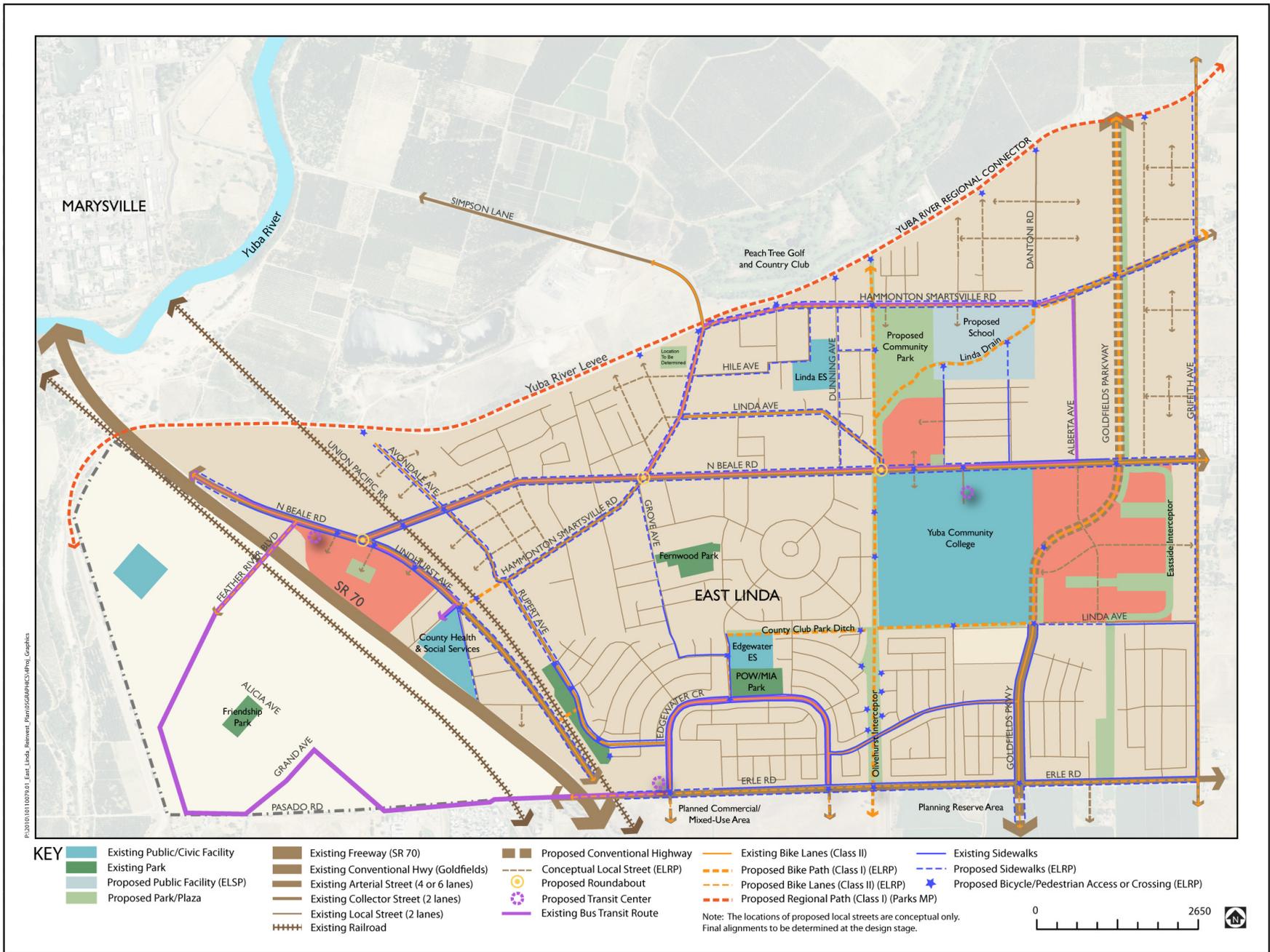
All regional roadways will be designed to accommodate bicycle and pedestrian access, except SR 70, which is an existing freeway. The levee and drainage paths will accommodate bicycle and pedestrian access only.

### General Plan Policy CD8.2

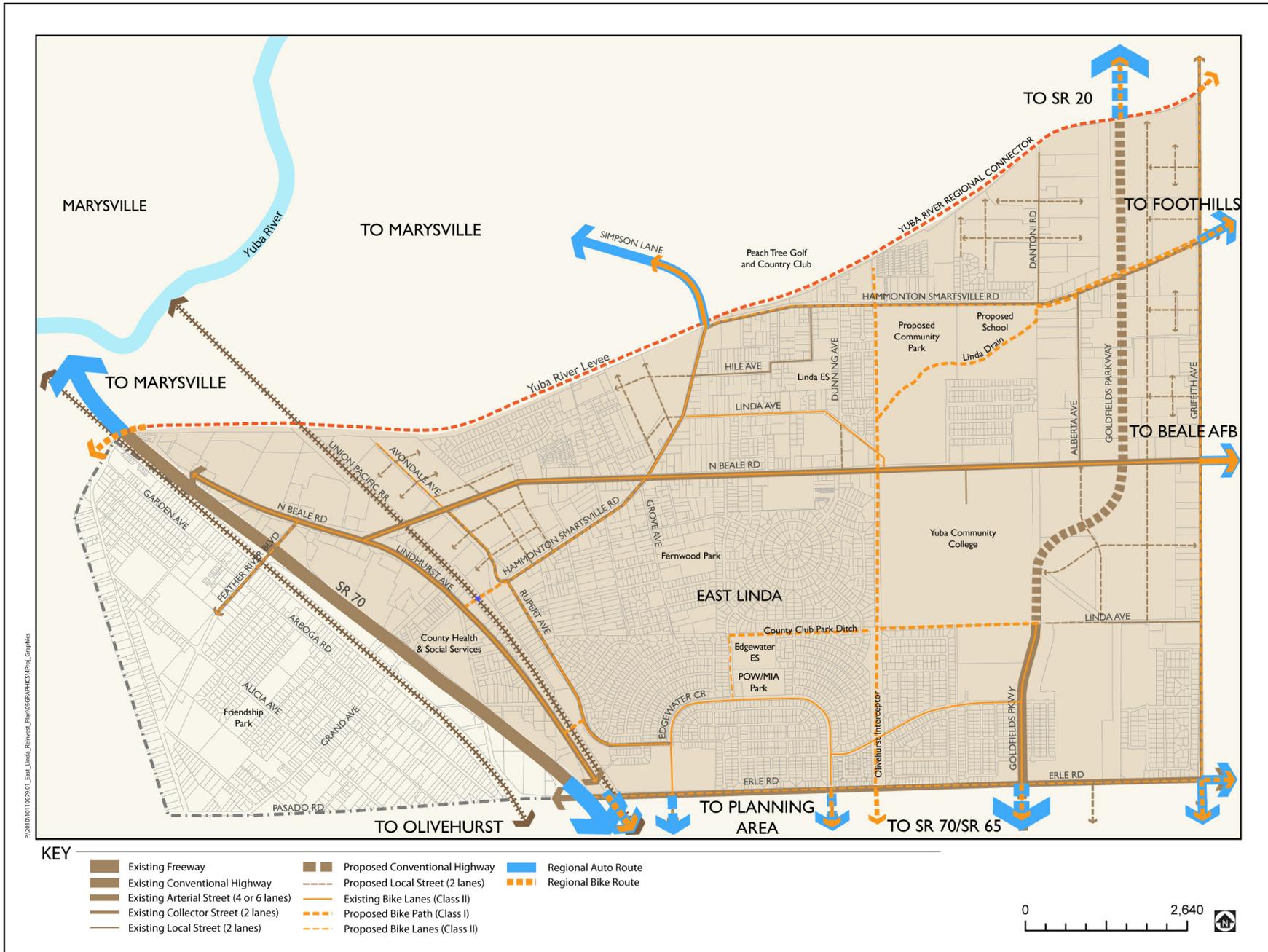
*Valley Neighborhood developments and residential portions of Employment Village areas shall provide relatively short block lengths and continuity of streets in order to facilitate convenient pedestrian, bicycle, and vehicle movement.*



Levee Road, view to east from Shad Road access.



**Figure 5.1, Circulation Concept Plan**



**Figure 5.2, Regional Roadway and Bikeway Connections**



View of Linda Road, which has partial improvements.



Improvements can include drainage upgrades, such as bioswales.

### 5.4.1 Extending Internal Connections

The same roadways and bikeways described in Regional Connections also contribute to internal connectivity within East Linda. However, new local roads, and improvements to select existing local roads, are required to improve overall connectivity in the community. Figure 5.3, Roadway Concept Plan, identifies existing and new roadways that should be evaluated further for roadway improvements to increase pedestrian use, comfort, and safety.

#### Open Space Buffers

Yuba County General Plan Policy CD3.2 states that “New residential projects near railroads and highways should provide multi-use open space buffers designed to avoid adverse air quality, noise, vibration, light, and glare issues.” This policy has been applied to Goldfields Parkway, where the inclusion of a buffer between the parkway and low-density residential uses reduces the adverse effects of noise without the need for soundwalls. Where the buffer is applied in Goldfields Village Center, it provides noise reduction and an expanse of landscaped open space on the east side of the parkway. In this area, the buffer must be approximately 150-200 feet beyond the edge of the Goldfields Parkway right-of-way to ensure adequate noise protection to the proposed neighborhoods.

Like the segment in Goldfields Village Center, the segment of the buffer north of North Beale Road must be 150-200 feet from the east edge of the parkway. (A soundwall is proposed for the west side of the parkway). The northern segment includes the right-of-way for the Eastside Interceptor drainage channel and will also accommodate the continuation of a multi-use path.

#### Improvements to Existing Roadways

To improve pedestrian connectivity in East Linda, roadways identified as collector streets, that afford connections between neighborhoods or to major roadways, or that provide access to schools, parks, and other community destinations should be considered for street upgrades. In particular, the following roads should be evaluated for improvements:

- Avondale Avenue/Rupert Avenue;
- Grove Avenue;
- Dunning Avenue, Linda Avenue (northwest of Yuba College); and
- Dantoni Road, Linda Avenue (north and east of Yuba College).

Recommended roadway improvements could include curbs, gutters, and sidewalks, a planting strip with street trees, and widening/upgrades of travel lanes, where warranted by the size of existing lanes and existing right-of-way. Water sensitive urban design principles should be incorporated wherever feasible (see the Glossary).

Some improvements may be implemented as part of the development process on adjacent parcels. For instance, improvements on portions of Avondale Avenue, for example, could be implemented in conjunction with development plans. Improvements to Rupert Avenue are underway and anticipated to be complete in 2012.

## New Roadways

Many existing roadways in East Linda are discontinuous, with some ending in cul-de-sacs, and others simply stubbed to a vacant lot or field. Figure 5.3, Roadway Concept Plan, shows potential locations for new roadways. The location of these proposed roadways are approximate, and should be refined in conjunction with proposed infill development. New roadways should connect to and create logical extensions of existing streets, where feasible, to contribute to an interconnected roadway system. In addition to making these connections, new roadways should also promote the development of a street grid. The grid pattern may be modified to allow for variations in land form, such as the levee and drainage channel, but should emphasize walkable, interconnected blocks, where feasible.

## Railroad Crossings

The Union Pacific Railroad acts as a barrier between the commercial areas west of the railroad and the majority of the residential neighborhoods to the east, with the exception of the following crossings:

### Erle Road

Erle Road has been constructed with a flyover affording vehicular access across the railroad. Existing crosswalk pavement markings are located at the intersection of Lindhurst Avenue and Erle Road and there are sidewalks available on the north side of Erle Road. Mobility improvement should include striping for Class II bike lanes.

### North Beale Road

North Beale Road passes under the railroad. Roadway conditions include 4 travel lanes, Class II bike lanes and sidewalks, so crossing is relatively convenient.

## Hammonton-Smartsville Road

There is no improved roadway crossing of the railroad between Lindhurst Avenue and Hammonton-Smartsville Road to the east of the railroad, and no plans for an at-grade roadway, or a flyover. However, at-grade bicycle/pedestrian crossing improvements could be constructed to allow access between Hammonton-Smartsville Road and Lindhurst Avenue, which is approximately mid-way between North Beale Road and Erle Road and could provide access to the Peach Tree Town Center. Plans for railroad crossings should involve up-front coordination with the Public Utilities Commission.

At-grade bicycle crossings are regulated by the California Public Utilities Commission, which reviews and approves any applications. Chapter 1000, Bikeway Planning and Design of the *Caltrans Highway Design Manual* (July 24, 2009) notes the following design measures should be observed when developing at-grade bicycle crossings:

- Construct bicycle crossings so that they are straight and perpendicular to the railway
- Create a flat surface for cyclists to cross while also allowing for the unobstructed passage of trains. This can be accomplished by asphalt or concrete infill between rails.
- Provide warning signage to alert cyclists and pedestrians that the railway is in active service.



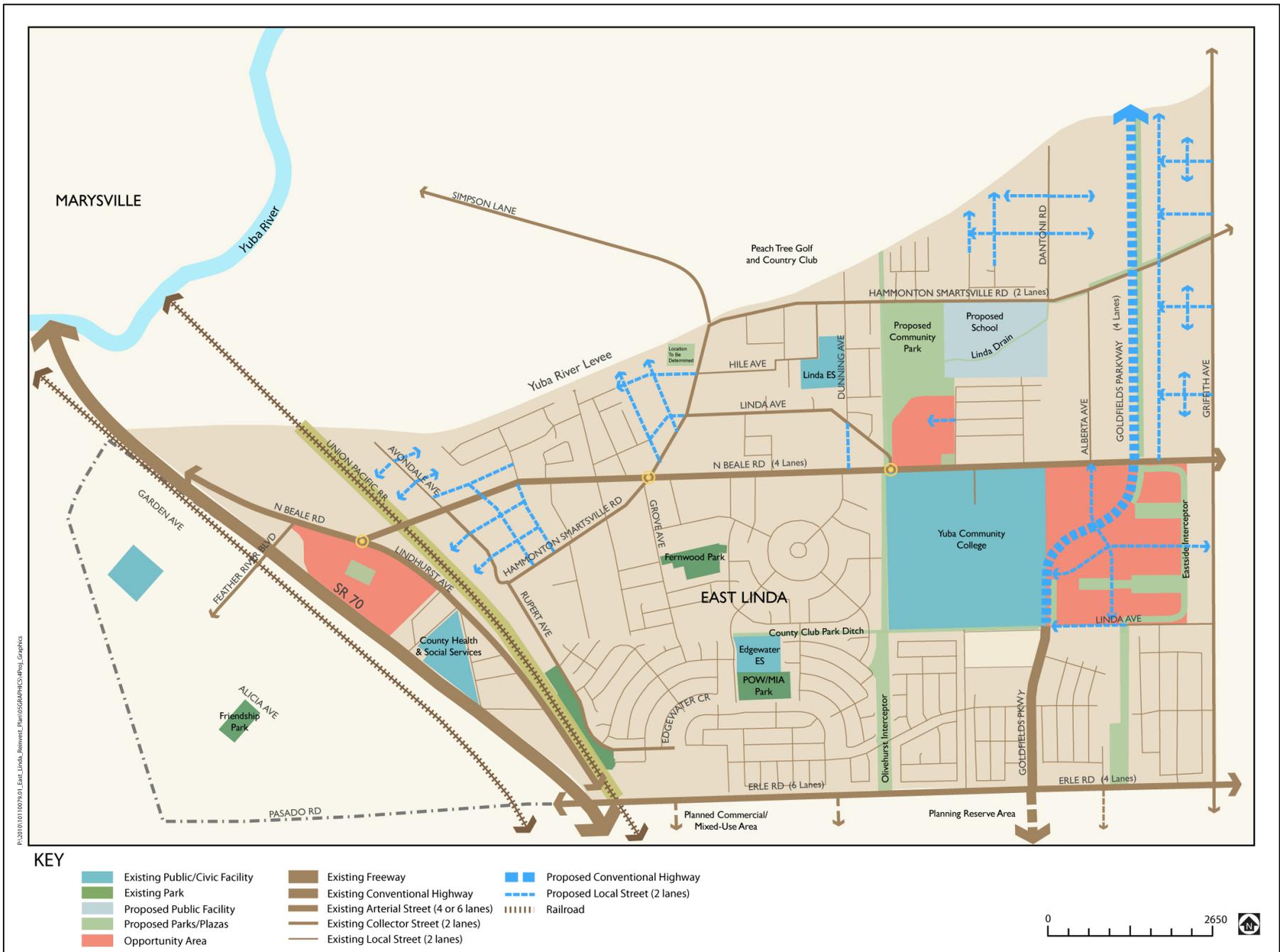
View to north of Union Pacific Railroad from near Hammonton-Smartsville Road.



Hammonton-Smartsville Road ends at the Union Pacific tracks.



A road stub from Lindhurst Avenue on the west side of the railroad tracks.



**Figure 5.3, Roadway Concept Plan**

## Levee Road

The alignment of the Yuba River Regional Connector, the proposed regional bike path, would be located where the levee road now extends. The levee road currently crosses the railroad at an informal, at-grade crossing. This must be enhanced to include bicycle and pedestrian safety features, such as signage, when the regional bike path is constructed.

## Bikeways

The ELRP identifies existing and proposed bikeways in East Linda that could contribute to an interconnected system providing safe and convenient bicycle travel opportunities. Figure 5.4, Bikeway Concept Plan, shows existing and proposed bikeways, with routes highlighted.

Proposed bikeways include two basic types: multi-use bicycle/pedestrian paths within linear open space areas, and bike lanes on arterials and collectors. These types are based on the bikeway designations used in the Yuba County General Plan:

- **Bicycle/pedestrian paths** are multi-use trails constructed in a separated right-of-way and intended for use by cyclists and pedestrians.
- **Bicycle lanes** are identified by pavement striping within roadways, and typically dedicated to the use of cyclists for on-road travel.

Bicycle routes are not shown in Figure 5.4, since many residential local streets could serve this function. Bicycle routes are located on streets shared with motorists, and are typically identified by signage.

Bicycle/pedestrian paths offer the greatest safety and convenience for the user. They may be used for a variety of purposes, including commuting,

recreation, and physical fitness. There are no existing bicycle/pedestrian paths in East Linda. Therefore, all paths are proposed and include the following:

- **Yuba River Regional Connector** (described in Regional Connections, above) has been identified as a County priority that would be located on the Yuba River Levee with connections to the east and south.
- The **Olivehurst Interceptor Path** would be located in an existing drainageway and would serve as an important north-south trail connecting residential neighborhoods with civic destinations, including Yuba College, and the proposed community park. The path would extend an existing trail segment in the Edgewater neighborhood. The right-of-way could also be designed to serve as a detention basin during high water periods of the year.
- The **Linda Drain Path** connects with the Olivehurst Interceptor and continues east. The portion located within the community park and proposed school could serve as an important route for residents visiting the park, and for students. East of the school, the drain continues along Hammonton-Smartsville Road, where it becomes discontinuous. The path may revert to on-street bike lanes where the right-of-way is inadequate to accommodate a separated path.

A proposed cross-section of these linear parks is included in Section 6.4.5, Bicycle/Pedestrian Path (Drainage Channel).

There is an existing undercrossing of the railroad at Purple Heart Park that should be improved into a multi-use pathway to connect areas east and west of Lindhurst Avenue.



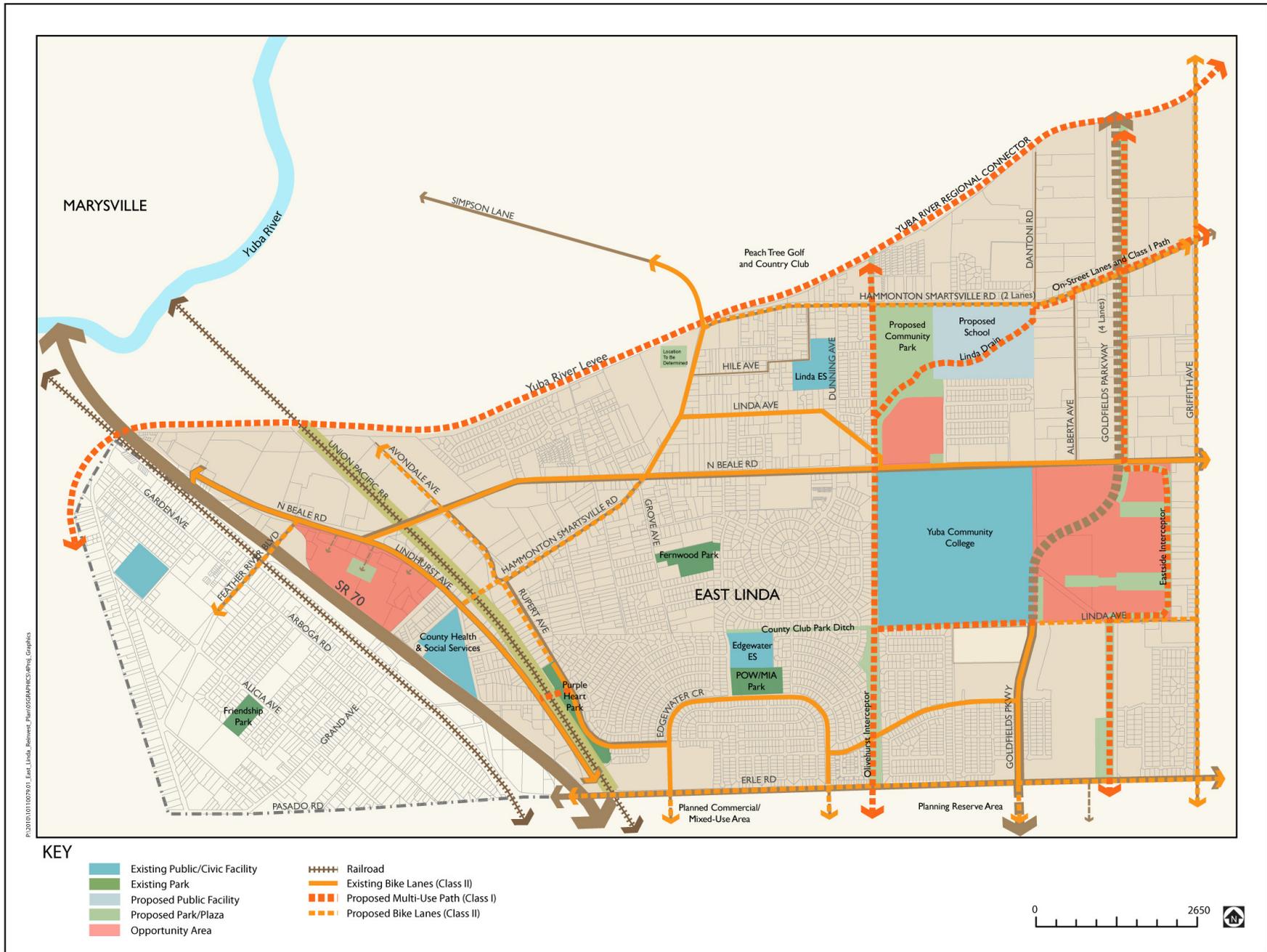
The Levee Road will become the Yuba River Regional Connector.



Bike paths will connect neighborhoods with local destinations



Major roadways will include bike lanes and sidewalks.



**Figure 5.4, Bikeway Concept Plan**

- **Eastside Interceptor** is a linear detention pond that runs between the northern and southern boundaries of the East Linda planning area, skirting the eastern boundary of Goldfields Village Center, and bisecting the Orchards subdivision. The right-of-way will be sufficient to accommodate a multi-use path, creating a continuous north-south route through the community.
- **Country Club Park Path** is a minor east-west drainageway that runs approximately between Goldfields Parkway on the east and Oakwood Drive on the west. The drainageway is narrow but should be evaluated as a possible path opportunity, since there are few east-west routes between North Beale Road and Erle Road, and the trail could serve to connect residential neighborhoods, the Edgewater Elementary School and POW/MIA Park, Yuba College, and the Goldfields Village Center.

### **Bike Lanes**

Lindhurst Avenue, North Beale Road, and the Edgewater and Orchards neighborhood include bike lanes. Elsewhere in East Linda, on-street bike travel is primarily on the shoulder of existing roads. Upgrading bikeway facilities in East Linda should therefore focus on including bike lanes as part of streetscape improvements on arterial and collector streets, including:

- **East-West Routes**
  - Hammonton-Smartsville Road
  - Erle Road
- **North-South Routes**
  - Avondale Avenue/Rupert Avenue
  - Griffith Road

### **Pedestrian Routes and Access Points**

East Linda is a challenging community for pedestrians. Excellent pedestrian circulation is available in some areas, including portions of Lindhurst Avenue and the westernmost section of North Beale Road, as well as the Edgewater and Orchards neighborhoods. However, pedestrian access could be greatly improved with the construction of additional sidewalks, particularly on streets providing access to important civic and commercial destinations.

Figure 5.5, Pedestrian Circulation Concept Plan, shows existing and proposed new sidewalks. New sidewalks have been identified for:

- Major roadways, particularly those with transit service, including Hammonton-Smartsville Road, Griffith Avenue, and portions of North Beale Road and Lindhurst Avenue;
- Local residential streets that afford safe routes to school, including Dunning Avenue and Linda Avenue; and
- Local residential streets providing significant north-south connectivity, including Avondale and Rupert Avenues and a portion of Grove Avenue.<sup>1</sup>

In addition, Figure 5.5 identifies potential locations for pedestrian and bicycle access points, such as live-end cul-de-sacs with pedestrian entrances that can provide access to multi-use trails, and enhanced pedestrian crossings at intersections.

<sup>1</sup>As noted, improvements to Rupert Avenue are underway and anticipated to be complete in 2012.



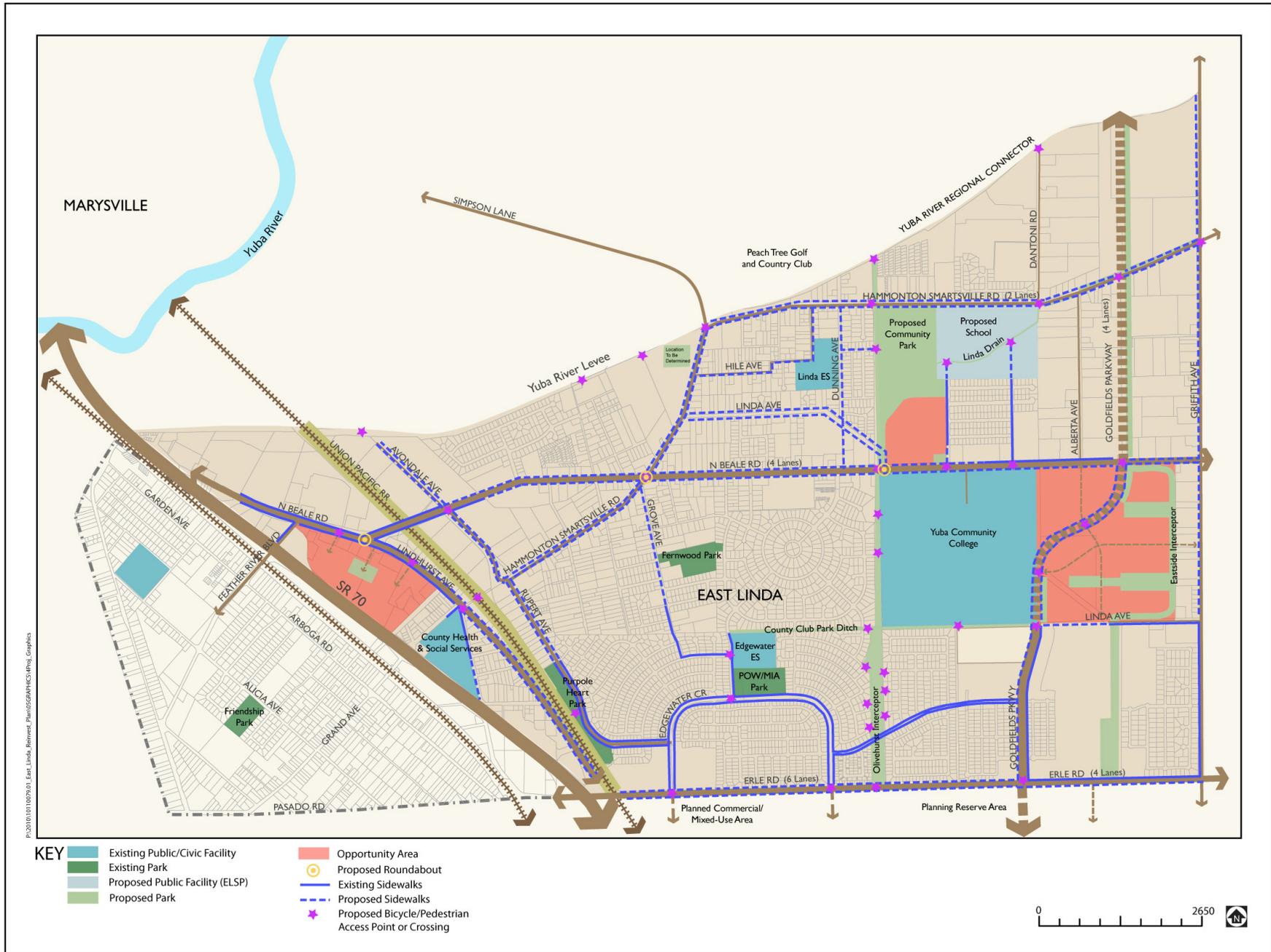
Pedestrian connections can provide access between neighborhoods.



Enhanced pedestrian crossings will improve safety in high traffic areas.



Enhanced pedestrian crossings and bollards aid pedestrian safety when accessing trails.



**Figure 5.5, Pedestrian Circulation Concept Plan**

- **Access Points.** Pedestrian access to linear parks, such as the Olivehurst Interceptor/Linda Drain and the Yuba River Regional Connector can be achieved from residential neighborhoods via existing live-end cul-de-sacs and roadways that have been stubbed to open space. These access points should be preserved and connections to open space enhanced with walkways and signage.
- **Pedestrian Crossings.** Recommended locations for pedestrian crossing improvements have been identified on major roadways and some local residential roads with access to schools, parks, and other public destinations. These locations should be further analyzed for crossing improvements, which could include crosswalks, signage, and lighting. High-traffic areas on major roadways such as North Beale Road could also include streetscape improvements such as bulb-outs to enhance pedestrian crossing safety.

### 5.4.2 Transit

As new development occurs in East Linda, Yuba-Sutter Transit bus transit service should be expanded to serve these areas, as well as those not adequately served at present, particularly new development in the vicinity of Goldfields Parkway. Expanded transit service should be based on the location of new development, but transit service east and south of Yuba College would appear to be a priority. Figure 5.6, Transit Concept Plan, identifies Erle Road and Edgewater Circle as an area that could benefit from a future transit center. As development progresses in the Goldfields Parkway area, transit service should be extended.

Transit centers should be constructed to include shade structures, wayfinding and route signage,

seating, and other pedestrian amenities. Design of these facilities should be developed in coordination with Yuba-Sutter Transit.

## 5.5 SUMMARY OF CIRCULATION AND TRANSPORTATION IMPROVEMENTS

Table 5.2, Summary of Roadway and Bikeway Improvements, allows the recommended improvements to be viewed at a glance. Table 5.2 identifies improvements at-a-glance addressing the unique conditions of roadways and bikeways in East Linda. The General Plan notes that “the County will be more flexible in roadway improvement standards for redevelopment and infill projects, where the existing development pattern may make it infeasible to construct according to the standards [in the General Plan].” Since most of the roadways in East Linda identified for upgrades are existing roadways, surveys will be necessary to ensure that adequate rights-of-way exist and to identify any other constraints that might affect implementation of roadway upgrades.

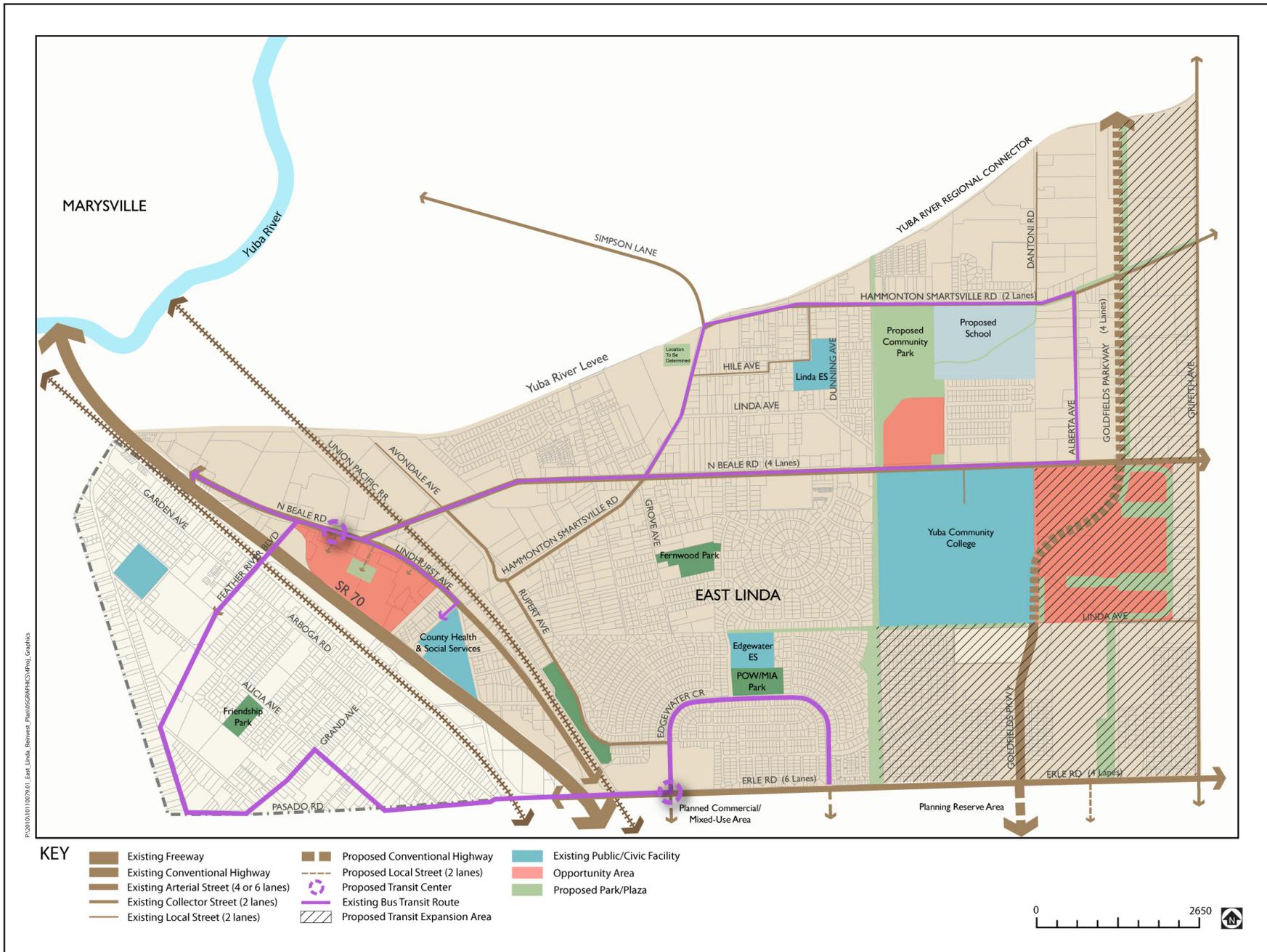
Recommended street sections for local roads and bicycle/pedestrian paths are included in Section 6.4, Circulation Implementation.



New transit facilities will be needed in the Goldfields Parkway area.

### **General Plan Policy CD17.2**

*The County will coordinate approval of projects and plans with local transit providers to ensure that transit service is provided for work, shopping, school, and other types of trips within the Valley Growth Boundary.*



**Table 5.2, Summary of East Linda Roadway and Bikeway Improvements**

ROADWAY/BIKEWAY	MEDIAN	ON-STREET PARKING	BIKE LANES	CURBS, GUTTERS, AND SIDEWALKS	MULTI-USE PATH	WAYFINDING SIGNAGE	RAILROAD CROSSING FEATURES	PEDESTRIAN CROSSING	ACCESS POINTS	WATER SENSITIVE URBAN DESIGN	STREET TREES	LANDSCAPING	OPEN SPACE BUFFER	SOURCE	COMMENTS
<b>CONVENTIONAL HIGHWAY</b>															
Goldfields Parkway	√				√	√		√			√		√	6, 8	
<b>ARTERIAL STREET</b>															
Hammonton-Smartsville Road			√	√		√	√	√			√			3,5	Avondale Avenue to Simpson Lane Bicycle/pedestrian crossing at RR
North Beale Road	√		√	√		√		√		√	√			4,5	
Lindhurst Avenue			√	√		√		√			√			3,5	South of Sharp Avenue
Erle Road			√	√		√		√			√			3,5	South side of street only
<b>COLLECTOR STREET</b>															
Hammonton-Smartsville Road			√	√		√		√		√	√			3,5	Simpson Lane to Griffith Avenue
Avondale Avenue			√	√		√		√		√	√			3,5	
Rupert Avenue			√	√		√		√		√	√			3,6	
Linda Avenue				√		√		√		√	√			3,6	
Griffith Avenue			√	√		√		√		√	√			3,5	
<b>LOCAL STREET</b>															
Grove Avenue		√		√						√	√			3,5	Parking optional
Dunning Avenue		√		√						√	√			4,5	Parking optional
Dantoni Road		√		√						√	√			3,5	Parking optional
<b>MULTI-USE PATH</b>															
Yuba River Regional Collector					√				√			√		1,7	Bicycle/pedestrian crossing at RR
Olivehurst Interceptor					√				√			√		2,5	
Linda Drain					√				√			√		4,5	
County Club Park Ditch					√				√			√		5	
Eastside Interceptor					√				√			√		5	
Sources: 1. Yuba County Parks Plan, 2. East Linda Specific Plan, 3. Yuba County General Plan, 4. North Beale Corridor Complete Streets and Revitalization Plan, 5. East Linda Reinvestment Plan, 6. Yuba County Public Works, 7. Yuba County Bikeway Master Plan, 8. Caltrans															



# Chapter 6

**IMPLEMENTATION**



## 6 IMPLEMENTATION

### 6.1 INTRODUCTION

This chapter identifies implementation measures that can contribute to the successful realization of the vision for East Linda. These implementation measures are designed to ensure that essential utilities, streets, and public facilities are in place to attract infill development. Implementation actions include:

- Improvements to ensure adequate infrastructure capacity (stormwater conveyance, water, and sewer);
- Zoning update that can support the proposed types of development;
- Improvements to primary streets (North Beale Road, Goldfields Parkway) and the construction of trails along major drainage channels; and
- Enhancements to the public realm, including streetscape amenities, lighting, and signage.

Recommended implementation measures are summarized at the end of this chapter. Funding mechanisms that the County and relevant jurisdictions might seek are also included in each section.

### 6.2 INFRASTRUCTURE

#### 6.2.1 Stormwater

Levee improvements around the west and north sides of Linda up to Simpson Lane were completed in 2008-2010, under the administration of the Three Rivers Levee Improvement Authority (TRLIA), in coordination with Reclamation District 784. These levee improvements were certified by the Army Corps of Engineers in May 2010. Work on levee east

of Simpson Lane continues, projected to be completed by the end of 2011.

Certification of the levees helps to protect East Linda from flooding by the Yuba River. However, East Linda's flat topography and piecemeal development continue to pose challenging conditions for drainage in some parts of East Linda. The ELRP Parks Plan has identified some of the flood prone areas as parks or open space, such as the multi-use path proposed for areas adjacent to the Linda Drain.

Two areas have been identified as flood zones on FEMA maps: a portion of Yuba College Mixed-Use Center Primary Opportunity Area and a portion of the Avondale Avenue Secondary Opportunity Area. The western half of the Yuba College Mixed-Use Center is within FEMA Zone AE. The Olivehurst Interceptor/Linda Drain is the primary source of stormwater. A portion of Avondale Avenue Secondary Opportunity Area south of North Beale Road and west of Avondale Ave is within FEMA Flood Zone AH (see Figure 6.1).<sup>1</sup>

Both of these areas are good locations for development based on their proximity to North Beale Road, the availability of transit services, and activity centers such as Yuba College. However, residential development can only be constructed in an A or AE flood zone if the elevation levels of building pads are raised out of the base flood level, per FEMA standards.

The use of parks for stormwater drainage and conveyance is consistent with the 1992 South Yuba Drainage Master Plan, which identifies the Olivehurst Interceptor as a drainage channel, and

<sup>1</sup> Only flood zones associated with Opportunity Areas are identified on Figure 6.1.

#### Flood Zone A:

Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.

#### Flood Zone AE:

Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. In most instances, base flood elevations derived from detailed analyses are shown at selected intervals within these zones.

#### Flood Zone AH:

Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage.



Linda County Water District facility near Hammonton-Smartsville Road and Rupert Avenue

Policies CD15.8 and HS3.17 and NR1.10 of the 2030 General Plan, which encourage the use of parks and open space for stormwater conveyance and detention.

An update of the *South Yuba Drainage Master Plan* has been funded as part of the County's 2010/11 budget and is underway. In conjunction with this, the County should consider the following actions to promote good stormwater management in anticipation of infill development in the opportunity areas.

**Action:** The County should coordinate with relevant jurisdictions and landowners, including Reclamation District (RD) 784, the Union Pacific Railroad, and Linda County Water District (LCWD), the latter of which owns property south of the Avondale Avenue Secondary Opportunity Area, to discuss and develop drainage improvements for the Avondale property in the FEMA flood zone, to determine the impact of potential infill development, and to devise solutions that benefit adjacent properties.

**Action:** The County should coordinate with the Marysville Joint Unified School District to preserve the Linda Drain as a linear park with stormwater drainage and retention capacity that can also provide trail connectivity between the proposed school and the planned community park.

**Action:** The County should coordinate with relevant property owners to develop a stormwater drainage program that includes detention, restoration, and a trail alignment near and including the Olivehurst Interceptor west of the proposed community park and Yuba College Mixed-Use Center.

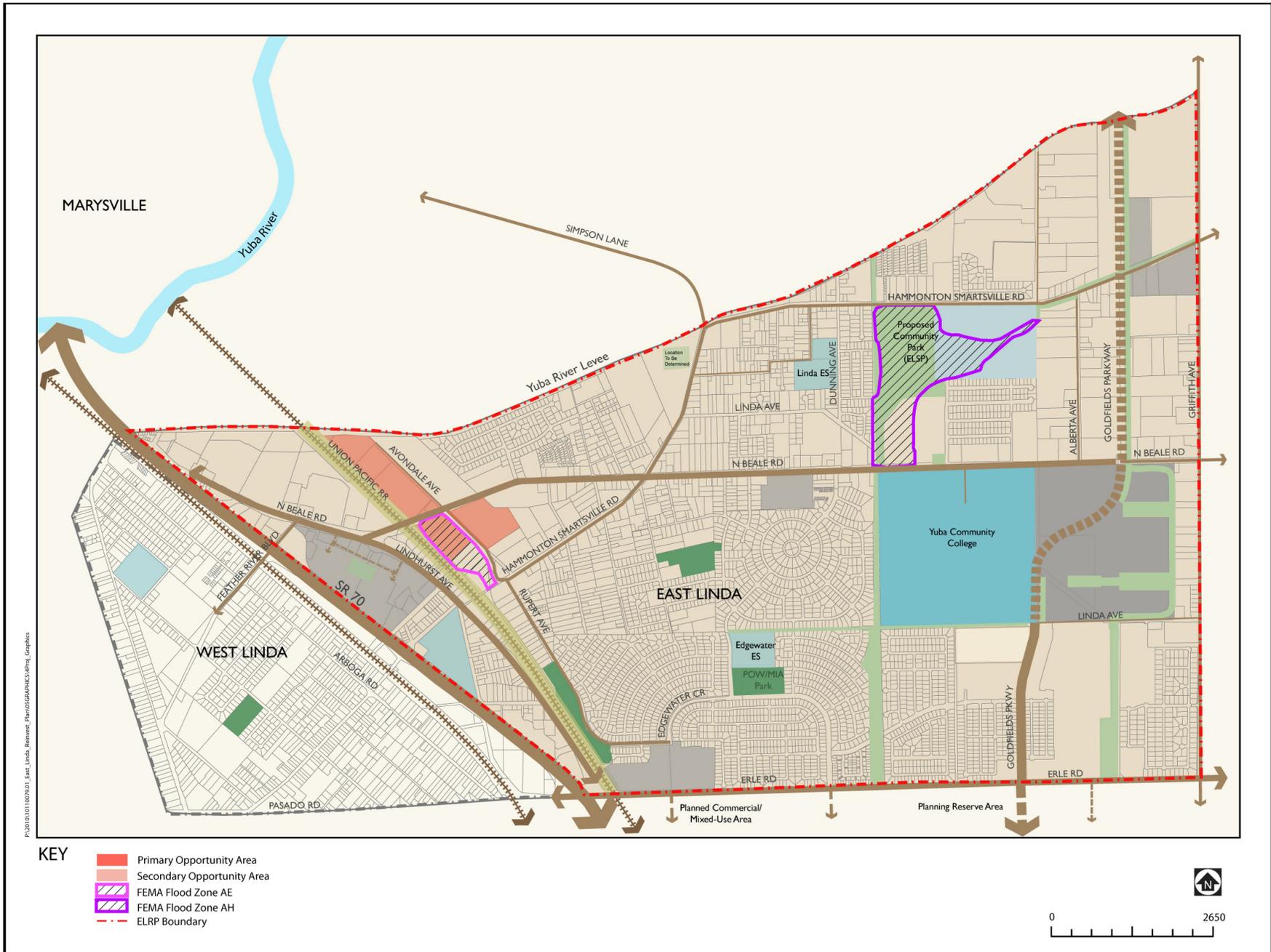
### 6.2.2 Water

Linda County Water District (LCWD) is the water purveyor for East Linda. Most of the planning area

falls within LCWD's service area or its sphere of influence. Although located within the LCWD service area, Yuba College manages its own water facilities, and some residential properties such as those along Griffith Avenue are on wells. Goldfields Village Center is within the LCWD sphere of influence.

LCWD does not operate storage facilities, but provides water to approximately 3,360 residential and commercial customers from four wellhead treatment facilities identified in Figure 6.2, Linda County Water District Water Facilities (as of 2010). Water quality has been generally deemed to be good in County Department of Public Health inspections. LCWD's water comes exclusively from the South Yuba Groundwater Subbasin, a large aquifer bounded by the Yuba, Feather, and Bear Rivers, and the Sierra Nevada foothills to the east. This aquifer also supplies other water service providers in the region.

Water resources, including regional water supply, were analyzed in the July 2008 *Municipal Service Review: Background Report* (Municipal Service Review). The Municipal Service Review serves as an update to earlier master planning efforts, including the *Water System Master Plan* (1988) and the subsequent *Supplement to the Water and Wastewater Master Plans* (1991), which were intended as planning tools through the year 2010.



**Figure 6.1, Flood Zones in Primary and Secondary Opportunity Areas**

The Yuba County Integrated Regional Water Management Plan (IRWMP) notes that urban groundwater pumping is expected to increase in the Linda-Olivehurst-Plumas Lake area by about 27,500 acre-feet, and concludes that an overreliance on groundwater for future municipal development may result in groundwater overdraft. The extent of this overdraft was unclear at the time the Yuba IRWMP was approved, and further study was recommended. The Yuba County Water Agency prepared a groundwater management plan for the South Yuba Groundwater Subbasin in 2005, and has since established a groundwater monitoring program, which will help to provide data on the status of groundwater use and availability.

The IRWMP also concludes that prudent water planning should include the addition of surface water supplies to ensure that future growth is not limited to the availability of groundwater supplies. LCWD entered into a service contract with the Yuba County Water Agency in 1984 to purchase up to 5,000 acre feet of Yuba River surface water annually to be conveyed by the proposed Long Bar Canal, which has yet to be constructed. The agreement with the Yuba County Water Agency expires in 2016. LCWD has identified a need to expand its storage and pumping capacity and has established a water connection fee to help finance infrastructure needs.

**Action:** Water system master plans have expired and capacity studies will be needed for large-scale development at the Peach Tree Town Center and Yuba College Mixed-Use Center Primary Opportunity Areas. The County will seek funding for capacity studies for development of Opportunity Areas and will coordinate with landowners and

LCWD on overall system infrastructure improvements, as needed.

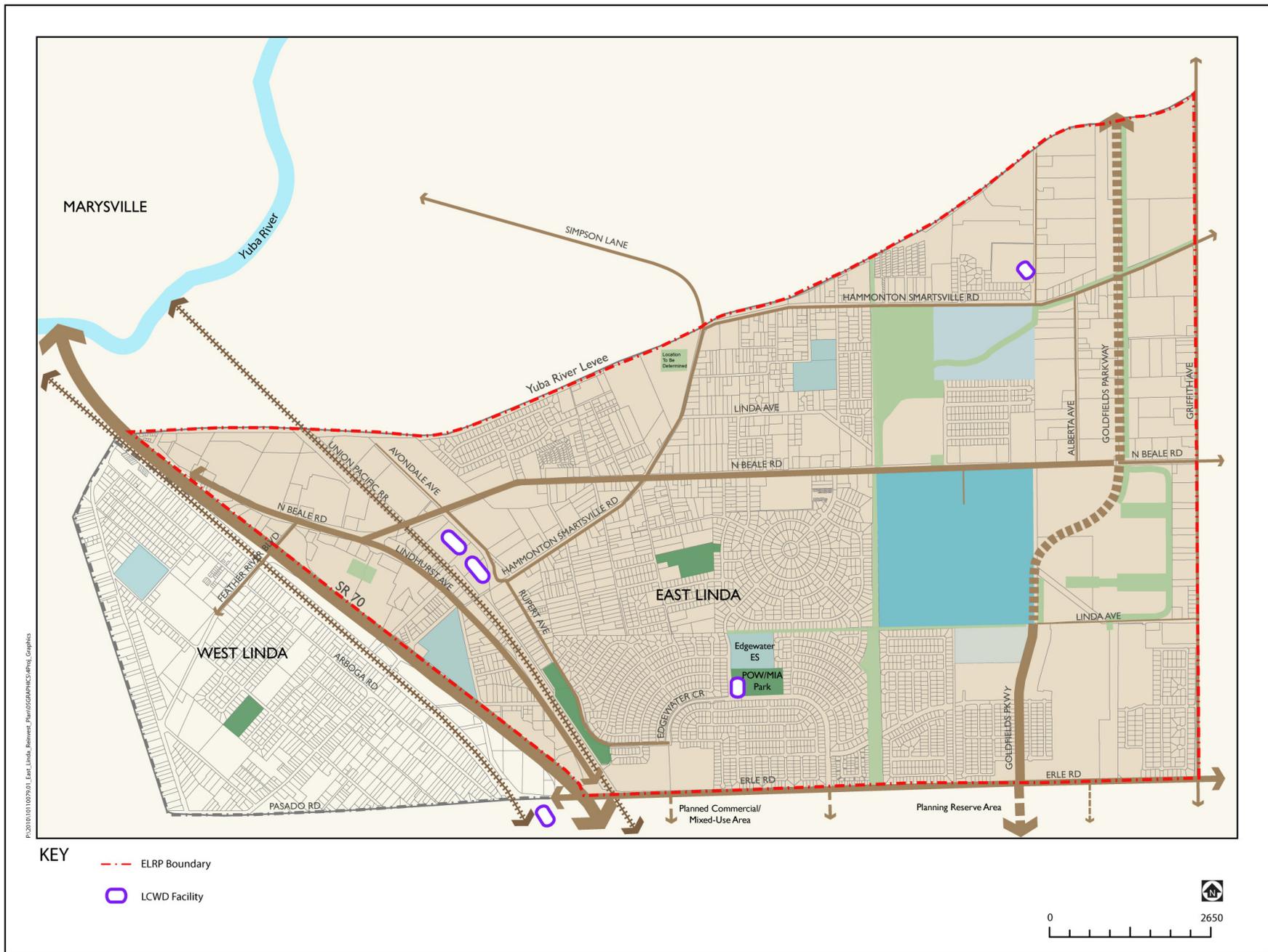
**Action:** Make water conservation information, particularly related to landscaping, available to the community.

**Action:** Review the impact fee structure and collaborate with LCWD to modify this structure, where feasible, to create incentives for infill development and water conservation.

### **6.2.3 Sewer**

Wastewater conveyance and treatment service in East Linda is also managed by LCWD, which administers a service area and a sphere of influence similar to that of its water service. This includes approximately 3,600 residential customers, 150 commercial customers, and several significant industrial users. Areas not covered by existing service agreements, such as homes along Griffith Avenue, are served by septic systems. LCWD's wastewater service infrastructure includes 40 miles of pipelines, eight lift stations, seven percolation/evaporation ponds, and a wastewater treatment plant. The Regional Water Quality Control Board oversees and regulates the discharge of treated wastewater through a system of permits. The LCWD currently carries a permit that allows it to discharge treated effluent to the Feather River.

LCWD has completed the design of a \$50 million upgrade and expansion of the district's wastewater treatment facility that will allow it to increase its discharge volume from 1.8 million gallons per day (mgd) at secondary treatment standards to 5 mgd at tertiary treatment standards. Once the facility upgrade is completed, treated effluent may be available for landscaping and agricultural uses. By reducing the application of potable water for landscaping and agricultural uses, the availability of



**Figure 6.2, Linda County Water District Water Facilities**

treated, recycled water will reduce demand for potable water. Outreach and education could be required to gain acceptance for using treated wastewater for landscaping in public areas.

**Action:** Evaluate and identify capacity upgrades, including Opportunity Areas, and collaborate with LCWD on master planning to ensure that service needs within East Linda are fully met.

**Action:** Coordinate with nearby jurisdictions to identify possible shared services, such as whether upgrades to wastewater treatment plant can be utilized by other jurisdictions.

**Action:** Review impact fee structure and collaborate with LCWD to make revisions, where feasible, to create incentives for infill development and water conservation measures that reduce flow rates.

### 6.3 ZONING

See Section 4.2.4, which describes existing Yuba County and ELSP zoning. This recommends changes to zoning to enable the desired development in East Linda. Some changes would be implemented through changes to the ELSP, while other changes would be implemented through the County's comprehensive Code Update. Zoning changes are shown graphically in Figure 6.3, (General Plan and Zoning are shown again below for reference).

YUBA COUNTY GENERAL PLAN LAND USE DESIGNATIONS	RESIDENTIAL DENSITIES	NONRESIDENTIAL INTENSITIES (FLOOR AREA RATIOS)
Commercial Mixed Use	10 to 40 du/ac	0.2 to 1.0 FAR
Valley Neighborhood	3 to 40 du/ac	0.2 to 1.0 FAR
Public/Quasi-Public	N/A	Up to 1.0 FAR

YUBA COUNTY RESIDENTIAL ZONES	RESIDENTIAL DENSITIES
R-1, Low Density	10 du/ac max.
R-2, Medium Density	8-17 du/ac
R-3, High Density	14-29 du/ac

#### 6.3.1 Opportunity Areas

The land use concept plans for the three Opportunity Areas (see Chapter 3) call for a mix of land uses, including commercial, residential, parks, and public facilities, among others. The uses identified support one another and land uses in the vicinity of the sites. A mixed-use zoning designation, with a range of residential densities and nonresidential intensities, and a list of permitted uses, could encourage development of the Opportunity Areas. Since each area is different, some variation in approach will be necessary.

#### Peach Tree Town Center

Peach Tree Town Center is zoned Commercial, which includes a broad range of commercial and retail uses and permits multi-family residential at 14-29 dwelling units per acre (du/ac), (consistent with the General Plan for R-3 zoning). This may be adequate to support the proposed land uses in the concept plan, but it does not permit the higher densities allowed by the General Plan. Site planning guidance under the Commercial zone is also limited, and does address different uses in proximity.

This could be more effectively addressed by a commercial mixed-use zoning designation. The zoning code does not currently include mixed-use zones. A commercial mixed-use zone applied to Peach Tree Town Center could achieve the concept plan's vision for the site by redefining the permitted land uses to those suitable for a predominantly commercial retail area where office and residential uses are secondary. This would require eliminating

inappropriate uses currently permitted by right (e.g., mobile homes sales) or permitted with a conditional use permit (e.g., animal hospital with outdoor kennels, golf course); and redefining uses which are currently permitted only under a conditional use permit (e.g., building supplies store) as permitted by right.

Set the maximum residential density at 40 du/ac, consistent with the General Plan. Define a nonresidential intensity range that is consistent with the General Plan (0.35 to 1.0 floor area ratio) to discourage an oversupply of parking. Consider increasing the height limits to accommodate four stories (for residential development), and make the front setback consistent with Figure 6.4, North Beale Road Street Section.

### **Yuba College Mixed-Use Center**

Yuba College Mixed-Use Center has two ELSP land use designations: East Linda Business Park (SP-BP) and East Linda Residential (SP-R-12) with 12 du/ac. While these zones are roughly consistent with the concept plan, they are overly precise, narrowly restrictive, and lack flexibility; broader zoning is recommended.

**Action:** Replace the business park zoning designation with the County's existing Commercial (C) zone, or preferably, apply the commercial mix-use described for Peach Tree Town Center. Rezone the parcel zoned SP-R-12 to the County's existing R-2, or its equivalent.

### **Goldfields Village Center**

Under ELSP zoning, Goldfields Village Center includes a business park and community commercial combining district (SP-CC/BP) and several zones representing a range of residential densities (SP-R-04, SP-R-08, SP-R-15). Public facility zoning also establishes a park. As with Yuba College

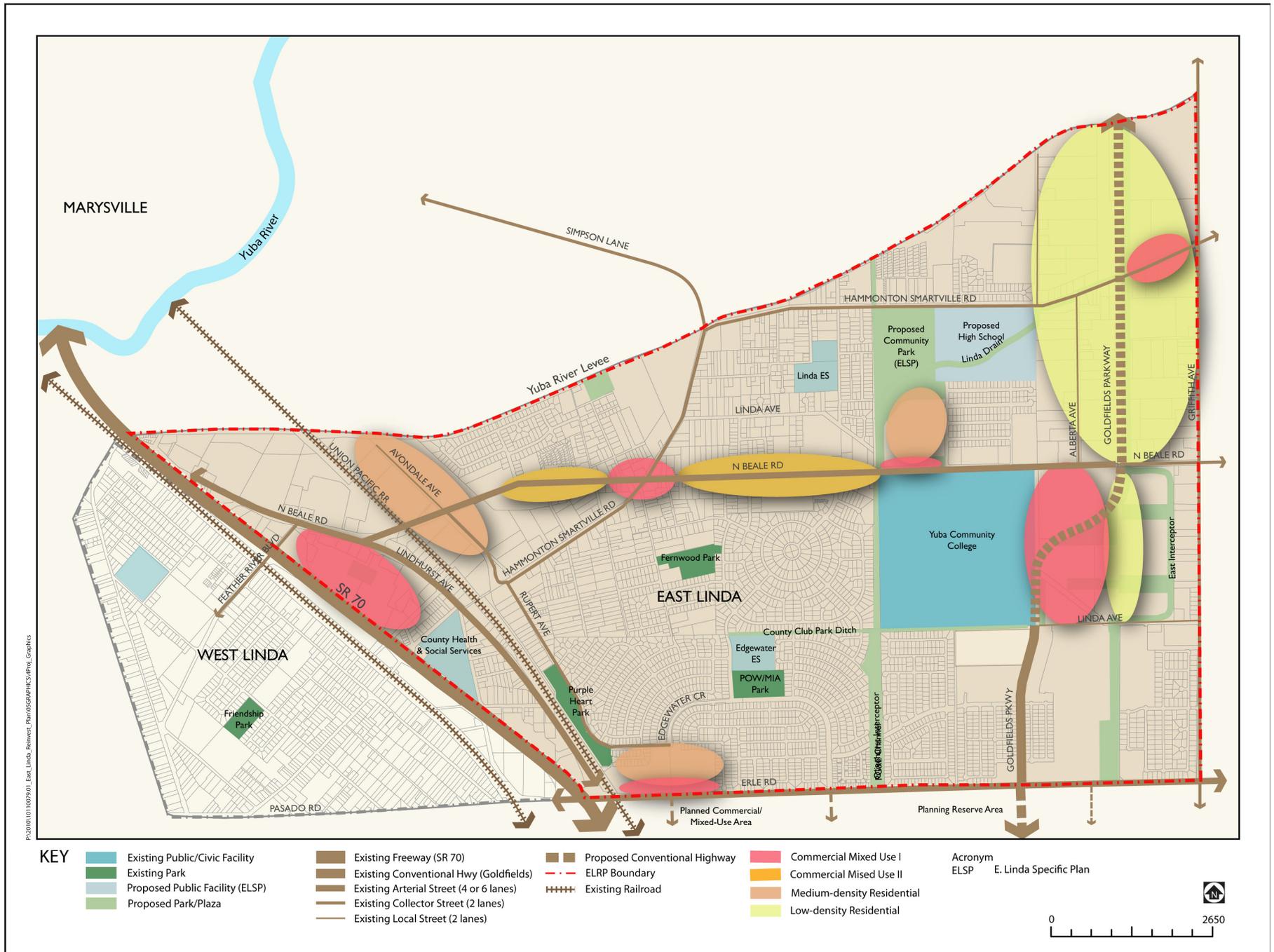
Mixed-Use Center, these zones are overly precise and restrictive in both their locations and densities.

Based on the ELRP concept plan, Goldfields Parkway acts as a dividing line for Goldfields Village Center zoning. Zoning east of the parkway should be lower density residential (R-1) for consistency with neighborhoods to the east and south. Zoning west of the parkway must accommodate the town center uses, including commercial retail, higher density residential, office, and public facilities. The zoning should also allow for a range of densities and intensities to address adjacency issues. All of these uses are permitted under the Commercial zone, and could also be accommodated under Planned Unit Development (PUD). However, careful site planning is necessary to address the rather complex infrastructure, circulation and land use issues associated with this site. The County may wish to seek a master developer who is responsible for the design of the area west of Goldfields Parkway. A combination of commercial mixed-use and residential mixed-use zoning is better able to accommodate the flexibility needed for this site.

### **6.3.2 Commercial Zoning on North Beale Road**

North Beale Road is zoned Commercial on both sides from Lindhurst Avenue to Yuba College. The Commercial zone designation permits higher density residential development and service establishments. However, it is questionable whether a developer would select this area to invest in such development without incentives.

To encourage more diverse land uses along this segment of North Beale Road such as office and medium to high-density residential, the County could choose from several strategies.



**Figure 6.3, Proposed Zoning Concept Plan**

The area could be rezoned to a mixed-use zoning designation for parcels fronting onto North Beale Road. The zone could allow commercial, office, and residential, but to encourage development other than commercial, stand-alone office or residential could be permitted by right, whereas standards could require ground floor commercial to have office or residential above or behind (no stand-alone commercial permitted).

As an alternative to the mixed-use zoning described above, or in conjunction with it, residential development could be incentivized, for instance, with height bonuses, parking reductions, or similar mechanisms that make development in this corridor more appealing and cost-effective.

### **6.3.3 Residential Zoning**

Residential neighborhoods that are mostly built out should retain their existing zoning, which includes most of the area south of North Beale Road. Two areas, however, should be reviewed for revised zoning: the parcels along Avondale Avenue and the vacant parcels within the ELSP located north of North Beale Road and east of Dunning Avenue.

#### **Avondale Avenue**

Avondale Avenue has been identified as a Secondary Opportunity Area with good potential for development, based on its proximity to shopping, healthcare, and public transit. Existing zoning includes General Industrial (M-1), Commercial (C), Single-Family Residential (R-1), and Medium-Density Residential (R-2). An approved development plan, White Cedar, is proposed for the area zoned R-1. A mixed-use zone with flexibility on densities and intensities would be appropriate for this area. Constraints on residential development could be addressed through mitigation and site design.

### **ELSP Residential**

One of the primary objectives of the East Linda Specific Plan was to promote the development of low-density, single-family homes. The 2030 General Plan changes the County's planning framework to support a more diverse mix of densities and housing types to serve the needs of individuals and families today. Application of the ELSP's residential zoning may not meet the needs of residents. ELSP zoning throughout the remaining vacant land in East Linda (except for a few scattered parcels) is at a very low density, typically SP-R-03 and SP-R-04, with some limited SP-R-07 and SP-R-08. It is recommended that all vacant properties with ELSP residential zoning not otherwise located in Opportunity Areas be rezoned to ensure compact residential opportunities, consistent with the County's policies, local household incomes, and market demand during buildout of the 2030 General Plan.

### **6.3.4 Summary of Zoning**

Zoning outside of the ELSP area will be updated as part of the County's development code update, which is underway. Zoning within the ELSP should be updated as part of a comprehensive ELSP update. In particular, mixed-use zoning that can support the growth anticipated for the opportunity areas should be incorporated into this update.

### **Site Plan Review**

The County should identify a site plan review and approval process that streamlines entitlements and ensures consistency with the vision articulated in this Plan. The review and approval process will be established as a part of the County's ongoing Zoning Ordinance and Development Code Update. The existing administrative review process could be clarified and continued.



North Beale Road will include safety features that encourage pedestrian use.

## 6.4 CIRCULATION IMPROVEMENTS

### 6.4.1 Proposed Sections and Concept Plans

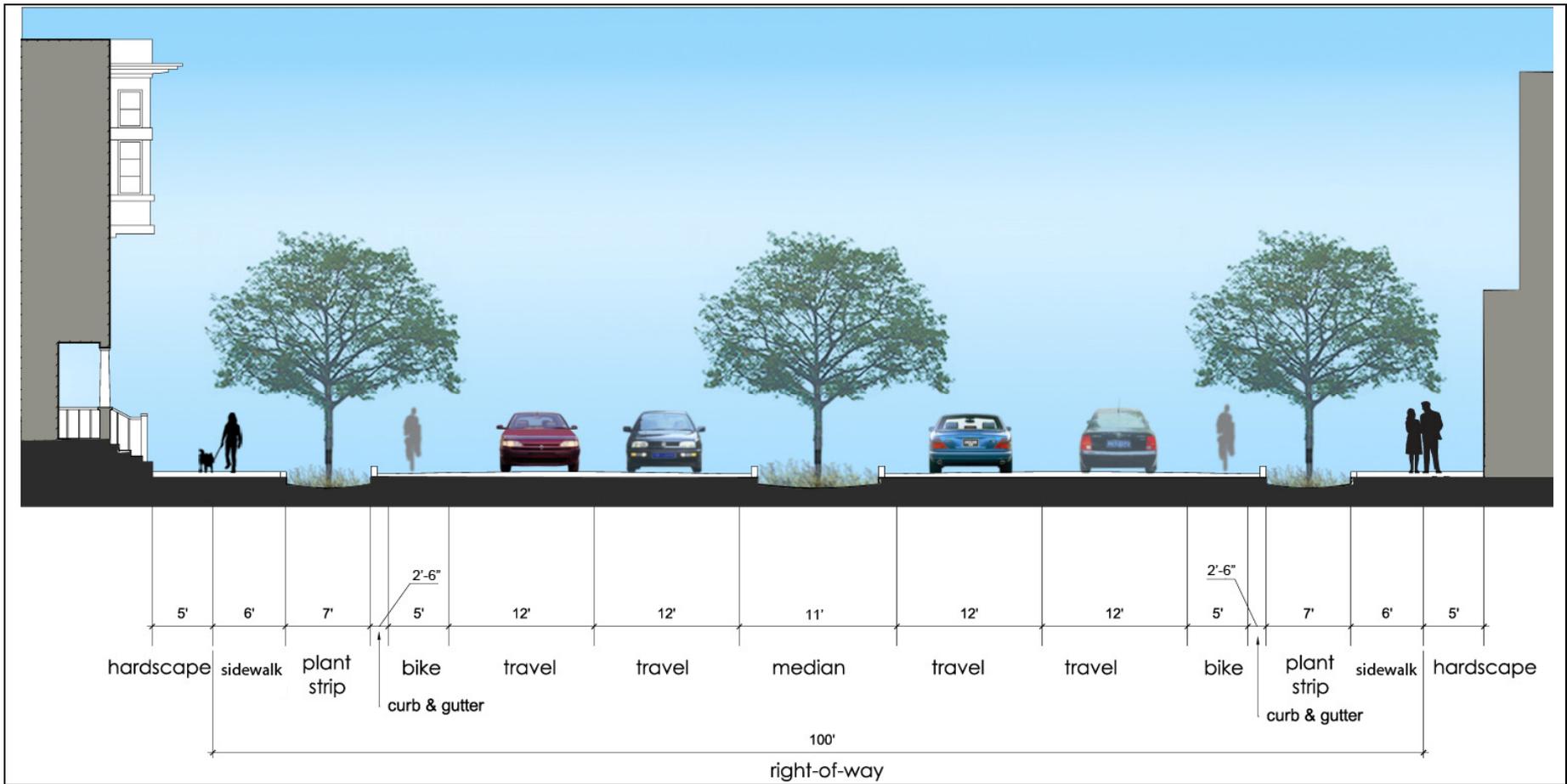
Chapter 5 introduced circulation improvements that could be made to existing and new streets and multi-use paths in East Linda. This section includes proposed sections and concept plans for three high-priority circulation improvements: North Beale Road, Goldfields Parkway, and a section that can be applied to drainage channel multi-use trails. The sections have been designed to meet or exceed Yuba County improvement standards, as defined in *County of Yuba Department of Public Works Improvement Standards* (1994) and *Yuba County Standard Plans* (2006). The sections and concept plans are described and displayed individually below.

### 6.4.2 North Beale Road Section

Figure 6.4, North Beale Road Section, shows the proposed streetscape improvements for North Beale Road, east of Lindhurst Avenue. The section includes two 12-foot travel lanes and a 5-foot bike lane on each side, with a 13-foot center median.

The median and 7-foot planting strips are intended to function as rain gardens, with drainage channeled directly from the street into the planted area. The median and planting strip will include street trees and low-water-use ornamental landscaping. Rain gardens may be limited to areas around Yuba College and eastward.

The total right-of-way for North Beale Road is 100 feet. This right-of-way excludes the 5-foot hardscape zone on each side, which will be within the private property setback and subject to owner control and maintenance.



**Figure 6.4, North Beale Road Section**

### 6.4.3 Goldfields Parkway and Eastside Interceptor Drainage Channel

Figure 6.5, the Goldfields Parkway Street Section, Goldfields Village Center, shows the proposed streetscape improvements for the extension of Goldfields Parkway north of its intersection with Linda Avenue.

Goldfields Parkway is intended to serve as a highway bypass that redirects truck traffic between SR 70 and SR 20 to the north, reducing traffic congestion along both highways, and in areas such as downtown Marysville. To accommodate the anticipated truck and higher speed vehicle traffic, Goldfields Parkway has been designed with four lanes through the Goldfields Village Center, expanding to six 12-foot travel lanes and an 11-foot median north of North Beale Road. Both segments will locate bicycle and pedestrian traffic within 10-foot multi-use paths on both sides of the roadway.

The Eastside Interceptor will be a 150- to 200-foot drainage right-of-way running adjacent to Goldfields Parkway north of North Beale Road (see Figure 5.1), and diverging in Goldfields Village Center to run along the eastern boundary of the site. The drainage channel right-of-way could include a multi-use path within the alignment that will serve as a north-south bicycle and pedestrian route.

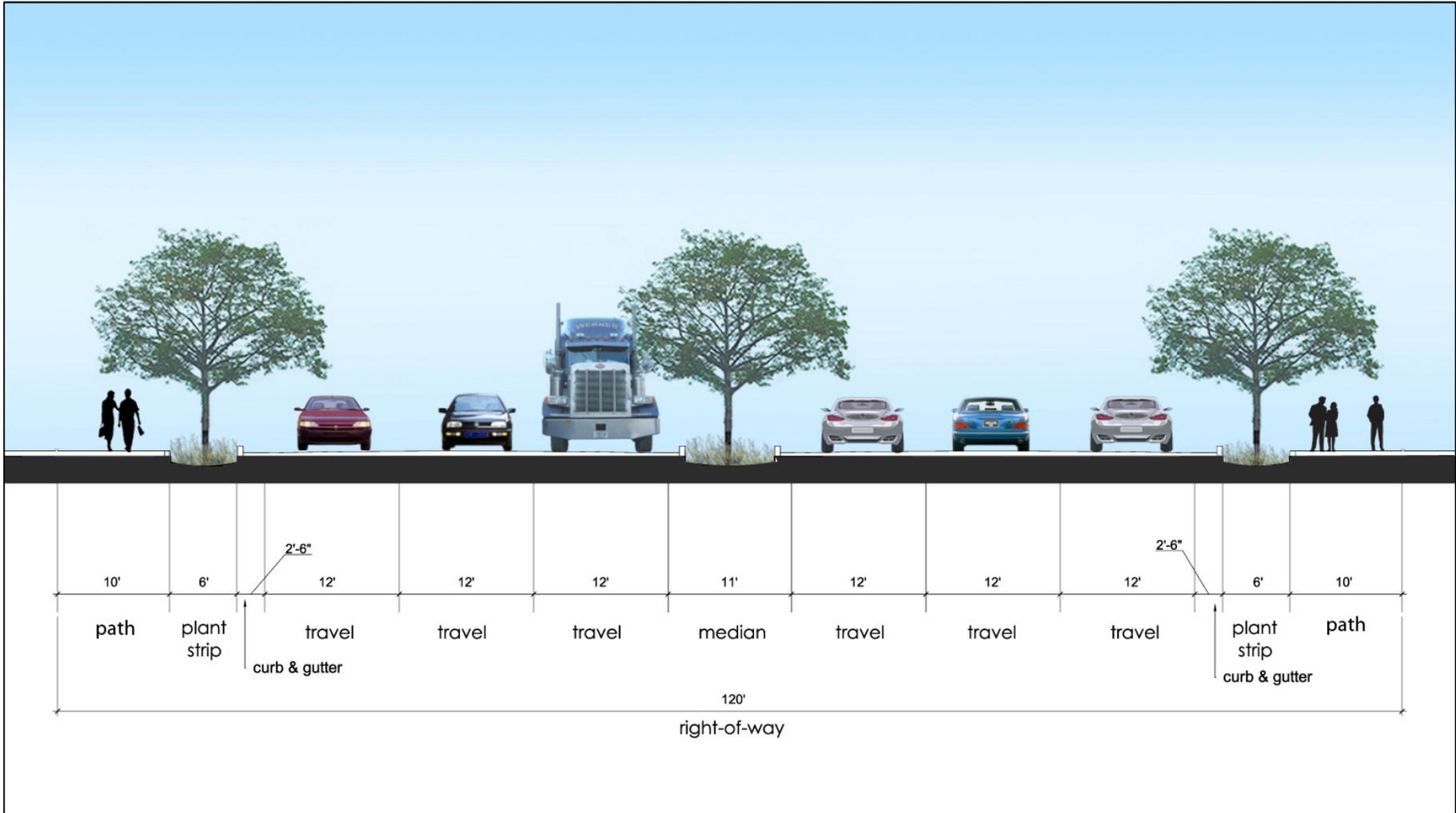
The section for this drainage channel will be similar to that shown in Figure 6.6.



Goldfields Parkway will include four to six travel lanes with a center median.



Planting in the drainage channel could include native plant species such as bulrushes.



**Figure 6.5, Goldfields Parkway Street Section, Goldfields Village Center**



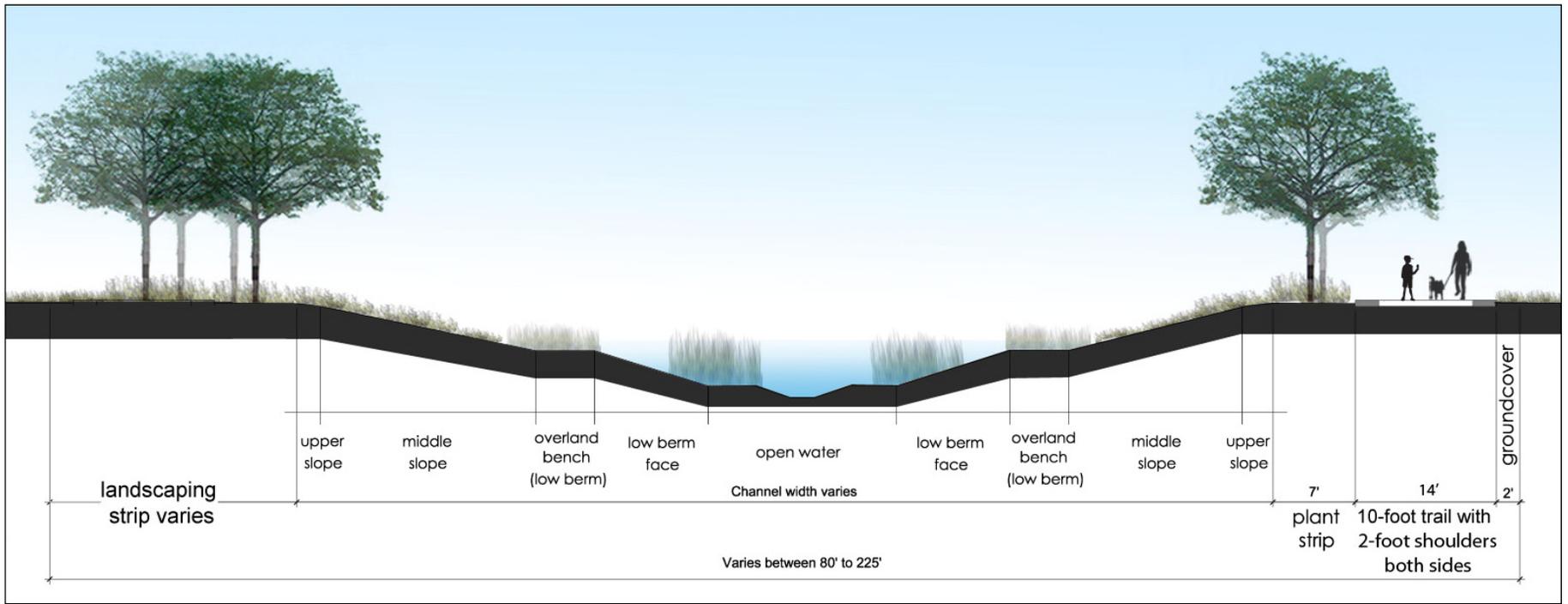
Drainage channels in East Linda could be improved to include open space and multi-use trails.

#### **6.4.4 Bicycle/Pedestrian Path (Drainage Channel)**

Figure 6.6, Bicycle/Pedestrian Path, Drainage Channel, is intended for the Linda Drain and Eastside Interceptor linear open space areas. The section is designed to preserve and enhance the stormwater drainage function, with the path constructed to withstand flooding, as necessary. In addition, the open space should preserve native flora and fauna, where present. Restoration of native species is recommended in portions of the open space where non-natives are present.

The open space right-of-way should be a minimum 50 feet wide, with a 10-foot buffer between the path and boundary. Boundary fencing of private property adjacent to the open space should be constructed of tubular metal fencing that allows visibility of the open space and promotes safety.

The path consists of a 10-foot paved surface with 2-foot decomposed granite shoulders on both sides. The trail is intended to be multi-use and can accommodate two-way bicycle and pedestrian traffic, as well as other non-motorized vehicles, such as scooters.



**Figure 6.6, Bicycle/Pedestrian Path in Drainage Channel**



Street furniture



Shade structure at transit stop



Combination trash/recycling receptacle

### 6.4.5 Streetscape Improvements Street Furniture

Street furniture typically includes seating and waste receptacles, and may also include shade structures and drinking fountains, where appropriate. To enhance the pedestrian experience, street furniture should be provided on major streets and bicycle/pedestrian paths in East Linda, with priority on high-traffic areas such as:

- Transit centers and bus stops;
- Public plazas at civic and commercial destinations;
- North Beale Road; and
- Bicycle-pedestrian paths.

Table 6.1, Pedestrian Amenities, shows the types of street furniture and shade that should be provided.

**Table 6.1, Pedestrian Amenities**

LOCATION	SHADE	SEATING	WASTE BIN
Transit Centers and Bus Stops	structure or trees	X	X
Commercial and Civic Areas	structure or trees	X	X
North Beale Road	street trees	X	X
Bicycle/Pedestrian Trails	optional	X	X

- Transit centers and public gathering places, such as civic and commercial plazas, should include shade trees or structures near seating to provide comfort during high temperature days.
- Street furniture must be constructed of durable, vandalism-resistant materials.

- Street furniture may be creatively and artistically interpreted to contribute to the visual appeal of public areas in East Linda.

### Lighting

#### Street Lighting

Street lighting shall be for the illumination of public roadways and should conform, at a minimum, to the County's *Department of Public Works Improvement Standards (1994)*.

To reduce the cost of conventional lighting and corresponding greenhouse gas emissions, the following supplemental guidelines are recommended.

- Install light emitting diode (LED) lighting for all new highway, street, and parking lot lighting and signalization in East Linda, consistent with current technologies and Caltrans recommendations.
- Consider retrofitting street lighting to LED lighting for additional energy savings.
- Install adaptive lighting controls in conjunction with the LED technology to more efficiently control lighting use and respond to existing conditions.

## ***Pedestrian Lighting***

Pedestrian lighting should be installed in high-traffic public areas, such as transit centers, commercial areas, parks, linear parks, and near community-serving destinations such as schools. Pedestrian lighting encourages use of public areas by enhancing the visibility and safety of pedestrians in intersections and along streets; reducing the potential impact of crimes of persons and property; and assisting pedestrian wayfinding.

The following guidelines are provided to direct the design of pedestrian lighting in East Linda.

- Pedestrian lighting should be located along major pedestrian routes in commercial areas, parks, and other areas with clearly-defined public access. For example, pedestrian lighting should be installed along the length of the Olivehurst Interceptor to encourage use during low-light periods.
- Pedestrian lighting may consist of pole lighting (up to 14 feet in height); bollard lighting (up to 3 feet in height); or lighting affixed to structures (such as a pergola) where suitable in commercial or public/quasi-public areas.
- All pedestrian lighting shall be designed with shields to direct light into the desired location and avoid light spillover into adjacent areas. Pole lighting shall include hoods or similar design features to avoid night-sky light pollution.
- Whenever possible, install lighting that minimizes energy use, such as solar powered or LED lighting.
- Lighting shall be constructed of durable materials that are vandal and tamper resistant.



Solar LED street lighting



Pedestrian lighting



Wayfinding signage



Gateway monument

## Wayfinding Signage

Wayfinding signage assists travelers to find local destinations such as libraries, major commercial centers, parks, and trailheads. Wayfinding signage typically uses simple, easily recognizable symbols, text, and colors to direct travelers. The signage should be scaled to the anticipated user, whether motorists, cyclists, or pedestrians. A consistent signage program, with a unique logo and design, can also help to establish a recognizable brand for the community.

Limited directional signage has been installed on arterial streets in East Linda (Lindhurst Avenue, North Beale Road). Additional wayfinding signage should be installed in these locations:

- Along arterial and collector streets, including North Beale Road, Hammonton-Smartsville Road, Lindhurst Avenue, Erle Road, Avondale Avenue, Rupert Avenue, and Edgewater Circle.
- Along multi-use paths, including the Regional Park Site Connector (the levee path), the Olivehurst Interceptor path, and the Linda Drain path.

Wayfinding signage in East Linda could direct travelers to destinations, such as Yuba College, the Peach Tree clinic, local parks such as the community park, and even regularly scheduled events such as a farmers' market.

## Gateways

Gateways help to announce arrival at a community and to establish its identity as a distinctive community. Depending on the location, gateways can include monument signage; ornamental landscaping; lighting; and decorative architectural elements, such as walls and public art. At a minimum, gateways for East Linda should include

signage identifying the community's name and motto (if available) and decorative landscaping. Wayfinding signage may be part of the entry signage if it is consistent in style. If not, it should be installed separately from the entry monument.

Gateway signage is recommended for installation at major entries into East Linda, including:

- Feather River Boulevard;
- Lindhurst Avenue and Erle Road;
- Goldfields Parkway (north and south entries);
- North Beale Road and Griffith Avenue;
- Hammonton-Smartsville Road and Griffith Avenue; and
- Hammonton-Smartsville Road and Simpson Lane.

## Street and Parkway Trees

Standards for street trees and landscaping are defined in Ordinance 12.87, Yuba County Landscaping Ordinance, which includes landscaping requirements by zone. In addition, approved street trees and landscaping plants are identified in Ordinance 12.87.065, Yuba County Approved Street Tree List, and Ordinance 12.87.070, Yuba County Recommended Ground Cover and Shrub List.

The County-approved street tree list consists primarily of ornamental deciduous and evergreen tree species with few California native species. Because some native California tree species may be well adapted to the local climate, tend to require less water than their ornamental cousins, and are often less prone to diseases, they are a desirable addition to any list of street trees. California native trees are shown in Table 6.2, California Natives for Street Tree Use.

**Table 6.2, California Natives for Street Tree Use**

CALIFORNIA NATIVE TREES	
Alnus rhombifolia	White alder
Alnus rubra	Red alder
Catalpa speciosa	Western catalpa
Juglans hindsii	Black walnut
Lithocarpus densiflorus	Tanoak
Lyonothamnus floribundus	Ironwood
Platanus racemosa	California Sycamore
Quercus agrifolia	Coast live oak
Quercus lobata	Valley oak

### 6.4.6 Open Space Landscaping

The linear open space along drainage channels should be restored to a natural appearance with native plant species representative of the area. Where plant species are not within the drainage

area or adjacent riparian area, primarily climate appropriate species should be used to avoid the necessity for irrigation. Ornamental plants that typically have higher water needs or may be invasive should be avoided. Plants, shrubs, and grasses should be planted in a manner that appears varied and informal. Clusters of trees may be provided for shade with seating located nearby to provide comfortable resting places for trail users.

### Water Sensitive Urban Design

Landscaping planted in a more urban setting, such as within planting strips along streets and as part of commercial developments, should be selected and designed to minimize water use. Where irrigation is necessary to maintain the appearance of landscaping, it should be designed to minimize water use through drip irrigation (wherever possible), the use of timers, and generous applications of mulch to reduce evaporation.

Stormwater reuse methods should be incorporated whenever possible, in the form of bioswales and rain gardens, into the design of planting strips, parking lots, tree boxes, and other planted areas. Permeable pavers are recommended for pedestrian walkways and surface parking areas to keep stormwater runoff on site.

## 6.5 PHASING

Tables 6.3 and 6.4 summarize improvements recommended in this Plan. The table shows projects that are already underway, such as streetscape improvements on North Beale Road and Rupert Avenue, and those likely to be completed in the next five years. The table also shows projects that will be significant to long-term development in East Linda, but for which there is no immediate funding.



Examples of bioswales

**Table 6.3, Recommended Short-Term Improvements**

PROJECT OR IMPROVEMENT	RESPONSIBLE ENTITY	NOTES/PROGRESS
<b>NEAR-TERM PRIORITY (1-5 YEARS)</b>		
<b>Transportation, Circulation, and Streetscape</b>		
North Beale Road and Rupert Avenue Streetscape	PW, Planning	In process
Pedestrian crossings on Dunning and Linda Avenues	PW	
Lighting on Dunning	PW	
Expand transit service to underserved areas	PW, YS Transit	
Develop wayfinding signage and urban gateway standards	Planning	
<b>Infrastructure and Utilities</b>		
Peach Tree Town Center water / sewer capacity studies	PW, LCWD	
Drainage study for Yuba College Mixed-use Center site	PW	In process, draft South Yuba Drainage Study
Implement recycled/graywater use	PW, LCWD	After completion of sewer upgrades
Implement water conservation program	PW, LCWD	
Eastside Interceptor drainage study	PW	In process, draft South Yuba Drainage Study
<b>Land Use</b>		
Peach Tree Town Center – seek master developer	CD	
Goldfields Village Center – coordinate with Yuba College on long-range planning	Planning	
Identify site for community center / meeting space	Planning	
Identify and establish interim farmers’ market site	Planning	
Identify site(s) for community garden	Planning	
<b>Parks</b>		
Plan and develop community park	PW	In process
Coordinate with Marysville Joint Unified School District to identify a trail ROW along Linda Drain on school site	PW	
Coordinate with Yuba College to identify trail ROW along west side of college	PW	
<b>Administrative Policy</b>		
Update the County development code / zoning code	Planning	In process
Update the East Linda Specific Plan	Planning	
Revise sewer/water fee structures	LCWD	

<b>Acronyms</b>	
PW	Yuba County Public Works Department
Planning	Yuba County Planning Department
CD	Yuba County Community Development Department
LCWD	Linda County Water District
YS Transit	Yuba Sutter Transit
Caltrans	California Department of Transportation

**Table 6.4, Recommended Mid- and Long-Term Improvements**

PROJECT OR IMPROVEMENT	RESPONSIBLE ENTITY	NOTES/PROGRESS
<b>MID- to LONG-TERM PRIORITY (5-15 YEARS)</b>		
<b>Transportation, Circulation, and Streetscape</b>		
Install Avondale Streetscape	Developer, PW	
Construct Goldfields Parkway	Caltrans, PW	
Pedestrian improvements to Union Pacific RR Crossing at Hammonton-Smartsville Road	PW, Union Pacific	
Install streetscape on Hammonton-Smartsville Road	PW	
Complete sidewalks and bike lanes on Erle Road (south side)	Developer, PW	
Extend streetscape on Lindhurst Avenue	PW	
<b>Infrastructure and Utilities</b>		
Install water / sewer to serve Goldfields Village Center	LCWD	
Construct Eastside Interceptor and trail system	PW	
<b>Land Use</b>		
Seek master developer for Yuba College Mixed-Use Center	Planning	
<b>Parks</b>		
Develop alternative use for Fernwood Park	PW, Planning	
Construct trails along Olivehurst Interceptor / Linda Drain	PW	
Construct Regional Park Site Connector (levee trail)	PW	
<b>Administrative Policy</b>		

<b>Acronyms</b>	
PW	Yuba County Public Works Department
Planning	Yuba County Planning Department
CD	Yuba County Community Development Department
LCWD	Linda County Water District
YS Transit	Yuba Sutter Transit
Caltrans	California Department of Transportation

### 6.5.1 Financing Strategies

This section describes potential financing strategies and funding sources for implementing the East Linda Reinvestment Plan. Any funding pursued by the County must be consistent with County vision, goals, and policies, as well as regulations and procedures relevant to funding procurement, contracts and agreements, recordkeeping, reporting, and other administrative requirements of such funding. Such County policies, regulations, and procedures will guide the selection of funding options.

#### Smart Growth and Land Use Planning

##### Sustainable Communities Planning Grant and Incentives Program

Funded by California Proposition 84 and administered by the Strategic Growth Council, these grants fund a wide range of smart growth planning projects, which can include housing, transportation, and infrastructure.

**ELRP Projects:** Affordable housing, water and sewer capacity expansion

##### Yuba College Funding

The County has the authority to levy parcel or special taxes or a sales tax to fund specific improvements at Yuba College. General obligation bonds are another option to fund specific projects. While less desirable than grant funding, these mechanisms are commonly used by California community colleges to fund projects.

**ELRP Projects:** Student housing in Yuba College Mixed-Use Center and Goldfields Village Center Primary Opportunity Areas, educational and R&D facilities in Opportunity Areas

### Transportation, Streetscape, Bicycle, Pedestrian

#### TIGER Grants

Funded by the U.S. Department of Transportation, these grants are intended for transportation projects of regional significance. These grants can also be used for transit projects and bicycle facility planning. Planning grants are available for the planning phase of transportation projects.

**ELRP Projects:** Any remaining funding needs for improvements to the North Beale Road. Funding for Goldfields Parkway.

#### SACOG Community Design Funding Program and Metropolitan Transportation Plan

The grant provides funding to implement the principles of the Blueprint Project (mixed land uses, transportation options, housing choice, compact development, use of existing assets, quality design, and natural resource protection). However, because the grant is funded by federal transportation funds, transportation improvements must be a significant element of the project, with transportation infrastructure and complete streets projects receiving most of the funding. Planning projects are generally not eligible for federal funds, but small grants (under \$100,000) may be awarded for planning on a case-by-case basis.

In addition, the Sacramento Area Council of Governments' Metropolitan Transportation Plan (MTP) identifies transportation improvements for funding based on local and regional priorities. Improvements identified in the MTP can receive state and federal funding.

**Potential ELRP Projects:** design and construction of the multi-use trails, streetscape improvements to

improve transit, bike, and pedestrian accessibility on Dunning Avenue, Hammonton-Smartsville Road or Lindhurst Avenue

### **Safe Routes to School**

There are federal and state Safe Routes to Schools grant programs. In California, federal funding of the Safe Routes to School program is administered by the California Department of Transportation. The program funds improvements such as sidewalks, pedestrian crossings, bike lanes and bike trails.

Mini grants (\$1,000 or less) may be used to fund start-up of informational programs for school administrators and parent-teacher associations.

A similar, but separate program funded by the Center for Disease Control is the Kids Walk-to-School program, which acts as a clearinghouse and support for communities wishing to increase the number of children walking to school. Improvements under this program may be funded by federal SAFETEA-LU funding.

**ELRP Projects:** sidewalk and pedestrian crossing improvements on Dunning and Linda Avenues and Hammonton-Smartsville Road.

### **Congestion Mitigation and Air Quality Improvement (CMAC)**

This federal program provides funding for transportation improvements that improve air quality, including bicycle and pedestrian circulation enhancements. Funding is available for areas that may be in nonattainment of federal air quality standards, or are now in attainment but previously were not.

**ELRP Projects:** Sidewalks on Dunning and Linda Avenues, and multi-use trails.

### **State and Community Highway Safety Grant Program and Highway Safety Improvement Program**

The California Office of Traffic Safety administers grant funding by the National Highway Traffic Safety Administration, which include grants that provide funding for safety measures that reduce traffic accidents, under the State and Community Highway Safety Grant Program. Federal funding is available for highway safety improvement projects, administered by Caltrans.

**ELRP Projects:** North Beale Road has been identified as having a poor traffic safety record. OTS grants could help to fund pedestrian crossings and traffic circles near high activity areas such as Yuba College and at the intersection with Hammonton-Smartsville Road.

### **Recreational Trails Program (RTP)**

California State Parks administers federal grant funding for the Recreational Trails Program, which funds the design and construction of recreational trails.

**ELRP Projects:** multi-use trails, including the levee trail and the Olivehurst Interceptor and Linda Drain trails.

### **Feather River Air Quality Management District (FRAQMD) Grants**

Yuba County falls within the purview of this air quality district, which implements a number of granting programs, including the California Air Resource Board's Low Emission School Bus Program, the federal EPA's Residential Wood Stove Change-out Program, and the Carl Moyer Program to increase the efficiency and thus reduce the emissions of off-road vehicles and agricultural equipment. In particular, the Carl Moyer Program

may be of interest for vehicles that use the Shad Road ORV park. While the park is outside the Planning Area, it is adjacent to East Linda and improvements will directly impact the community.

#### **Rural or Small Urban Transit Planning Studies**

Funded and administered by the California Department of Transportation, in cooperation with the Federal Highway Administration, this grant is intended to fund technical planning studies for transit programs, including transit development plans, ridership surveys, and transit service implementation plans. Grants are typically for \$100,000 or less.

**ELRP Projects:** planning for expansion of service into underserved areas in the eastern portion of East Linda.

#### **Business Assistance**

##### **California Department of Housing and Community Development – Small Cities CDBG Program**

Under the federal Community Development Block Grant Program, the State of California provides housing and community development grants to small cities and counties that are not eligible to receive such funding directly from the federal government. Among the eligible activities are economic development grants and loans to businesses for a variety of activities, including publicly owned infrastructure improvements, working capital, land acquisition, equipment purchase, inventory purchase, debt restructuring, and other direct assistance. Local grants may support businesses by providing water and sewer services, access roads, and other public facilities. Microenterprise funds may provide credit or

technical assistance for persons developing micro enterprises.

##### **Economic Development Administration (U.S. Department of Commerce)**

Under the Public Works and Economic Adjustment Assistance Program, EDA supports development in economically distressed areas of the United States by fostering job creation and attracting private investment. Eligible uses include construction, non-construction, and revolving loan fund investments. The funds may be used to support new businesses and growth of existing businesses, consistent with a regional economic development plan.

##### **Enterprise Zone**

East Linda is included in the Yuba-Sutter Enterprise Zone, a state-designated area that provides state tax and local incentives to businesses that are located in the boundaries. The Yuba-Sutter Enterprise Zone designation runs through October 14, 2021.

##### **Utilities**

##### **Propositions 1C and 46**

The California Department of Housing and Community Development administers Prop 1C and 46 funding. These programs are intended to support the development of affordable housing and can be used to pay for water, sewer, storm drainage, other utility, and transportation improvements required for affordable housing projects. Housing projects for lower income individuals and persons with disabilities are suitable for funding.

**ELRP projects:** Infrastructure for housing in Opportunity Areas.

### **Sustainable Communities Planning Grants**

See Land Use Planning, above

### **Small Community Wastewater Grant Program**

This grant is administered by the California Water Resources Control Board and is available to small communities for assistance with the planning, design, and construction of publicly-owned wastewater treatment facilities. This program is available to

The Small Community Wastewater Grant (SCWG) Program, most recently funded by Propositions 40 and 50, provided grants for the planning, design, and construction of publicly-owned wastewater communities with a population of 20,000 persons or less and may not be available for East Linda as the community grows. **ELRP projects:** expansion of the sewer system to serve the eastern part of East Linda, including the Goldfields Village Center Primary Opportunity Area.

### **Parks**

#### **Recreational Trails Program (RTP)**

See Transportation section above

#### **Statewide Park Program**

Administered by California State Parks, through its Office of Grants and Local Services, the Statewide Park Program supports new parks and recreation facilities in underserved communities throughout the state. The program can also be used to fund facilities, including community centers, community gardens, and performing arts venues, in addition to more standard park facilities such as play equipment and sports fields.

**ELRP Projects:** new parks/park facilities, community center, community gardens.

### **Land and Water Conservation Fund (LWC)**

Administered by California State Parks, the LWC fund supports the acquisition and development of lands for outdoor recreation. Yuba County is an eligible entity, and may apply for funding to develop park lands.

**ELRP Projects:** Community Park, multi-use trails in linear parks, acquire land for a new neighborhood park.

### **Greenprint**

Greenprint is a program sponsored by the Sacramento Tree Foundation to promote public awareness of trees and their many benefits throughout the Sacramento region. Marysville Vice Mayor, Christina Billeci is a partner, as is Yuba County Supervisor, Mary Jane Griego. Funding for the program comes from a consortium of agencies or organizations, including SACOG, SMUD, and cities and counties.

**ELRP projects:** public education, and tree planting in new and existing parks. Tree planting in the parking lot at the Peach Tree Town Center Primary Opportunity Area.

### **Private Funding**

The County may require new development to construct and dedicate frontage improvements consistent with this Plan and applicable Code requirements. This could include curbs, sidewalks, street trees, naturalized drainage, and possibly street furniture. Whether the County requires construction and dedication or fair-share contribution to a fee program will depend on the timing of new developments relative to broader public improvement projects.

The County regularly reviews its development fees and works with other service providers that also charge such fees. The County seeks to ensure that charges have a close nexus to the infrastructure and service impacts of development rather than using standard “per dwelling unit” or “per 1,000 square feet of floor area” fee standards that do not bear a relationship to a specific project’s actual impacts.

Similarly, the County seeks ways to incentivize sustainable developments that reduce impacts by charging such development lower fees. For example, Action CD15.2 of the 2030 General Plan (Drainage Planning and Funding) commits the County to examining opportunities to revise drainage and levee impact fees, particularly in targeted reinvestment and employment development areas. The County’s infill, reinvestment, and employment goals will be considered as impact fees are revised, taking opportunities to reduce impact fees for compact, mixed-use, and infill development. The County will coordinate with special districts that provide drainage services, as appropriate, to assist with fee updates in these areas, as well.

Additional private financing of improvements and maintenance could be available through the formation of assessment districts (such as Property and Business Improvement Districts) in the future, as well.