



South of Live Oak/North of Yuba City

Board of Supervisors' Previous Direction:

Designate Industrial/Commercial (I/C) Reserve for approximately ¼-mile on both sides of Highway 99 from south of Live Oak's Sphere of Influence to north of Yuba City's "new" SOI. This area encumbers approximately 1,235 acres and could potentially accommodate over 16 million square feet of industrial and commercial uses.

Screening Considerations:

Water Service	
<ul style="list-style-type: none"> Industrial uses typically need large amounts of water. In addition to water for industrial operations, fire suppression systems are required which necessitate high water flows and significant storage. It is difficult to provide for high water demand over a large (1,230+ acre) area through individual private wells. The amount of water required could result in competing groundwater drafting with other industrial and nearby agricultural uses. In addition, high levels of arsenic are known to exist in the groundwater within Area A. The most feasible way to support a large amount of new industrial use in Area A is through extension of a public water system. This could be created and administered by the County, but would be more efficient and cost effective if extended from the adjacent cities. 	<p>The most feasible and cost effective way to provide water service to new industrial land within Area A is through extension of a public water system from the adjacent cities.</p>
Sewer Service	
<ul style="list-style-type: none"> Industrial uses often generate large amounts of wastewater. This wastewater requires a high level of treatment before it can be discharged. The use of individual septic and treatment systems for industrial uses over a large (1,230+ acre) area is not feasible. The most efficient way to convey, treat, and discharge wastewater from new industrial uses in Area A is through extension of a public sewer system. This could be accomplished most cost effectively if extended from the adjacent cities. 	<p>The most feasible and cost effective way to convey, treat, and discharge wastewater from new industrial land within Area A is through extension of a public sewer system from the adjacent cities.</p>
Flooding/Storm Drainage	
<ul style="list-style-type: none"> Industrial uses typically need to have below ground storm drain systems. In addition, the large amount of impervious surfaces associated with industrial uses results in increased runoff volumes and peak flows, necessitating the need for large detention basins in the area. For these reasons, it is not feasible to use roadside drainage ditch systems over a large (1,230+ acre) area, and master planned drainage systems are required. Area A is not currently mapped within the 100-year floodplain, but the entire area will be on future floodplain maps. In accordance with SB 5, 200-year flood protection will be required for urban (industrial) uses. Future levee improvements (10-15+ years out) could eventually provide flood protection to all or a portion of Area A. 	<p>Industrial uses would require below ground master planned storm drain systems with large detention basins.</p> <p>Area A is not currently mapped within the 100-year floodplain, but will be in future floodplain maps.</p>
Other Considerations	
<ul style="list-style-type: none"> The ultimate development of 1,230+ acres of industrial/commercial uses in Area A will result in a substantial number of new vehicle trips on Highway 99 through Yuba City to and from the south (I-5 and Highway 20). Significant Improvements may be required. Caltrans will limit direct access to Hwy 99, requiring internal roadway systems to allow cross access. The proximity of the railroad tracks adjacent to Hwy 99 complicates vehicular access. There is the potential for Area A to connect to rail, although such connection(s) may be costly. Area A is within the Yuba-Sutter Enterprise Zone. Upgraded fire protection services will be needed for Area A. Designating I/C Reserve along the entirety of the Highway 99 corridor between Live Oak and Yuba City eliminates the potential for a future separation (greenbelt) between the cities. 	<p>Area A has potential rail access and is within the Yuba-Sutter Enterprise Zone.</p> <p>Congestion on and access to Highway 99 would be an issue, and upgraded fire protection will be needed.</p>

Options:

1. Retain all of Area A in I/C Reserve and study it in the alternatives analysis.
2. Reduce the size and/or capacity of the I/C Reserve in Area A. Based upon the above screening considerations, significantly smaller areas adjacent to one or both of the cities would be the most feasible.
3. Redesignate Area A (or a portion thereof) as a "Future Study Area". While no uses or capacity would be allocated or analyzed in the alternatives analysis, this would signify the County's intent that Area A be subject to study for potential development (or possibly non-development such as a buffer between cities) in the future. At the appropriate time in the future, the most feasible approach for the development of Area A would be to prepare a specific plan for the area including water, wastewater, stormwater, and transportation master plans and other required documents.
4. Eliminate the I/C Reserve in Area A and revert to existing uses indicating that future development of the area is not anticipated within the horizon of the updated General Plan (2030), or that if development is planned it should be via future annexation to the Cities.