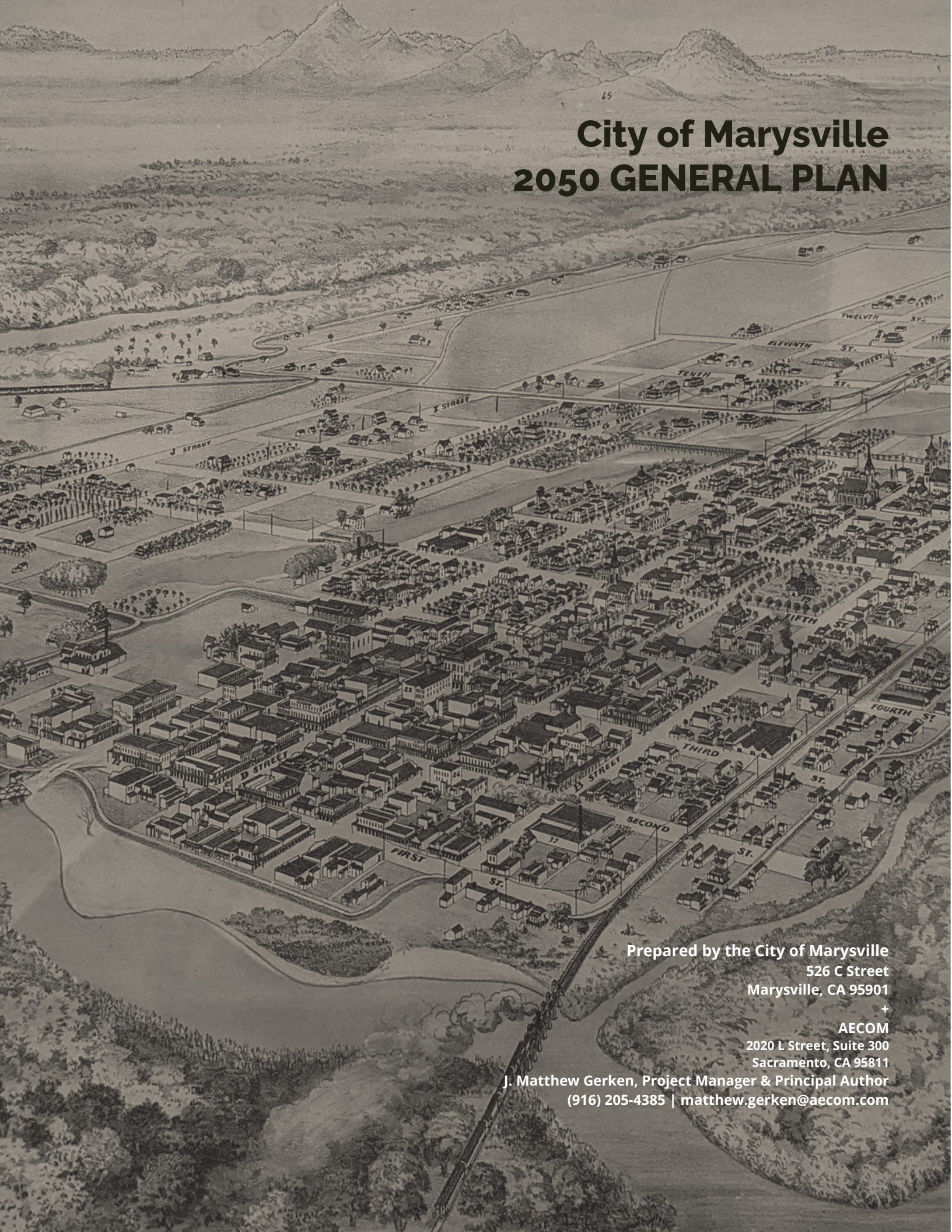
CITY OF MARYSVILLE

2050 GENERAL PLAN

Marysville General Plan and Specific Plan 2050

City of Marysville
2050 GENERAL PLAN



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List of Acronyms

ACE	Altamont Corridor Express
ADA	Americans with Disabilities Act
ALUC	Airport Land Use Commission
BCAG	Butte County Association of Governments
C	Circulation
Cal Water	California Water Service Company
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBO	community-based organizations
CEQA	California Environmental Quality Act
City	City of Marysville
CNEL	Community Noise Equivalent Level
DAC	Disadvantaged Communities
dB	decibel
dBA	A-weighted decibel
du/ac	Dwelling Unit Per Acre
EIR	Environmental Impact Report
EJ	Environmental Justice
FAR	floor area ratio
FEMA	U.S. Federal Emergency Management Agency
GHGs	greenhouse gases
LAFCO	Local Agency Formation Commission
L_{dn}	Day-Night Average Sound Level
L_{eq}	Equivalent Noise Level
LOS	Level of Service
LU+CD	Land Use + Community Development Element
MPH	miles per hour
NOAA	National Oceanic and Atmospheric Administration
OEHHA	Office of Environmental Health Hazard Assessment
OS	Open Space + Conservation + Recreation

PG&E	Pacific Gas and Electric Company
PM	Post Mile
SACOG	Sacramento Area Council of Governments
SafeTREC	Safe Transportation Research & Education Center
SB	Senate Bill
SBFCA	Sutter Butte Flood Control Agency
SR	State Route
VMT	vehicle miles traveled
YCRCD	Yuba County Resource Conservation District's

PART 1 INTRODUCTION + PURPOSE

1.1 Introduction

The General Plan communicates the vision and long-term strategy for how the City of Marysville community will evolve through 2050. The General Plan provides the basis for Marysville's regulation of the overall amount, character, and location of urban development, as well as economic development, historic preservation and natural resource conservation, transportation, public safety, public facilities and services, infrastructure, and housing.

Above. Hart Building

State law requires every California city and county to maintain a comprehensive, long-term general plan to guide physical development. The plan must be an integrated, internally consistent, and compatible statement of policies that focus on issues that are most important to the community.

The general plan guides decisions on entitlements, annexations, zoning, subdivision and design review, entitlements, capital improvements, and other actions. Local governments are solely responsible for review, approval, and implementation of general plans.

Specific plans can also be adopted to implement a jurisdiction's general plan within a specified geographic location within an agency's overall planning area. As part of the City's 2050 planning process, concurrent efforts are underway to prepare and adopt a Downtown Specific Plan. The Downtown Marysville Specific Plan is focused on promoting reinvestment, vibrancy, housing, and economic development in the City's Downtown.

Successful implementation of Marysville's 2050 General Plan will be achieved through planning and entitlement actions, public investments, public-private partnerships, and coordination with service providers and other public agencies.

Marysville's 2050 planning efforts have benefited greatly from an extensive and multi-media public and stakeholder engagement program. Understanding that implementation of the 2050 General Plan will be collaborative, the City recognizes the importance of developing the plans in a collaborative way. This started with the development of a consensus vision for 2050 based on input from the General Plan Advisory Committee (made up of stakeholders discussed below), and also included feedback via public workshops from the City Council, Planning & Historic Preservation Commission, and general public, as well as online and mailed surveys. This process produced agreement on the guiding principles, deliberation around policy alternatives, and a comprehensive review of the draft plans.

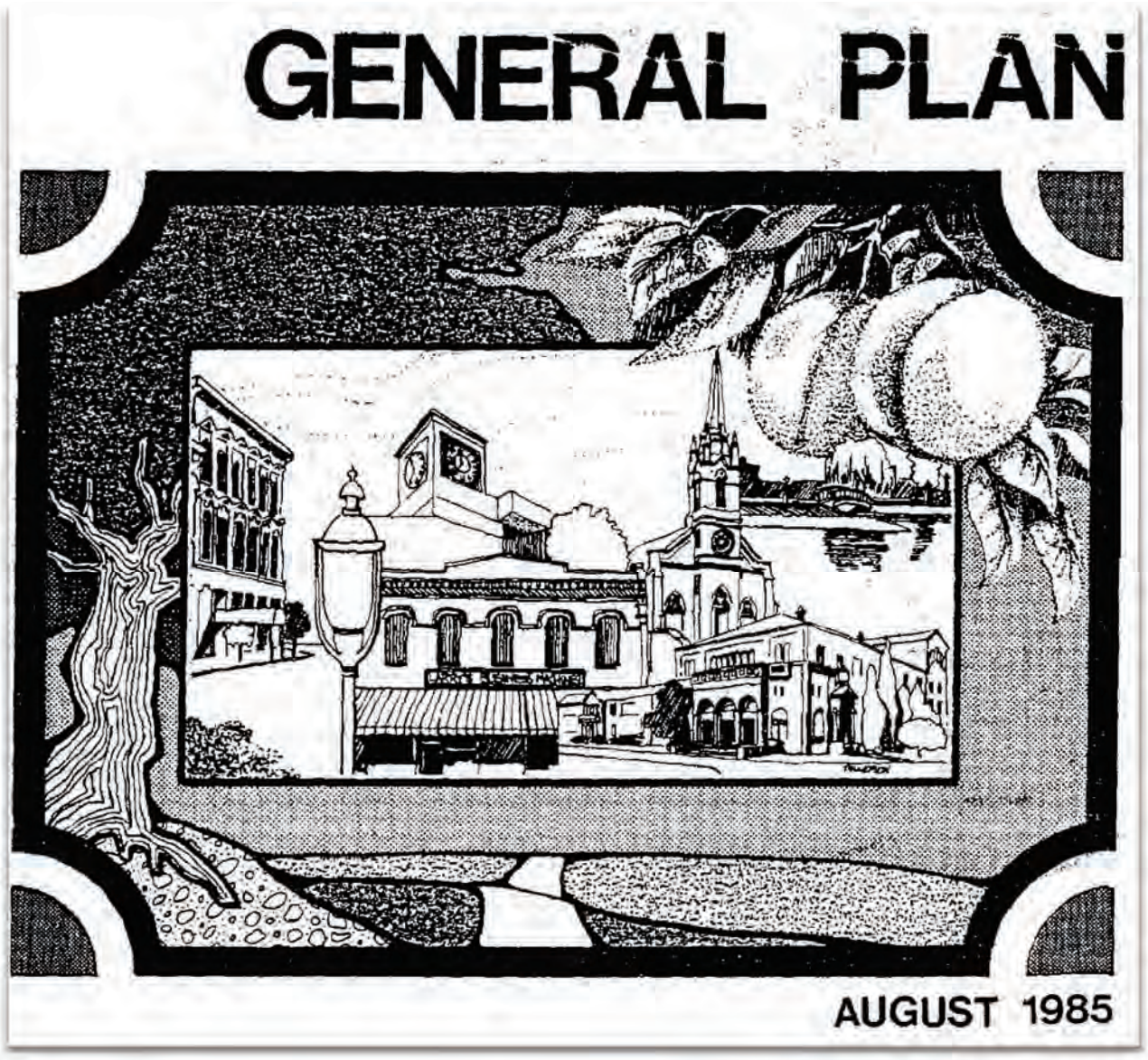
1.2 Purpose

The General Plan documents the community's consensus vision, but is intended to be a living document that is implemented and adjusted, as needed, to make progress toward that shared vision. The General Plan communicates the City's position on important community planning issues in the form of policy statements, and identifies actions required to implement General Plan policies. The General Plan:

- Identifies reinvestment opportunity areas and guidance for development within these opportunity areas;
- Promotes economic development and fiscal sustainability;
- Identifies additional housing opportunities so that workers can live close to their workplaces and other destinations,
- Identifies increased access improvements that improve traffic flow and bicycle and pedestrian safety.
- Addresses how to protect, enhance, and maintain desired aspects of community character and the local quality of life;
- Serves as the basis for City regulatory actions and investments;
- Provides direction for the City and other service providers to plan for services, facilities, infrastructure, and environmental mitigation.

This General Plan fulfills the requirements of state law and was prepared in consideration of guidelines published by the California Office of Planning and Research.

The Marysville 2050 General Plan supersedes the Marysville General Plan adopted in August of 1985. The City may consider proposed amendments to the 2050 General Plan as conditions change to remain consistent with the City's long-term vision.



Above: Cover of the 1985 Marysville General Plan

1.3 Plan Organization + Contents

The Marysville 2050 General Plan is composed of goals, policies, and implementation strategies, along with high-level summaries of relevant context to help the reader understand the policy content.

Goals are representative of the desired future. Policies are specific statements that guide decision-making for the City in managing land use change, prioritizing public investments, mitigating environmental effects, and other related actions. Implementation Strategies serve as instructions for City staff to execute proactive measures or processes.

The General Plan includes the following sections and Elements:

- Part 1: Introduction + Purpose (this section)
- Part 2: Vision + Guiding Principles
- Part 3: Land Use + Community Development
- Part 4: Circulation
- Part 5: Open Space + Conservation + Recreation
- Part 6: Environmental Justice
- Part 7: Noise
- Part 8: Safety (Adopted Separately and Under Separate Cover)
- Part 9: Housing (Adopted Separately and Under Separate Cover)
- Part 10: Glossary

The General Plan *Glossary* defines certain technical terms used throughout this document to ensure a broad understanding of the City's intent.

PART 2 VISION AND GUIDING PRINCIPLES

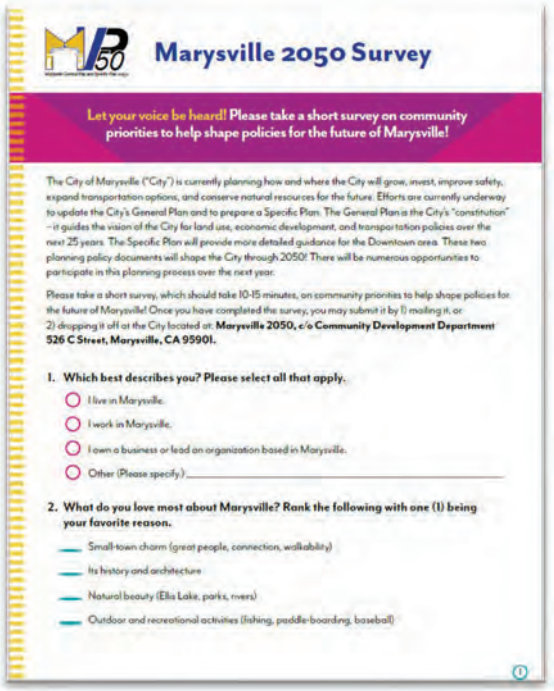
2.1 Public Engagement

The City's General Plan is intended to be understood by all members of the community. In fact, the City *relies* on the community to have ownership of the ideas conveyed in this Plan and assist in its implementation. As such, the City actively engaged the public throughout the process of updating the General Plan. The following outlines some of the ways the community participated in the development of this new General Plan.

General Plan Advisory Committee. The City appointed diverse representatives of Marysville as a "sounding board," and to provide the primary input that has formed the foundation of this General Plan. A series of meetings with the Advisory Committee helped identify Marysville's most important assets, challenges, and opportunities, and culminated in a shared vision for Marysville in 2050 that was used to draft this General Plan.

Community Surveys. The City built a large cache of contact information for community leaders, property owners, representatives from local employers, people that have participated in planning exercises in the past, and individuals that requested to be a part of the General Plan Update.

Several community surveys were promoted by the City throughout the General Plan Update process so that people could provide useful input at a time and place convenient to them. Both electronic surveys and mailed surveys were used. The City mailed out a survey request to *all* addresses in Marysville in December 2022, to inform the community about the General Plan process and request feedback on the most important community opportunities and issues, the changes residents want to see in Marysville, priorities for investment, appropriate areas for growth and development, and other topics. Responses were used to inform this General Plan.



Marysville 2050 Survey

Let your voice be heard! Please take a short survey on community priorities to help shape policies for the future of Marysville!

The City of Marysville ("City") is currently planning how and where the City will grow, invest, improve safety, expand transportation options, and conserve natural resources for the future. Efforts are currently underway to update the City's General Plan and to prepare a Specific Plan. The General Plan is the City's "constitution" – it guides the vision of the City for land use, economic development, and transportation policies over the next 25 years. The Specific Plan will provide more detailed guidance for the Downtown area. These two planning policy documents will shape the City through 2050! There will be numerous opportunities to participate in this planning process over the next year.

Please take a short survey, which should take 10-15 minutes, on community priorities to help shape policies for the future of Marysville! Once you have completed the survey, you may submit it by 1) mailing it, or 2) dropping it off at the City located at: **Marysville 2050, c/o Community Development Department 526 C Street, Marysville, CA 95901.**

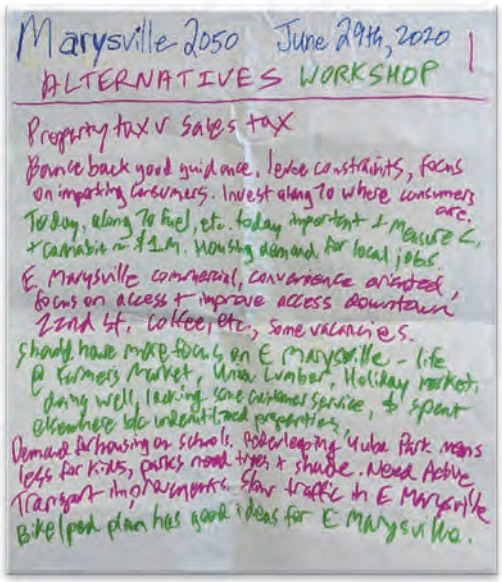
1. **Which best describes you? Please select all that apply.**
   - ○ I live in Marysville.
   - ○ I work in Marysville.
   - ○ I own a business or lead an organization based in Marysville.
   - ○ Other (Please specify) _____
2. **What do you love most about Marysville? Rank the following with one (1) being your favorite reason.**
   - ___ Small-town charm (great people, connection, walkability)
   - ___ Its history and architecture
   - ___ Natural beauty (Ellis Lake, parks, rivers)
   - ___ Outdoor and recreational activities (fishing, paddle-boarding, baseball)

Above: December 2022 Citywide Survey

Above: General Plan Advisory Committee Meeting

Review of the Draft General Plan and Draft Environmental Impact Report. The City used the contact lists and General Plan Update Advisory Committee to invite review of the draft Plan and draft Environmental Impact Report (EIR). Numerous study sessions with the Planning & Historic Preservation Commission and City Council were available for opportunities for feedback as the Plan documents progressed.

Public Hearings and Adoption. The final step in the General Plan Update process was a series of public hearings to hear public testimony on the Final General Plan and the Final EIR.


Marysville 2050 June 29th, 2020
ALTERNATIVES WORKSHOP
Property tax v sales tax
Bonnie back good guidance. Leave constraints, focus on impacting consumers. Invest along to where consumers are. Today, along 70 fuel, etc. today important + measure C, + cannabis ~ $1M. Housing demand for local jobs.
E. Marysville commercial, convenience oriented, focus on access + improve access downtown, 22nd St. coffee, etc., some vacancies.
Should have more focus on E Marysville - life @ Farmers Market, Union Lumber, Holiday market, doing well, lacking some customer service, $ spent elsewhere, idle underutilized properties.
Demand for housing on schools. Redevelopment Yuba Park means less for kids, parks need trees + shade. Need Active Transport improvements. Slow traffic in E Marysville
Bike/ped plan has good ideas for E Marysville.

Above: Notes from June 2020 Workshop

Other Engagement Efforts. In addition to the other engagement efforts described here, the City organized focus group interviews in the spring of 2023, with representatives of other public agencies, community organizations, and employers. The focus group discussions focused on challenges, hopes for the future in Marysville, and ideas for partnering with the City to pursue mutually beneficial changes.

2.2 Vision Statement

After surveying decision makers, the General Plan Update Advisory Committee, and stakeholders and the public on the most important opportunities and challenges facing Marysville, the City drafted a Vision Statement for review, critique, and revision. The final Vision Statement, presented below, was used to directly inform the development of General Plan goals, policies, and implementation programs.

> ***In 2050, Marysville is a vibrant, diverse, desirable place to live, work, and visit. Sustained investment and public-private partnerships have activated the City's historic core, where there are few vacant properties or storefronts, and where many residents have elected to live just steps from retail and services.***
>
> ***All residents have opportunities for safe and affordable housing, access to parks and recreational spaces, convenient bicycle and pedestrian options to reach daily destinations, and a variety of local employment options.***
>
> ***Marysville's preserved history, parks and recreational spaces, and local dining, entertainment, and special events are a regional draw. Recreational programming serves residents with different needs and preferences, promotes the local public health, and offers year-round activities for all, youth to senior citizens.***

Historic buildings and neighborhoods are well-kept and have been preserved not only as a reminder of the past, but as valuable parts of the city's housing stock and unique spaces for local businesses and service organizations.

Marysville offers a variety of housing options serves households of all sizes, incomes, ages, and needs. Compact housing options near services and entertainment have been especially popular among the younger households that have made Marysville their home. Rather than importing employees, recent housing construction has made it possible for many residents to avoid the commute into the city.

Maryville is known for its walkability and scenic levee trails. Residents and visitors enjoy safe, convenient, and pleasant options for reaching destinations on foot or on their bike. Tree-lined state and local transportation facilities operate in a way that balances the needs of regional transportation and goods movement with local access and quality of life. Centrally located transit stops offer residents another option for reaching jobs and other destinations in the Sacramento region and beyond.

2.3 Guiding Principles

The City drafted Guiding Principles to go along with the Vision Statement. While the Vision Statement described a shared consensus for the future, the Guiding Principles served as the "rules" that the authors of the General Plan used to formulate goals, policies, and implementation strategies.

- ***Downtown Marysville should be the cultural and commercial heart of the Yuba-Sutter region with thoughtfully restored and well-maintained historic buildings, regular and special events, a variety of shopping, entertainment, and cultural offerings, and complementary higher-density housing.***
- ***Our commercial districts should be inviting, pedestrian friendly, and easily accessible to nearby neighborhoods.***
- ***Locally owned businesses, tourist attractions and accommodations, regular and special events, a clean Ellis Lake and inviting lakefront, and active historic buildings are important to the City's character and a healthy and resilient local economy.***
- ***Existing and future residents and employees should have a variety of local housing choices to best meet their needs and preferences.***
- ***Our city should provide the opportunity for children to grow, young households to become established, for people to raise families, and for seniors to stay in the community as they age.***

- ***Our transportation facilities can be designed and operated in a way that serves regional and statewide transportation needs in balance with local needs.***
- ***The entire community benefits from tree-lined, pedestrian-friendly streets and a strong sense of place.***
- ***Though we value the convenience provided by our automobiles, our city should be designed to meet the needs of our people.***
- ***It is critical to ensure that Marysville is a place where it is safe and convenient to walk, bike, and roll to reach daily destinations.***
- ***Public-private-nonprofit partnerships can play an important role in attracting employment-generating businesses and affordable housing.***
- ***Parks and public spaces should feel safe and provide places where people can meet and interact with friends and neighbors.***
- ***Livable neighborhoods and a healthy citizenry require adequately maintained parks and open space and a diversity of cultural and recreational activities and programs.***
- ***Our community deserves high-quality and efficient public services and effective communication between our citizens and service providers.***
- ***Collaborations with other government agencies and regional organizations and an active volunteer ethos will be crucial in attaining our goals.***
- ***The City should actively partner and work with residents from historically underrepresented perspectives and prioritize investments that ensure a health environment for all people, while offering inclusive economic development opportunities.***

Above: General Plan Advisory Committee Meeting

3 LAND USE + COMMUNITY DEVELOPMENT ELEMENT

The Land Use + Community Development Element sets forth the policy framework to shape physical development within the City's Planning Area, which includes the approximately 3.7 square miles within the existing City limits, as well as the approximately 4.2 square miles of land area that is within the existing City Sphere of Influence, but outside the current City limits.

The goals, objectives, policies, and implementation strategies in this Element will be used by the City in its decision making on public and private project approvals. This Element will guide reinvestment and help to prioritize infrastructure projects and other public investments. This Element also will be used to direct changes to the City's Municipal Code following adoption of the updated General Plan.

3.1 Background + Context

3.1.1 Introduction

The goals, policies, and implementation strategies presented in this Element provide a guide for the City to facilitate infill development and investment, spur economic development, prioritize infrastructure improvements, ensure public safety, preserve important historical resources, and maintain sustainable fiscal conditions. The contents of this Element reflect strong community consensus for the vision of Marysville in 2050 and also incorporates the community's ideas from the City's Bounce Back Vision + Implementation Plan, which focuses on revitalization and realizing the many important advantages and opportunities before Marysville today.

3.1.2 Statutory Requirements

The Land Use + Community Development Element sets forth the foundation for future land use and development in Marysville. California Government Code Section 65302(a) states that a Land Use Element:

> *"... designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways, as defined in Section 816.52 of the Civil Code, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources... [and] shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."*

3.1.3 Relationship to Other Elements

This Element is drafted in a way that considers the important relationships among land use, community design, development patterns, transportation, public health, and economic development. For example, the City's economic development goals and fiscal sustainability will depend on development patterns that allow for efficient and cost-effective infrastructure and public service provision. Land use and transportation policies that encourage walking, bicycling, and use of public transit also support public health and local economic goals, and can reduce household transportation costs.

The Land Use + Community Development Element delineates areas for parks, open space, and resource conservation for parks, open space, and resource conservation – complementing policy in the Open Space, Conservation, and Recreation Element. The Land Use + Community Development Element identifies land for residential uses and policies for expanding housing opportunities, consistent with the Housing Element. The City's ability to achieve transportation-related goals depends on development patterns that support a variety of travel modes, such as compact, mixed-use development that facilitates multi-modal transportation. Goals and policies for pedestrian, bicycle, and transit use identified in the Circulation Element will not produce the desired results without a supportive mix, density, and arrangement of land uses as identified in this Element.

The Environmental Justice Element explores improving quality of life among communities, most importantly disadvantaged communities, to facilitate the City's goal of encouraging development that lessens environmental pollution. Since some land uses generate more vehicular traffic than others, and some land uses produce higher levels of stationary source

noise, there is also a close relationship between the Land Use and Community Development Element and the Noise Element.

3.1.4 City Limits, Planning Area, and Sphere of Influence

The guidance in this Element and the balance of the 2050 General Plan is primarily focused on the existing City limits – essentially the same area that is protected from Yuba and Feather River floodwaters by ring levees.[1] However, consistent with Government Code Section 65300, the City has also organized this General Plan to addresses "land outside areas its boundaries which… bears relation to its planning." One important component of long-range planning is the "sphere of influence" or SOI. The sphere of influence is used under California law to guide long-range physical planning, with a focus on ensuring adequate and efficient public services – representing a geographic area that is the probable future physical boundary and service area of the agency.[2] According to the State General Plan Guidelines, "[t]he plan must cover the territory within the boundaries of the adopting city or county as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code § 65300). For cities, this means all territory within the city limits, both public and private, though the planning area may also include territory outside the current city limits. When establishing its planning area, each city should consider using its sphere of influence as a starting point and then adjusting the area based on factors such as its location in a watershed.

Marysville's existing Sphere of Influence includes developed and undeveloped properties south and east of the existing City limits – portions of the unincorporated Yuba County community of Linda that are served by other agencies currently (**Exhibit 3-1**). This area includes approximately 2,700 acres of total land area that is developed with residential, commercial, and public uses. It is important that the City stay abreast of activities within this area for potential impact on the City of Marysville. Future annexation of this area would have potential benefits to both the city and existing residents and businesses by increasing the City's tax base, could have benefits related to improving the efficiency of public services, and would involve long-term costs associated with an expanded service area.

The General Plan itself does not establish the sphere of influence. Sphere of Influence changes are adopted through a separate process that would often follow a general plan update. Sphere of Influence changes can be recommended by the City and must be approved by a separate agency known as the Yuba Local Agency Formation Commission (LAFCO).

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1 The City also regulates land use within another important boundary known as the Downtown Marysville Specific Plan Area. Please refer to the Downtown Marysville Specific Plan, under separate cover, for more detail.

2 For more detail, please refer to the Yuba Local Agency Formation Commission Policies, Standards, and Procedures: https://www.yubalafco.org/files/92f4b7778/adopted_yuba_lafco_policies.pdf.

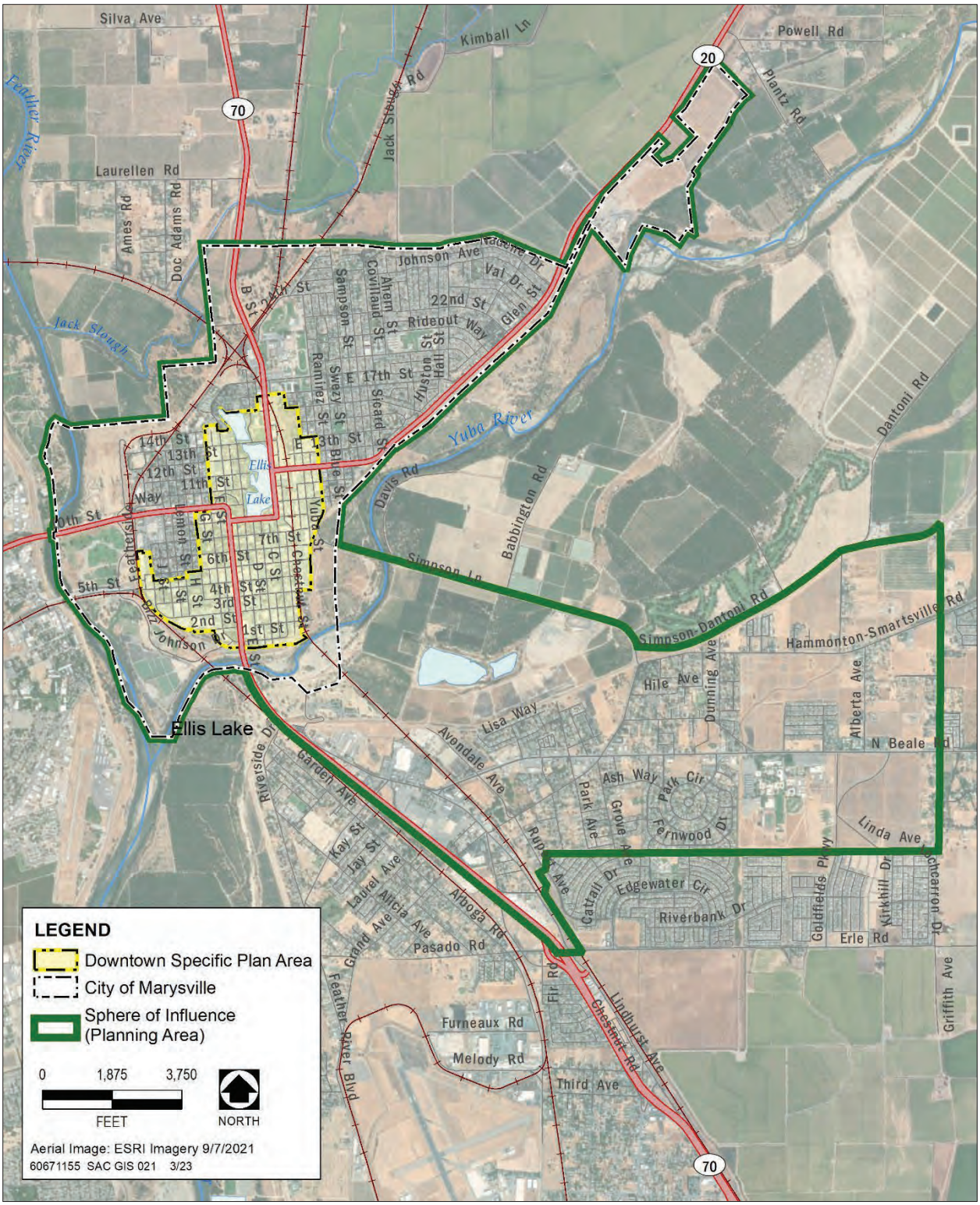


Exhibit 3-1. City Limits, Downtown Specific Plan Area, and Existing Sphere of Influence

3.2 Existing Development and Development Pattern

Marysville is home to approximately 13,000 residents and 8,000 jobs, with a broad mix of housing types, retail and commercial services, parks and open space, assembly and fabrication facilities, and civic uses. Marysville is rich in cultural and historic character, and offers access to abundant open spaces. The city's geographic and geophysical advantages led to its early development, serving as the northernmost point accessible by paddleboat between the San Francisco and Sierra gold fields in the 1840s. When the gold economy diminished, surrounding rich soils provide the basis for an economy driven by agriculture. Post-World War II automobile and highway-driven expansion represented competitive disadvantages for this walkable, authentic city. Marysville is rich in character, but poor in large, vacant properties adjacent to high-volume roadways.

The city is protected from the floodwaters of the Feather and Yuba Rivers by ring levees that prevented outward expansion and promoted a compact development pattern. Consequently, typical suburban development – that generates high volumes of vehicular traffic and devotes large spaces to temporary vehicle storage and unused areas planted with turf grass – is not a great fit for Marysville.

The community is mostly built out, though there are tremendous opportunities for infill development and reinvestment within the historic fabric created by the city's grid street network. The current lack of large vacant properties or "greenfield" development opportunities means that the development that *does* occur in Marysville must be vibrant, multi-story, compact development that makes smart use of the land available. Compact development is also more cost effective to serve, increases property values, leads to more economic development, and offers residents the freedom to access services without a car. It is the City's intent to facilitate higher-density, higher-intensity, compact, mixed-use, infill development through the planning horizon of this new General Plan – development of the type that will generate substantial benefits for the whole community – the city's residents, employees, property owners, and business owners.[3]

[3] For more information, please see: Litman, Todd. 2023 (May 9th). Evaluating Economic Savings and Benefits of Compact Development. Available: https://www.vtpi.org/sg_save.pdf. Urban Land Institute. 1999. The Impact of the New Urbanism on Prices of Single-Family Homes. United States Environmental Protection Agency. 2013 (June). Our Built and Natural Environments: A Technical Review of the Interactions Among Land Use, Transportation, and Environmental Quality. Coriolis Consulting Corp. 2003. Do Development Cost Charges Encourage Smart Growth and High Performance Building Design? Ford, Jonathan. 2010 (January 13th). Morris Beacon Design. Smart Growth & Conventional Suburban Development An infrastructure case study completed for the EPA. Available: https://archive.epa.gov/epa/sites/production/files/2014-07/documents/mbd-epa-infrastructure.pdf.

3.2.1 Residential Areas

Residential neighborhoods in Marysville are mostly focused in two areas: the historic residential area northwest of the Downtown and East Marysville. The historical residential neighborhood is bounded on the east by F Street, on the south by 5th Street, on the north by 14th Street and the west by the Feather River levee. There are homes from the turn of the century, homes built during the 1930s and 1940s, and some multi-family dwellings in this area.

East Marysville is separated from the Downtown area by an elevated railway track. East Marysville is made up mostly of single-family detached homes, along with schools, parks, and commercial services along State Highway 20. During the public engagement conducted to support the 2050 General Plan, there was strong consensus that the City should not seek to fundamentally transform, but rather improve walkability, encourage investment in existing properties, and add neighborhood-serving uses in East Marysville.

3.2.2 Commercial Districts

Commercial retail and services and professional offices are located Downtown, along State Highway 70 and State Highway 20, and in the vicinity of the hospital. Professional offices are distributed throughout the commercial areas of Marysville, with a concentration in the area surrounding the Yuba County court facilities. The State Highway 70 and 20 corridors currently cater to the traveling public with retail, restaurants, convenience retail, and fueling stations.

The historic D Street corridor offers cafes, galleries, boutiques, personal services, and specialty stores. The Marysville Historic Commercial District, which spans approximately 14 blocks bound by 1st, 6th, C, and E streets, was formally listed on the National Register of Historic Places as a significant collection of buildings dating to the most important events in Marysville's commercial development from 1854 to 1948.

Above: D Street in Downtown Marysville

3.2.3 Community Serving Facilities

Marysville is home to a diverse range of community and public facilities that serve residents, businesses, and visitors, including schools, courthouse facilities, government services and offices, parks, and other public facilities **(Exhibit 3-2)**. Marysville Joint Unified School District operates public schools within and outside of Marysville, including Lindhurst High School and Marysville High School. The California Department of Transportation District 3 office is east of B Street and south of 9th Street. The Superior Court of Yuba County, Yuba County Jail, Yuba County Government Center, Yuba County Water Agency, and Yuba County Library, as well as City Hall City offices and services, are all in Marysville. The City also boasts several recreational facilities and parks, including Ellis Lake, Riverfront Regional Park Complex, Bryant Field, Yuba Park, Veterans Park, and Miners Skatepark.[4] Other public uses, such as Tri-Counties Community Center and Marysville Youth and Civic Center, are open to all residents to use.

[4] Please see the Open Space, Conservation, and Recreation Element for more detail on parks and open space.

Another important regional serving amenity in Marysville is the Adventist Health and Rideout Regional Medical Center, which is a nonprofit providing physicians' offices, an emergency department, trauma center, and acute care hospital occupying six square blocks just west of Downtown Marysville.

Above: Veterans Park

Exhibit 3-2. Community Serving Facilities in Marysville

3.3 Historical Resources

The historic buildings and development pattern of Marysville are important to the unique sense of place and character of the community. Located at the junction of the Feather and Yuba rivers, present-day Marysville is within what was historically the northwestern boundary of the traditional lands of the Nisenen (Southern Maidu). Please see the Open Space, Conservation, and Recreation Element for the City's policies related to archaeological resources and tribal cultural resources.

During the California Gold Rush, settlement was initially focused along the Yuba River's northern banks, with canvas tents and a few adobe buildings at the foot of D Street built by Theodor Cordua, an early settler, in the 1840s. In 1849, Marysville was platted by French surveyor, Augustus Le Plongeon, with a street grid with alleyways typical of American towns, but with several public squares and parks throughout inspired by French cities (**Exhibit 3-3**). By 1856, the town had a population of almost 10,000 and more than 200 brick buildings had been constructed. Many commercial brick buildings exist today. Examples of residential brick buildings include the Ramirez House (The Castle) at 220 5th Street, which was constructed in 1851, and the Mary Aaron Museum/Warren P. Miller House at 704 D Street, which are listed on the National Register of Historic Places. These two residential buildings are within the historical area of development focused between 1st through 8th and A through F streets that comprise a mix of commercial, industrial, civic, religious, educational, hotel, and residential buildings in Downtown and Chinatown.[5]

3.3.1 Marysville's Chinatown

Marysville's Chinatown was the first of more than 30 Chinatowns established during the Gold Rush and served as the cultural, economic, social, and political hub for Marysville and the smaller Chinese communities in the region. Established in 1849-50 as a stop on the way to the gold fields, some Chinese settlers remained in Marysville and established businesses. The first Chinese-owned business was established on First Street between A and B streets. Today, Marysville's Chinatown is the last surviving Gold Rush-era Chinese settlement in the region, and two organizations, the Hop Sing Tong Association and Marysville Chinese Community, Inc., continue the cultural heritage of the region with the annual Bok Kai Festival (Bomb Day). The Bok Kai Temple at the intersection of 1st and D streets is listed on the National Register of Historic Places and is also a California Historical

[5] This historic context relies on the following reference documents: Britton & Rey. 1856. Official Map of the City of Marysville California. Chinese American Museum of Northern California. 2012. "Introduction to Marysville's Chinatown." Available: https://chineseamericanmuseum.com/marysvillechinatown/. Accessed April 2023. City of Marysville. 1978. Marysville Historic Building Survey. Hopkins T.L. and Delamere, H. 2007. Images of America: Marysville. Charleston, SC: Arcadia Publishing. Napoli, Donald S. 1998. National Register of Historic Places Registration Form for the Marysville Historic Commercial District. August 24. Available: https://npgallery.nps.gov/AssetDetail/NRIS/99000692. Accessed April 2023. Tom, L. and Tom, B. 2020. Gold Country's Last Chinatown: Marysville, California. Charleston, SC: The History Press.

Landmark. As the oldest operating Taoist temple in California, it has been serving the Chinese community since 1880. The cultural history is also reflected in the Chinese School at 226 1st Street, which now serves as a museum, the Phoenix Restaurant at 223 2nd Street, the Suey Sing Society building at 305 1st Street built in 1912 and remodeled in 1937, and the 1918-constructed Hop Sing Society Building at 109 C Street, among others.

Downtown was centered on D and E streets as the shopping district. Major retailers such as Sears and Roebuck, Montgomery Ward (412 E Street), Woolworth (420 D Street), JC Penney, and others drew shoppers to Marysville. Known as "The Hub," through the first half of the 20th century, Marysville was the economic center of the region for shopping, entertainment, and jobs. However, in the second half of the 20th century, major retailers either closed or moved their operations across the Feather River to Yuba City.

3.3.2 Historic Building Survey and Historic Preservation Ordinance

In the post-World-War II period, Downtown Marysville changed dramatically. Storefronts were modernized, facades of buildings altered, and half of the buildings between 1st and 6th streets and C and E streets were demolished to make way for surface parking lots and three large buildings as part of a redevelopment project initiated in 1977. In response to the "significant losses of fine structures and areas have occurred in recent years due to both commercial development and neglect," and the "increasing concern that this architecture would fall prey to the development pressures experienced to a much greater degree elsewhere," the City adopted a historic preservation ordinance. The City set out to identify buildings with historic, architectural, or engineering significance and provide some level of protection to them and to identify buildings that are "significant in the cultural fabric of the city." Every building within the City limits constructed prior to 1930 was surveyed in 1978.[6] Of the 163 buildings, structures, and objects that were identified as significant resources to the City's history in 1978, 33 buildings have been demolished as of 2023, resulting in a 20-percent loss of the identified resources. **Exhibit 3-4** shows the existing properties included in this citywide survey, denoted as "Locally Eligible," as well as the National Register-listed Marysville Historic Commercial District, the National Register-eligible Kelly Court Historic District, the potential boundaries for a Marysville Chinatown Historic District, and historical resources that are listed on or eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.

Once a commercial and entertainment corridor, E Street was transformed into State Highway 70, a mostly four-lane road with center turn lanes that traverses past the 1927-constructed State Theater and the 1926-constructed, 5-story Marysville Hotel. The Adventist Health and Rideout Medical Center redeveloped the area between 3rd to 5th and H to F streets. Though there have been substantial changes to the built environment, D Street remains the center of the Downtown shopping district.

6 City of Marysville. 1978. Marysville Historic Building Survey.

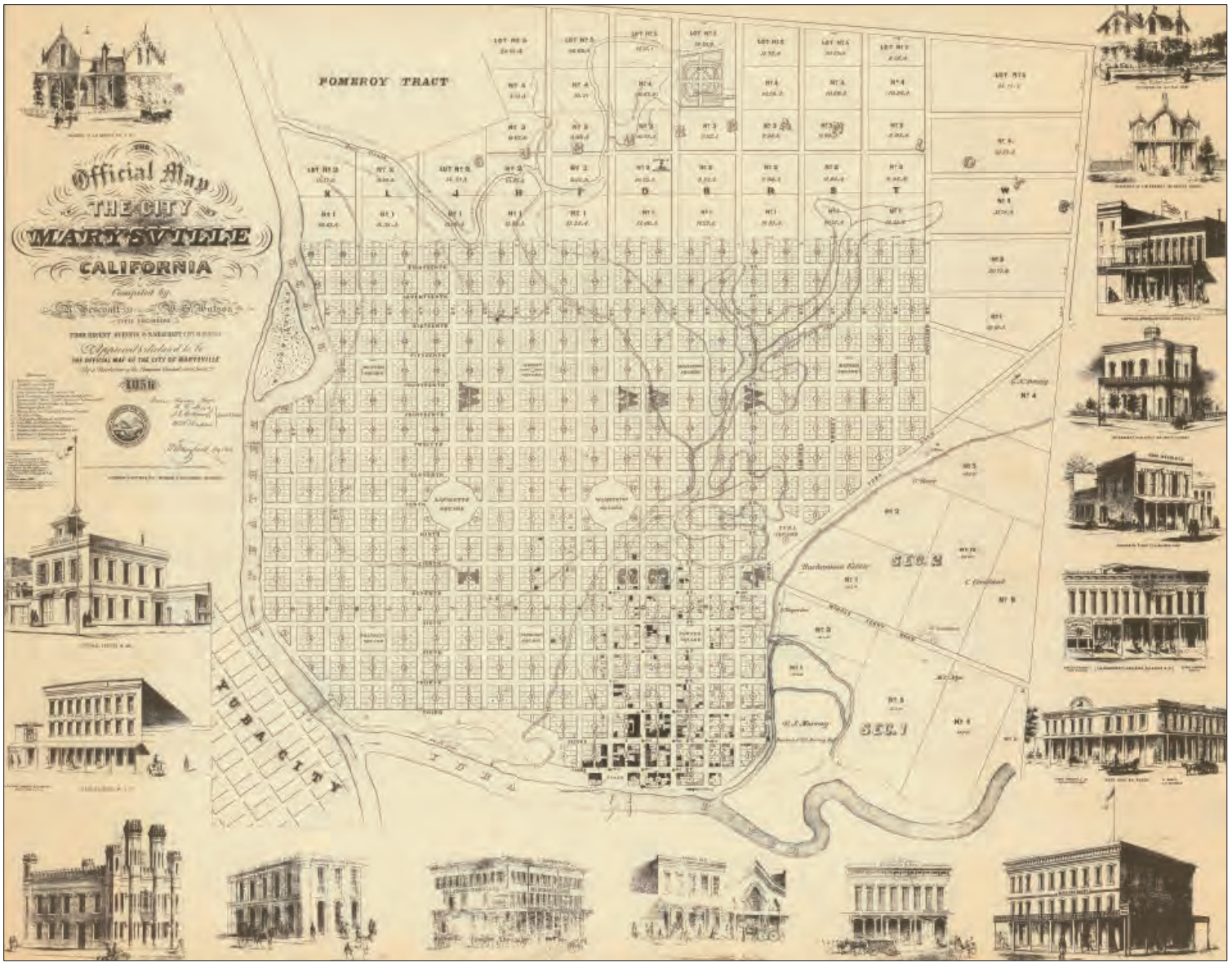
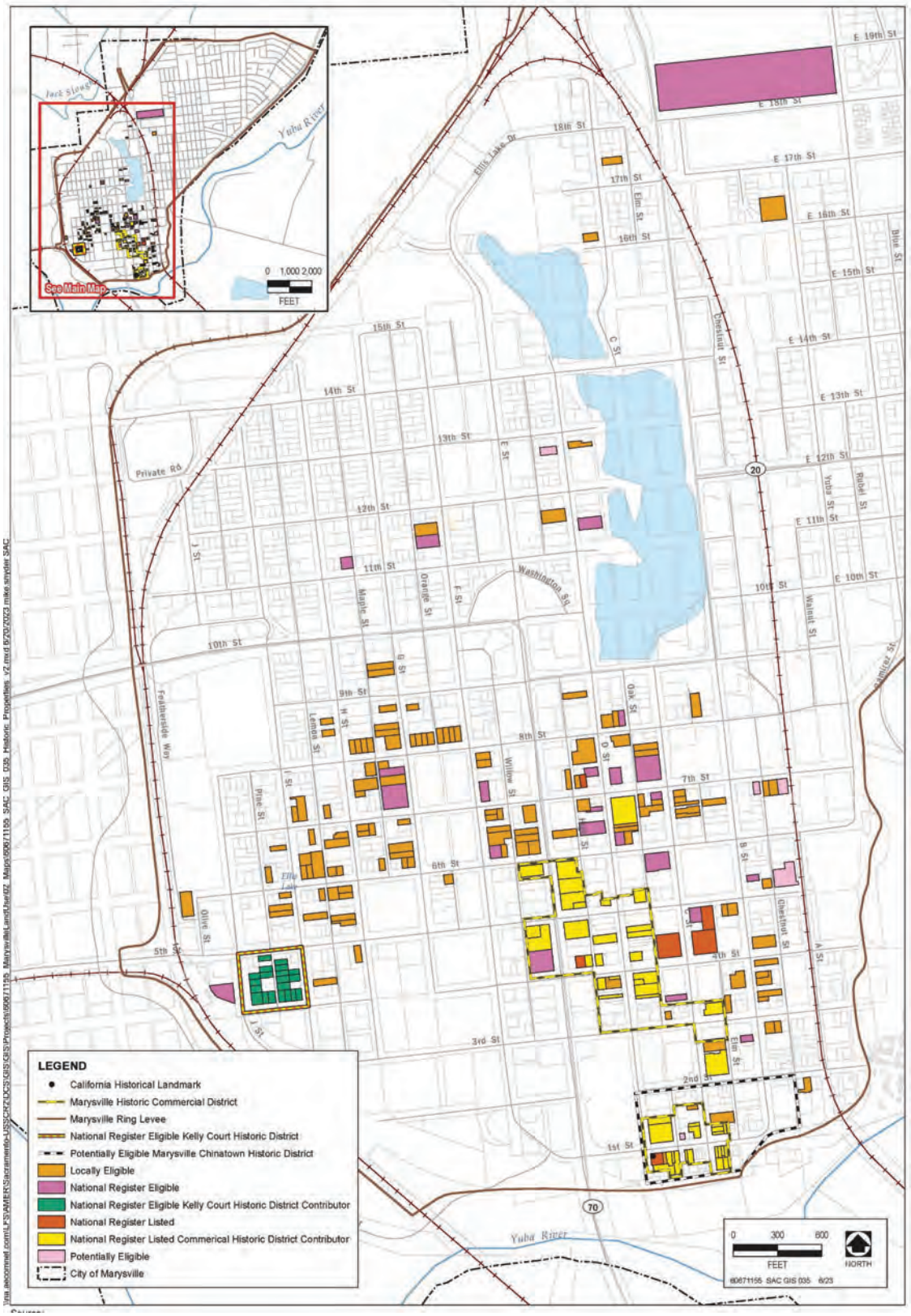


Exhibit 3-3. Britton & Rey. 1856. Official Map of the City of Marysville California



Note: "Locally Eligible" are those properties that were included in the 1978 citywide survey.

Exhibit 3-4. Potentially Eligible and Eligible Historical Resources

3.3.3 Marysville Historic Commercial District

In recent decades, some 19th-century buildings throughout Downtown and Chinatown deteriorated through neglect, were demolished, or were removed for redevelopment. An estimated 200 buildings within the commercial area of Marysville were demolished between the 1940s and 1990s alone. However, in 1998, a sufficient number of surviving buildings were collectively identified as the Marysville Historic Commercial District that contributed to the feeling of a traditional downtown through the arrangement of the buildings, which are immediately contiguous and fronting the sidewalk, the predominance of retail uses, the uniformity of scale, and the retention of original design and fabric, especially above the storefronts (**Exhibit 3-5**). Despite substantial remodeling of several buildings and the demolition of others, the district has maintained its historic character.

The Marysville Historic Commercial District's period of significance (1854-1948) includes the time when the most important events occurred in Marysville's commercial development: the expansion of trade in response to the Gold Rush, the establishment of an important business center for Chinese immigrants, the changing of the customer base to match the diversification of the local population, and the growth of building during the 1920s to capitalize on agricultural expansion in Yuba and Sutter counties. Historic buildings remain that illustrate all of these developments. The opening date of 1854 represents the approximate construction date of the historic district's earliest remaining buildings. The closing date, 1948, indicates the downturn of local commerce and development by that time. The district reflects the period through a collection of contributing buildings that retain their architectural integrity during the period of significance.

The Marysville Historic Commercial District, as two discontiguous districts that span approximately 14 blocks bound by 1st, 6th, C, and E streets, was formally listed on the National Register of Historic Places. The City commissioned a survey of the historic district in 2021 of the original 59 buildings that were identified as contributors to the district, finding that 8 have been demolished and 1 has been altered to such an extent that it is no longer recommended as a contributor.

3.3.4 Historic Preservation and Adaptive Reuse

Historic preservation and adaptive reuse of buildings can enhance the aesthetic character and distinctiveness of a place, and can be a cultural, commercial, and tourist draw. Historic districts can also be a vehicle for education, preserving physical remnants of the past that can be augmented with interpretive information and appeal to visitors, as well as connecting the local population to the history of their community.

Not only do historic buildings contribute to Marysville’s small-town feel, but so do the traditional downtown arrangement of streets, alleys, and buildings, the minimal setback of buildings from the sidewalk, the predominance of retail uses, the uniformity of scale, and the retention of original design and materials.

Above: 414 4th Street

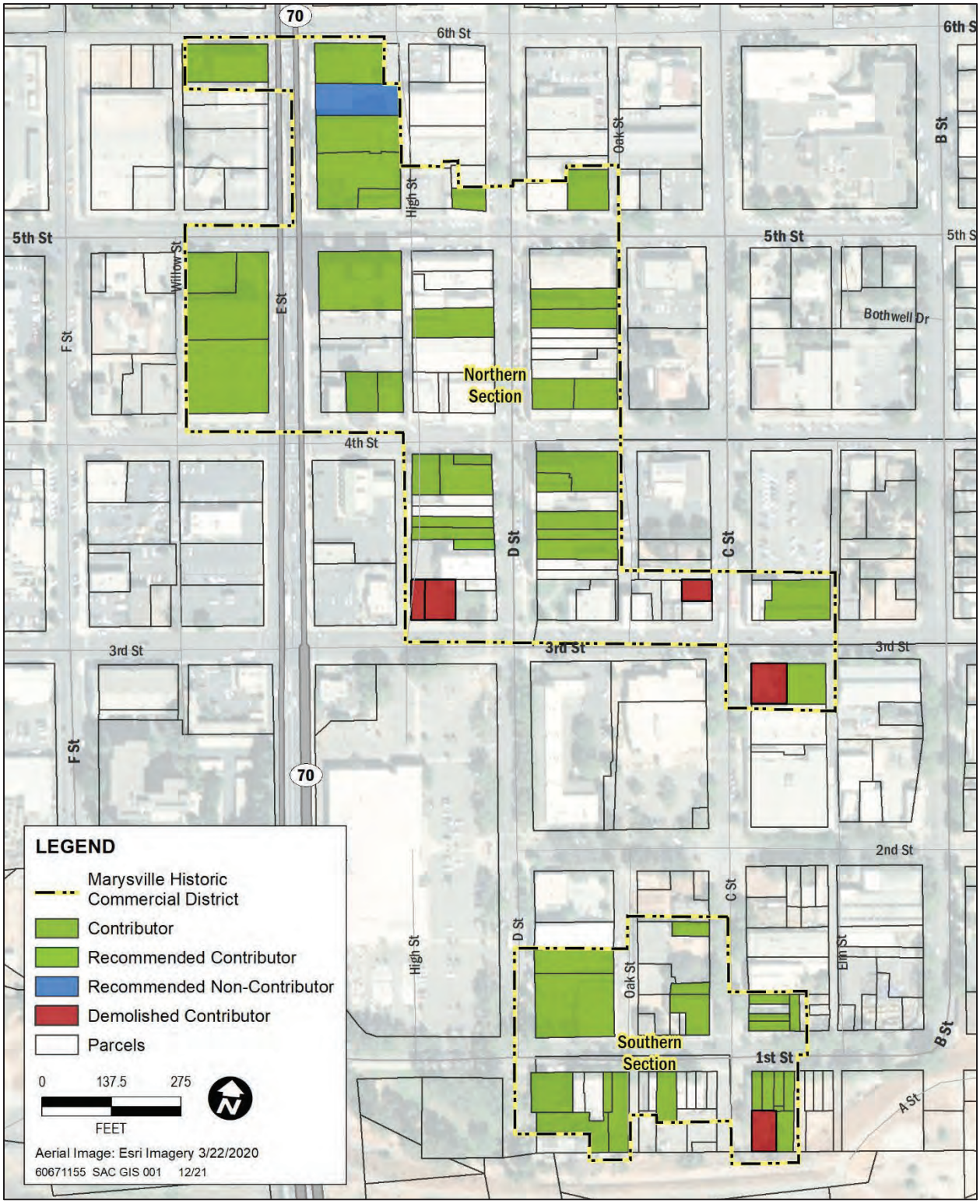


Exhibit 3-5. Marysville Historic Commercial District and Contributing Resources

3.4 Airport Land Use Compatibility

Airports affect the use of property, and at the same time, land uses can affect airports in that incompatible land uses can restrict airport operations. The Sacramento Area Council of Governments (SACOG) serves as the Airport Land Use Commission (ALUC) for airports in Sacramento, Sutter, Yolo, and Yuba counties. Acting in this capacity, SACOG has prepared Airport Land Use Compatibility Plans for each airport within its jurisdiction to promote compatibility between surrounding land uses and nearby airports. The airport influence areas of the Yuba County Airport, Sutter County Airport, and Beale Air Force Base overlap with Marysville City limits. When delineating airport influence areas, four areas of compatibility are considered, which are addressed in the compatibility plan: noise, safety, airspace protection, and overflight.

State law requires land use plans, including general plans, to be consistent with applicable airport land use compatibility plans. Local agencies are required to submit any proposed action to update or amend a land use plan or zoning ordinance within an airport influence area to the ALUC for consistency determination prior to adoption. **Exhibit 3-6** shows airport influence and overflight areas for airports near Marysville.

Above: Beale Air Force Base

Source: Beale Air Force Base, https://www.beale.af.mil/Library/Newcomer-Info.

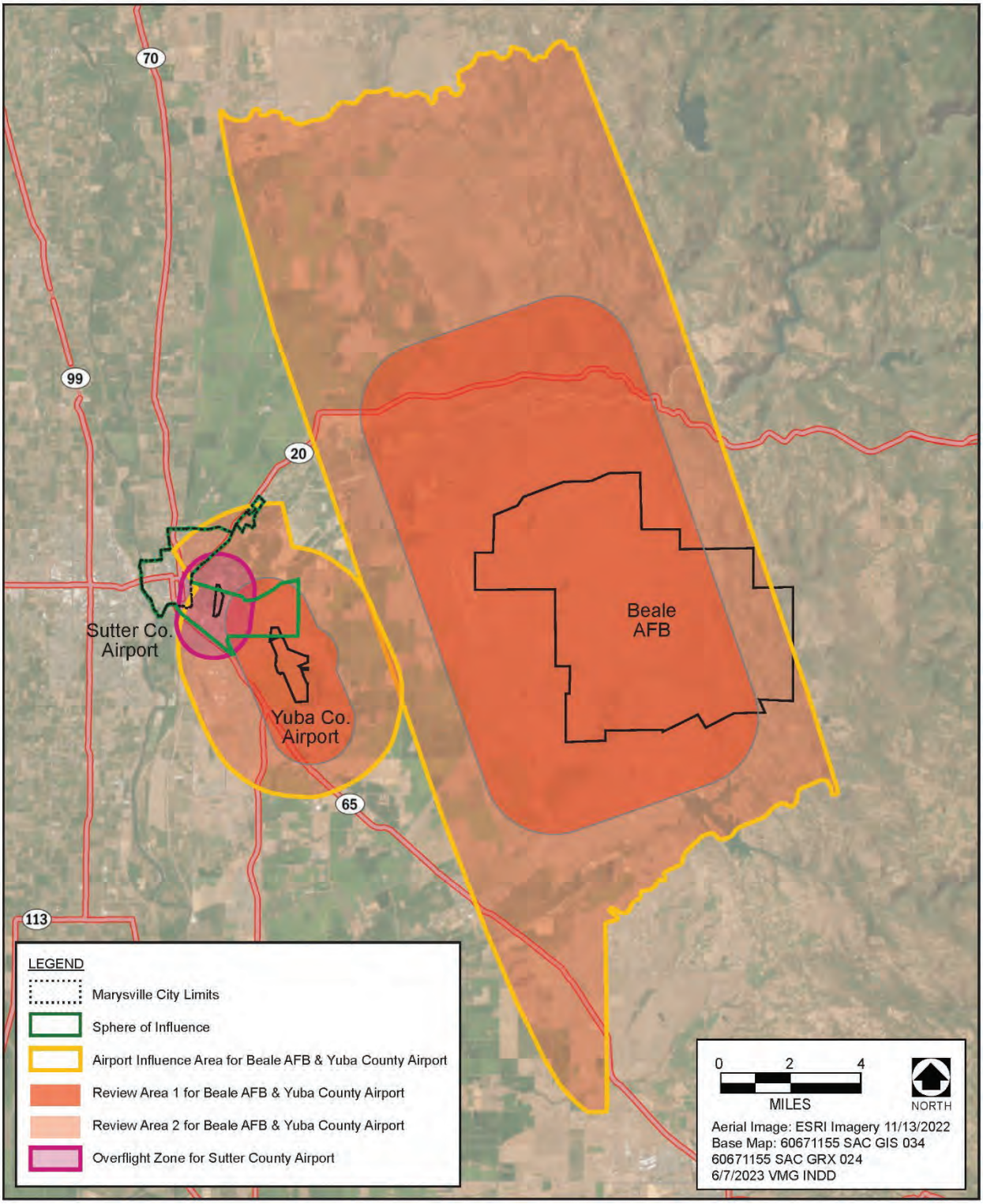


Exhibit 3.6. Airport Influence Areas

3.5 Utilities

Public utilities such as drainage facilities, electric facilities, sewer, and water lines are the framework that supports physical development. Their availability plays an important part in determining the pattern of land uses within the community, as well as the direction and intensity of growth. The ability to provide sufficient utilities and service systems is important to the well-being of the community.

In order to achieve goals for public and environmental health and efficiencies, the City can plan for public facilities and infrastructure sized and located to support planned land uses and development patterns. The City can use its public facilities and infrastructure planning, in part, to encourage development patterns that achieve the City's other goals – for land use, community development, economic development, and environmental sustainability.

3.6 Potential Urban Growth Areas

Future expansion of Marysville could occur to the north, south, and/or east **(Exhibit 3-7**). Important considerations include the provision of adequate flood protection and the feasibility of extending public services and facilities without affecting the level of service within the existing city. Any expansion to the SOI and any future annexation must include contiguous property, and must be approved by the Yuba Local Agency Formation Commission (LAFCO).[7]

The General Plan does not establish new areas for annexation or expansions to the SOI. The last time the City's SOI was adjusted was in 2012, following the adoption of a new Yuba County General Plan. As a part of the County's General Plan, areas north and northeast of Marysville were designated "Natural Resources." These areas had been within the City's previous SOI, but with the "Natural Resources" land use designation, the County determined that appropriate uses should include natural resources, agriculture, and other open space-oriented uses. In 2012, LAFCO adopted a change to the City's SOI to remove areas north and northeast of the city from the City's SOI and add areas of unincorporated Yuba County south and southeast of the city, as shown in **Exhibits 3-1 and 3-7** (in green).[8] Among the determinations made to support adoption of Marysville's SOI, LAFCO noted the lack of flood protection for the previous SOI, as well as the presence of prime farmland that should not be converted for development. LAFCO also determined that most of the new

[7] For example, in Exhibit 3-7, which shows possible future SOI expansion concepts, the City's SOI could not be expanded to include the Olivehurst area without the Linda area or the Plumas Lake area without including the Linda and Olivehurst areas.

[8] The change to the City's SOI in 2012 was a limited sphere change that does not affect the spheres or service areas for the Linda County Water District, Linda Fire Protection District, or Reclamation District 784. LAFCO determined that domestic and industrial water, wastewater, fire, and EMS services will continue to be provided by the present service providers and not the City of Marysville.

City SOI was designated for residential and commercial development, and that this area could help to meet the City's future housing needs.

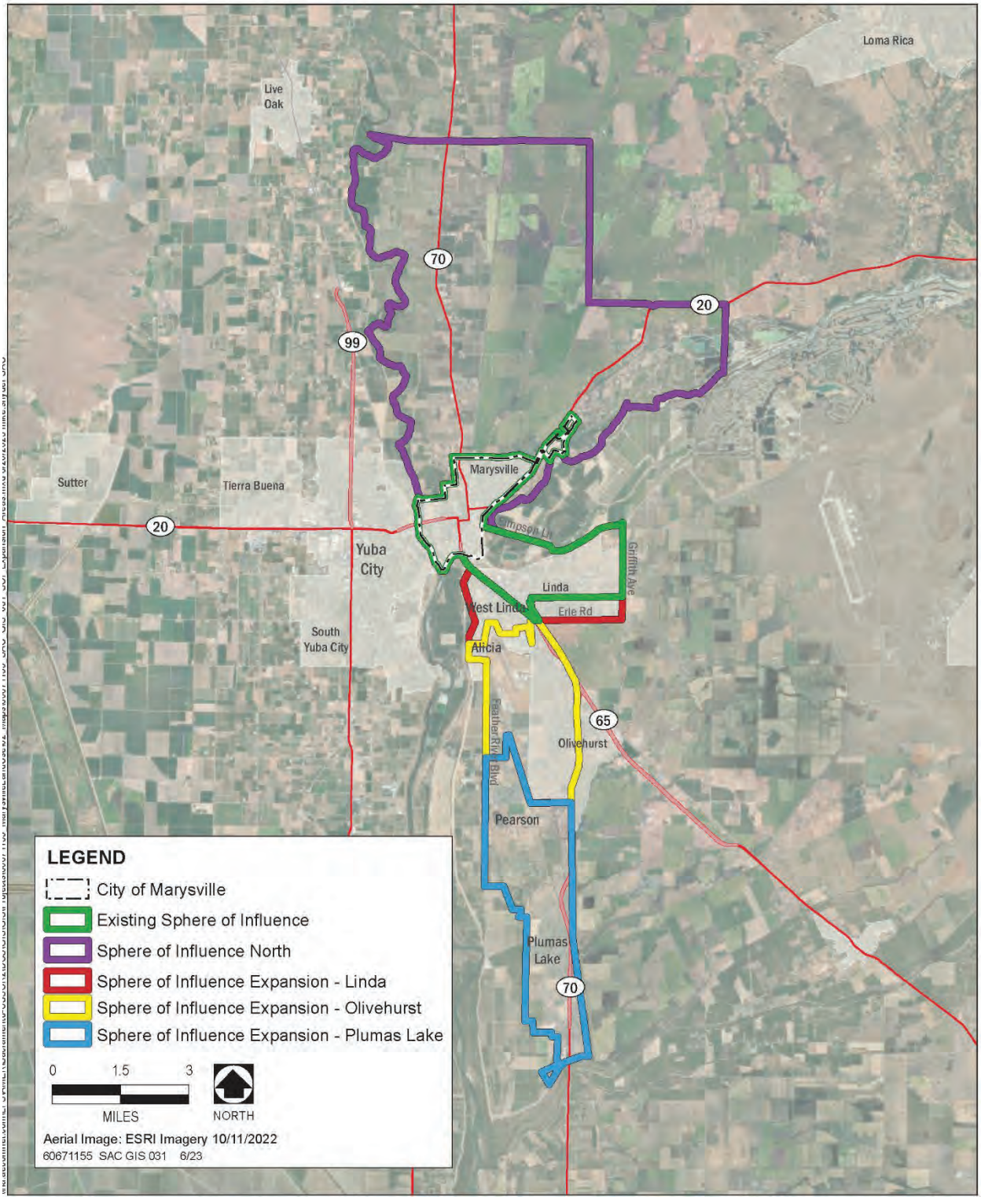


Exhibit 3-7. Possible Future Sphere of Influence and Urban Expansion Areas

3.7 Land Use Classifications

Land use classifications indicate the intended use of each parcel of land and are expressed spatially on the General Plan Land Use Diagram. The land use classifications and Land Use Diagram communicate the desired organization of uses in the city and are meant to be broad enough to give the City flexibility in implementation but clear enough to provide sufficient direction to carry out the General Plan. The General Plan includes eight land use classifications, described below, mapped in **Exhibit 3-8** and summarized in **Table 3-1**.

3.8 Density and Intensity

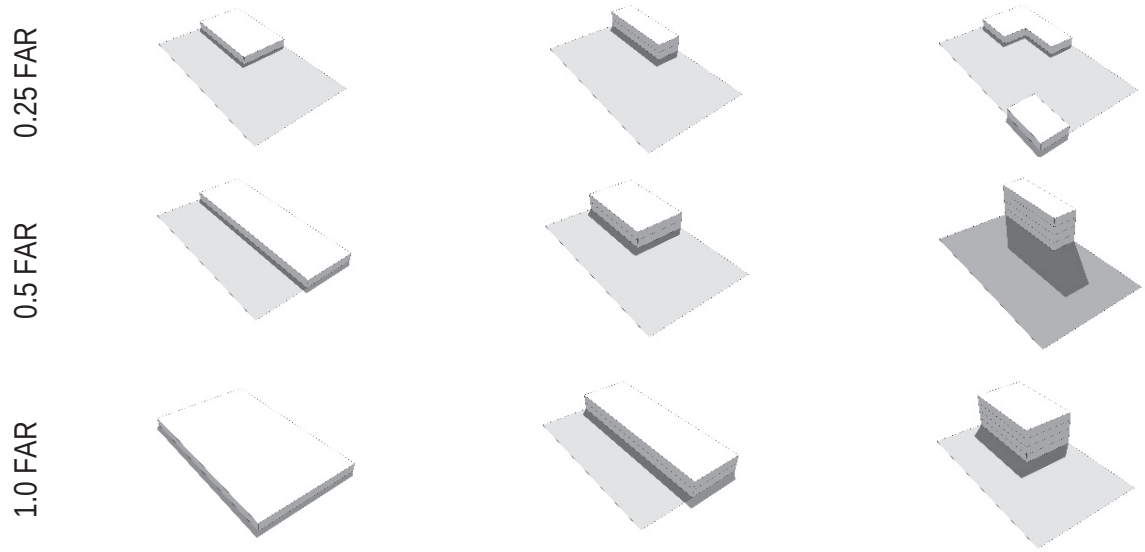
In addition to allowable uses, the General Plan land use classifications establish the maximum development density and intensity allowed within each classification.

3.8.1 Density: Dwelling Unit Per Acre (du/ac)

The term, density, reflects the relative efficiency of land in supporting residential development. It is expressed in the General Plan as the number of dwelling units per gross acre (du/ac), including any areas within a given property that would be devoted to new streets, undevelopable easements, and other undevelopable portions of land.

3.8.2 Intensity: Floor to Area Ratio (FAR)

Development intensity is a ratio between the proposed building space and the land area. The floor area ratio (FAR) is used to regulate intensity. FAR is the total building space (excluding structured parking) divided by the size of the lot. FAR is used to regulate non-residential developments, as well as mixed-use developments that propose both residential and non-residential uses.



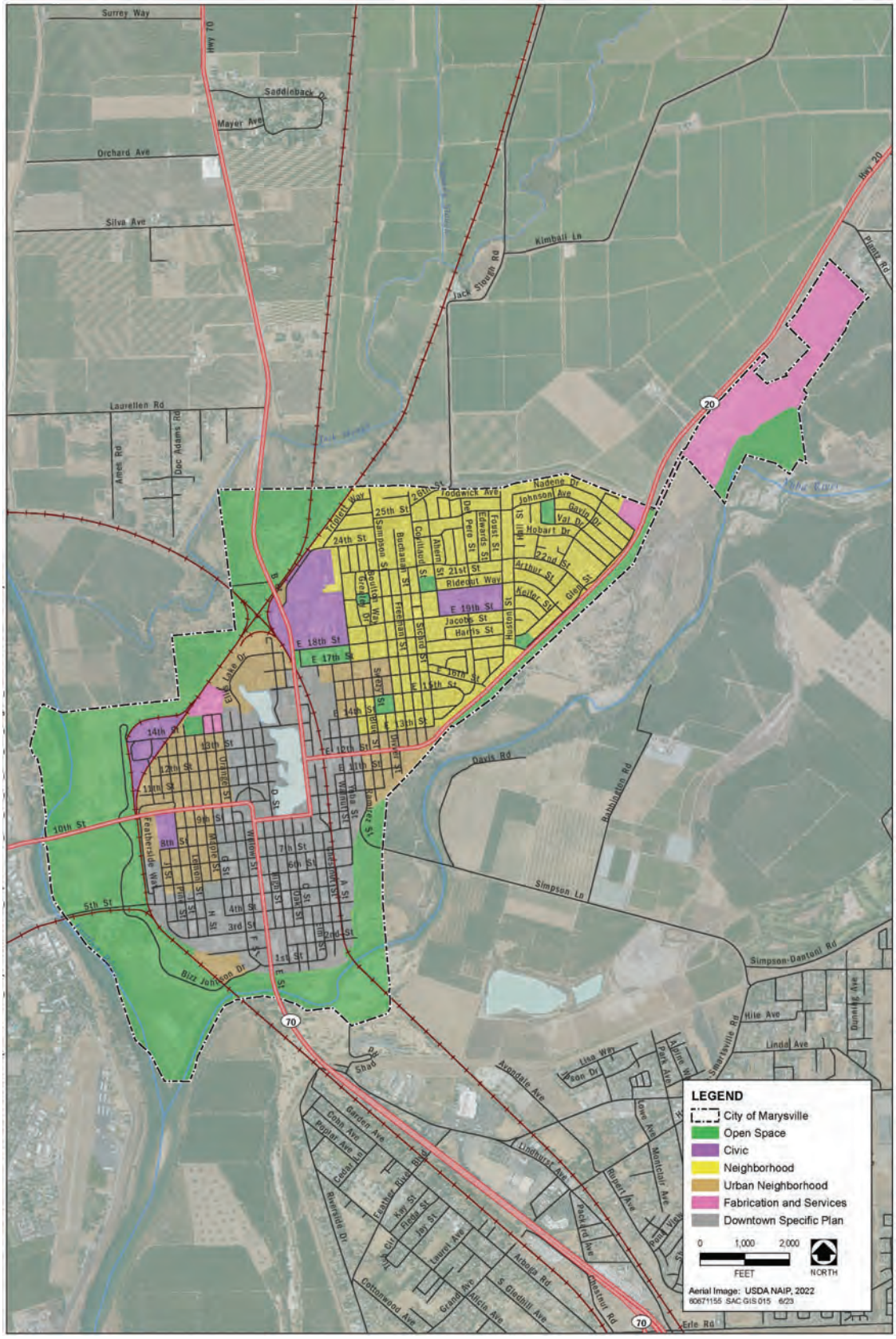


Exhibit 3-8. Land Use Diagram

Table 3-1. Land Use Classifications, Allowable Land Use, Density, and Intensity

Land Use Classification	Intent and Allowable Land Use	Allowable Density + Intensity
	Open Space *Intent*: Preserved natural resources and recreational opportunities, accessible spaces that promote exercise, green spaces for social interaction, and public lands for community gatherings, educational use, and cultural purposes, as well as to areas prone to flooding and therefore inappropriate for placement of permanently occupied buildings. *Allowable Uses:* Cultivation and gardens, natural areas, golf courses, trails, rest areas, playgrounds, waterfront recreation, passive and active parks, maintenance facilities, amphitheaters and other entertainment and public gathering venues, wildlife sanctuaries, campgrounds, picnic areas, barbecues, restrooms, facilities to host periodic and occasional public events, public facilities, infrastructure, and other similar and complementary uses.	Since this classification primarily accommodates open lands with few buildings and other structures, projects are not evaluated according to their proposed development intensity.
	Civic *Intent*: Public facilities, buildings, and land for public services and community gathering. *Allowable Uses:* Public buildings and associated recreational spaces, schools, community centers, childcare facilities, service centers, maintenance facilities, public gathering venues, facilities to host periodic and occasional public events, and other similar and complementary uses.	0.1 to 1.0 FAR
	Neighborhood *Intent*: A variety of housing types and complementary non-residential uses that do not produce substantial noise or odors in an environment that feels safe for pedestrians and cyclists, and where inviting parks and open spaces promote social interaction and engagement. *Allowable Uses:* Single-family residential (attached or detached), accessory dwelling units (ADUs), duplexes, triplexes, row homes, townhomes, multi-family dwellings, as well as complementary non-residential uses, such as live-work spaces, home offices, small lodging, small local-serving retail and services, small offices, eating and drinking establishments, medical services and assisted living, parks and open space, public facilities and civic uses; and other similar and complementary uses.	8 to 36 units per gross acre for residential-only projects 0.75 FAR for mixed-use and non-residential projects
	Urban Neighborhood *Intent*: A mix of residential, commercial, and institutional uses in a walkable, vibrant setting with a range of amenities and services that cater to the needs of residents while also providing opportunities for economic development. *Allowable Uses:* Multi-family dwellings, townhomes, and other types of housing, including mixed-use buildings, retail and commercial services, eating and drinking establishments, offices, lodging, medical services and assisted living, parks and open space, public gathering venues, public facilities and civic uses; and other similar and complementary uses.	8 to 52 units per gross acre for residential-only projects 1.3 FAR for mixed-use and non-residential projects
	Fabrication and Services *Intent*: Districts that offer diverse job opportunities, accommodate the expansion of existing businesses, are attractive to new businesses, and promote economic development, while being located and designed to ensure compatibility with surrounding uses. *Allowable Uses:* General retail, shopping centers, and other types of markets; commercial services; eating and drinking establishments; hardware stores and home improvement centers; offices; medical facilities; commercial recreation; fueling and service stations; vehicle sales and repair; general and light industrial; distribution and warehouses; corporation yards; research and development; trade schools and other educational facilities; parks and open space; social services and shelters; public facilities, infrastructure, and other public uses; and other similar and complementary uses.	0.2 to 1.0 FAR
	Downtown Specific Plan *Intent*: A walkable streetscape with a mix of vibrant shops, restaurants, services, entertainment, cultural uses, and housing in well-maintained historic buildings and new, primarily multi-story buildings. Provides for a wide range of uses, including "horizontal" (same site) and "vertical" (same building) mixed-use developments. Mixed-use projects may use FAR to regulate intensity of combined residential and nonresidential sites or may use the floor area ratio (FAR) and density (units per acre) separately for the nonresidential and residential portions of the project. *Allowable Uses:* Low-, medium-, and higher-density dwelling units; eating and drinking establishments; lodging; cultural and entertainment; offices and commercial services; research, assembly, and fabrication; social services and shelters; parks and open space; public facilities and civic uses; and other similar and complementary uses.	10 to 57 units per gross acre for residential-only projects 0.5 to 3.50 FAR for mixed-use and non-residential projects

3.9 Goals, Policies, and Implementation Strategies

Goal LU+CD-1: Enhanced quality of life, unique identity, and sense of community

Policy LU+CD-1.1: *Provide the opportunity for children to grow, young households to become established, for people to raise families, and for seniors to stay in the community as they age.*

Policy LU+CD-1.2: *Re-design, re-route, and/or manage portions of State Highways 70 and 20 to reduce speeds, reduce impacts related to noise and exhaust, improve aesthetics, add street trees, add safe bicycle and pedestrian facilities, and make other improvements necessary to have these state highways function more as main streets for Marysville.*

Policy LU+CD-1.3: *Actively partner with residents, including historically underrepresented perspectives, and prioritize investments that ensure a healthy environment for all people, while offering inclusive economic development opportunities.*

Policy LU+CD-1.4: *Enhance connections to East Marysville, and facilitate new neighborhood commercial services, bicycle and pedestrian enhancements, landscape improvements, and compatible public and private investments.*

Policy LU+CD-1.5: *Maintain and improve open space and recreational opportunities, including parks within walking distance of most residents and an active riverfront area that hosts regular and special events and offers recreational spaces.*

Goal LU+CD-2: Sustainable fiscal conditions, robust economic development, and improved match between local jobs and the local labor force

Policy LU+CD-2.1: *Facilitate public-private partnerships to encourage economic development and improve fiscal sustainability, including partnering with private developers to foster infill development of prominent, underutilized properties.*

Policy LU+CD-2.2: *Encourage development that improves the balance between local jobs and housing, including new commercial, industrial, home-based businesses,*

business incubators, and development that generates net revenues and produces local jobs.

Policy LU+CD-2.3: *Offer flexible development standards, entitlement streamlining, and, if feasible, reduced development impact fees for developments that directly provide a substantial economic benefit, through the creation of high-quality jobs for local residents.*

Policy LU+CD-2.4: *Support residential development that is priced, sized, and located to serve the needs of local employers and workers.*

Policy LU+CD-2.5: *Provide assistance to local businesses to improve their viability and facilitate expansion.*

Policy LU+CD-2.6: *Support the establishment and programming of venues that host regular and special events – particularly those that celebrate the local cultural heritage and diverse population, highlight the historic character of the city, facilitate outdoor recreation, and draw regional visits and local spending.*

Policy LU+CD-2.7: *Collaborate with organizations engaged in art, cultural, and recreation to organize, promote, and coordinate regular and special events in Marysville.*

Policy LU+CD-2.8: *Expand local hospitality and lodging choices with amenities desired by visitors.*

Policy LU+CD-2.9: *Use tax-exempt financing, low-interest loans, and infrastructure investments to support projects that further economic development and fiscal health.*

LU+CD Implementation Strategy 2.1.

The City will manage land use and employment development strategically, through coordinated use of regulations (and policies); acquisition of property, consolidation of property, and public investments in infrastructure to encourage employment development. The City will coordinate with other service agencies and funding entities on infrastructure planning and funding to create incentives that will attract and speed infill development. The City will maintain fee programs that provide incentives for infill development and projects that create high-quality local jobs.

LU+CD Implementation Strategy 2.2.

The City will engage the local business community to assist with retention and expansion, including through sharing data, connecting with regional employer incentive programs, and facilitating local use of programs offered

through the Yuba Sutter Economic Development Corporation and the Capital Region Small Business Development Center.

LU+CD Implementation Strategy 2.3.

The City will coordinate with county, regional, and state economic development professionals and organizations to identify businesses seeking to locate in the region, communicate the City's competitive advantages, and generate dialogue leading to the establishment of businesses new to Marysville.

LU+CD Implementation Strategy 2.4.

The City will seek funding for, and implement local, targeted lease assistance programs; frontage and accessibility improvements; and technical assistance on financing for buildings, expansion, equipment, and cash flow management.

Goal LU+CD-3: Mixed-use infill development and reinvestment in an active and vibrant Downtown

Policy LU+CD-3.1: *Facilitate, incentivize, and accelerate compact, infill, mixed-use development – particularly on underutilized or vacant sites Downtown and in the Medical Arts District.*

Policy LU+CD-3.2: *Expand commercial, cultural, lodging, and entertainment uses and special events Downtown and housing opportunities in and around the Downtown area.*

Policy LU+CD-3.3: *Encourage development that is supportive of, and oriented to rail transit, including but not limited to higher-density residential uses and employment uses that would be accessed by rail commuters.*

Policy LU+CD-3.4: *Facilitate the transition of underutilized light industrial and other non-residential uses that have a relatively low employment density to higher density housing and uses that accommodate higher employment densities.*

Policy LU+CD-3.5: *Collaborate with property owners of automobile-oriented uses in the Medical Arts District to find alternative sites in Marysville and convert these properties to housing, offices, medical-related, and other non-automobile-oriented uses.*

Policy LU+CD-3.6: *Promote infill development around Lake Ellis that is oriented to the lake, including uses with outdoor seating that offers views of the lake.*

Policy LU+CD-3.7: *Partner with other agencies to upgrade infrastructure necessary to support reinvestment in Marysville.*

Policy LU+CD-3.8: *Support specific plans, redevelopment plans, corridor plans, and other small area plans that promote infill development and reinvestment, particularly Downtown and in the Medical Arts District.*

Policy LU+CD-3.9*:* *Employ performance-based standards to address important aspects of land use compatibility (air, noise, vibration, truck traffic, light, odors, and glare) without impeding mixed-use infill development.*

Policy LU+CD-3.10*:* *Collaborate with other public agencies to identify surplus property that can support compact, infill development of additional housing and employment opportunities in Marysville and engage developers interested in assembling properties for infill development.*

LU+CD Implementation Strategy 3.1.

The City will update and maintain the Municipal Code, including Title 18 Zoning, and will adopt a Downtown Specific Plan that provides clear and concise guidance for development and eliminate barriers to infill development.

LU+CD Implementation Strategy 3.2.

The City will survey infill developers, housing developers, interested property owners, and other relevant parties to identify constraints to reinvestment and infill development and the most helpful incentives to remove constraints to infill development. The City will provide incentives intended to induce and accelerate development Downtown and in the Medical Arts District, which may include streamlined entitlement and environmental review, public/private partnerships, fee structures that create incentives for infill and compact development, reduced parking requirements, design flexibility, obtaining grant funds that can reduce the overall cost of development by funding infrastructure upgrades or frontage improvements, and other feasible approaches. The City will identify infrastructure deficiencies in areas targeted for reinvestment and seek funding or establish financing approaches to address these deficiencies.

LU+CD Implementation Strategy 3.3.

The City will collaborate with other service providers to update development impact fees to implement the 2050 General Plan, and will incorporate a fee structure that reflects reduced demand and associated infrastructure costs related to density, intensity, and mixing different land uses in proximity. The development impact fee structure shall reflect the presence of existing infrastructure in infill settings and should also be reduced when the City is

successful in obtaining grant funding for infrastructure improvements that would support planned infill development.

LU+CD Implementation Strategy 3.4.

The City will proactively track grant funding available through regional, state, federal, and nonprofit programs that could be used to make public infrastructure improvements, plant and maintain trees, support compact housing development, clean brownfields to ready for infill development, or that otherwise could help to attract and accelerate infill development Downtown and in the Medical Arts District.

Goal LU+CD-4: Community design and development patterns that promote walking and bicycling

Policy LU+CD-4.1: *Design new development to provide direct and convenient pedestrian and bicycle access to nearby parks, trails, commercial and public services, and transit stops.*

Policy LU+CD-4.2: *Locate new buildings close to the sidewalk and oriented to the primary street frontage or to the side where direct pedestrian access is provided.*

Policy LU+CD-4.3: *Limit new surface parking, but where it is provided, locate parking areas behind or to the side of buildings, and break any larger parking areas into multiple smaller lots, with trees planted to shade parking areas.*

Street Parking Scenario

Side Parking Scenario

Rear Parking Scenario

Policy LU+CD-4.4: *Design new developments so that parking areas and garages are not the dominant visual element of site frontage.*

Policy LU+CD-4.5: *Use porches, stoops, balconies, windows, and other elements that provide "eyes on the street" onto yards, entrances, streets, and other public and semi-public places.*

Policy LU+CD-4.6: *Prohibit fences and walls along public streets where they would present barriers to casual surveillance.*

Policy LU+CD-4.7: *Maintain and expand the street tree canopy with trees selected and located to provide a shade canopy at maturity with a focus on sidewalks, bikeways, and places where people gather.*

Policy LU+CD-4.8*:* *Support projects to improve existing developed properties by adding pedestrian connections, public art, shade trees and other landscaping, by converting parking areas to outdoor eating or other useful purposes, and by making other improvements to the public realm that improve the quality of design in existing neighborhoods and business districts.*

LU+CD Implementation Strategy 4.1.

The City will update the zoning ordinance and adopt a Downtown Specific Plan following adoption of the 2050 General Plan. The standards included in these regulatory documents will require bicycle and pedestrian friendly development, including development that places buildings close to the property frontage and sidewalk, standards that allow public gathering and outdoor seating areas, particularly along commercial and mixed-use corridors and around Ellis Lake, that eliminate or reduce off-street parking requirements for new development and require that any surface parking is located behind or to the side of proposed buildings, and that allow the temporary use of parking areas for public gathering and commerce.

LU+CD Implementation Strategy 4.2.

The City will develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, have windows and entries oriented to the public realm, and a variety of building heights and roof lines.

Goal LU+CD-5: A preserved historic built environment with significant reinvestment.

Policy LU+CD-5.1: *Renovate and reuse historic buildings that have architectural value.*

Policy LU+CD-5.2: *Avoid substantive adverse changes to historical resources, where feasible.*

Policy LU+CD-5.3: *Design and locate new development adjacent to historical resources so that building placement and massing do not adversely affect the setting of adjacent historic buildings.*

Policy LU+CD-5.4: *Encourage private property owners to maintain historic buildings and renovate historical resources, if needed, consistent with applicable standards maintained by the Secretary of the Interior for the treatment of historic properties.*

Policy LU+CD-5.5: *Retain as many character-defining features as possible in the renovation of historic buildings.*

LU+CD Implementation Strategy 5.1.

The City will provide information to property owners regarding tax incentives and other federal and state programs, including the State Historical Building Code, to encourage the rehabilitation of historic structures.

LU+CD Implementation Strategy 5.2.

The City will coordinate with the owners of historic buildings and potential users and tenants of space within these buildings with the goal of facilitating the adaptive reuse of such buildings.

LU+CD Implementation Strategy 5.3.

The City will consider the benefits associated with establishing Marysville's Chinatown as a distinct historic district from the balance of the Marysville Historic Commercial District and pursue the establishment of such a district if there are material benefits.

LU+CD Implementation Strategy 5.4.

The City will update and maintain standards for historical resources and development adjacent to historical resources that preserve important aspects of the historic character, while also promoting reinvestment.

Goal LU+CD-6: Preserved and enhanced residential neighborhoods.

Policy LU+CD-6.1: *Promote walkability and pedestrian safety in residential neighborhoods by improving street lighting, installing crosswalks and sidewalks, and reducing vehicular speeds.*

Policy LU+CD-6.2: *Encourage renovation, remodeling, additions, and redevelopment of homes and accessory units to add diversity and opportunity to the housing stock.*

Policy LU+CD-6.3: *Guide land use change so that gathering places, services, and recreational spaces are within walking or biking distance for Marysville residents.*

Policy LU+CD-6.4: *Engage neighborhood organizations, community groups, and residents to help tailor services and improvements to the needs and preferences of each neighborhood.*

LU+CD Implementation Strategy 6.1.

The City will update and maintain codes that simplify the permitting process for residential renovations, additions, and new accessory dwelling units.

LU+CD Implementation Strategy 6.2.

The City will proactively seek grant funding for, and collaborate with other service providers and nongovernmental organizations to invest in parks and other public facilities, improve pedestrian and bicycle facilities, and add street trees within residential neighborhoods.

Goal LU+CD-7: A positive aesthetic environment which inspires pride, encourages investment, and promotes a sense of security.

Policy LU+CD-7.1: Improve the appearance of publicly accessible areas in Marysville, including public rights-of-way, streetscapes, parks, parking lots, and in particular, the area around Ellis Lake.

Policy LU+CD-7.2: Provide a visual environment at important gateways to the City that gives visitors an immediate positive impression of Marysville.

Policy LU+CD-7.4: Require visually attractive streetscapes with street trees, planting strips, attractive benches, pedestrian-scale streetlights in appropriate locations, and landscaping along fences and low walls, if present.

Policy LU+CD-7.5: Support construction of attractive civic landmarks and public artwork, with a focus on highly visible locations and public gathering areas.

Policy LU+CD-7.6: New private developments shall provide attractive building façades and a pedestrian-oriented site and building design.

Policy LU+CD-7.7: Pursue the installation of attractive signage and lighting that directs visitors Downtown, and to parks, schools, and other important civic areas.

Policy LU+CD-7.8: Promote casual surveillance of public and semi-public spaces and require site design in new development that avoids hidden spots.

Policy LU+CD-7.9: Provide secure locking of bicycles in locations that can be observed from inside proposed non-residential buildings.

Policy LU+CD-7.10: Require new developments to locate and design lighting to avoid light spillage, avoid flashing lights, and avoid reflective surfaces that could cast glare toward pedestrians, bicyclists, or motorists.

Policy LU+CD-7.11: Install new utilities underground and underground existing aboveground utilities along public rights-of-way as funding is available.

Policy LU+CD-7.12: Protect views of the Sutter Buttes, the Sierra Nevada, Yuba River and riparian area, and Contributing Resources to the Marysville Historic Commercial District from the City-designated Scenic Highway 70/E Street Bridge.

Implementation Strategy LU+CD 7.1-1

The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to make functional design and routing improvements to the state highways that improve safety, bicycle and pedestrian access, and quality of life along the corridors, but also that improve aesthetics, such as landscaping, tree planting and maintenance, lighting, and signage. Seek opportunities to improve the pedestrian experience on the Highway 70/E Street Bridge while preserving scenic views from this location and making these scenic views more available and safely accessible.

Goal LU+CD-8: High-quality, efficient, and effective public infrastructure, facilities, and services

Policy LU+CD-8.1: *Promote a land-efficient, compact development pattern and the placement of infrastructure to ensure efficient and cost-effective delivery of public services.*

Policy LU+CD-8.2: *Collaborate with neighboring jurisdictions and other service providers to improve the efficiency and effectiveness of public services, facilities, and utilities.*

Policy LU+CD-8.3: *Maintain information on the condition and capacity of infrastructure required to serve infill development, and improve infrastructure as funding is available.*

Policy LU+CD-8.4: *Support development of new community facilities in locations within one-half mile of lower-income communities and public transit.*

Policy LU+CD-8.5: *Coordinate with Yuba County Water Agency to improve stormwater filtration and detention features that can accommodate the drainage and water quality needs of infill development.*

Policy LU+CD-8.6: *Encourage the co-location of public services and facilities and encourage productive redevelopment of surplus public land.*

LU+CD Implementation Strategy 8.1.

The City will coordinate with public and private utility providers to identify efficiencies in serving existing or new development and in identifying needs for new or expanded utility facilities.

LU+CD Implementation Strategy 8.2.

The City will prepare and maintain water, drainage, and sewer infrastructure master plans, in coordination with other service agencies, as appropriate, that identify, prioritize, and provide planning level cost estimates for improvements required to serve existing development and development anticipated during the General Plan planning horizon.

Goal LU+CD-9: Protection of persons, structures, and nearby airports from incompatible developments within Airport Influence Areas

Policy LU+CD-9.1: *Submit to the Airport Land Use Commission, and condition, as necessary, proposed land use actions within an Airport Influence Area or Airport Overflight Zone to ensure that the development is consistent with the applicable Airport Land Use Compatibility Plan.*

Policy LU+CD-9.2: *Maintain communication with representatives of Beal Air Force Base to ensure land use compatibility, present Marysville as a welcoming community, and identify local changes that can enhance the competitiveness of Marysville as a place of residence for Base personnel.*

Goal LU+CD-10: Efficient and sustainable growth and expansion

Policy LU+CD-10.1: *Consider changes to the Sphere of Influence and annexation that further General Plan goals, and that have been determined to produce long-term fiscal benefits to the City.*

Policy LU+CD-10.2: *Annexation requests shall provide an analysis of infrastructure and public facilities demand, shall identify the financing necessary for infrastructure and public facilities, and shall assess and report on short- and long-term fiscal impacts to the City.*

Policy LU+CD-10.3: *Review development proposals within the City's Sphere of Influence and within the City's Area of Referral (Exhibit 3.9) and coordinate with Yuba County and service providers to ensure mutually satisfactory outcomes.*

LU+CD Implementation Strategy 10.1.

The City will study the fiscal, economic, administrative, and service level benefits and costs associated with annexation of areas within the existing Sphere of Influence, and potential changes to the existing Sphere of Influence. This study will produce recommendations for changes boundaries, strategies for public services, improvements to infrastructure and public facilities, costs associated with serving areas outside the existing City limits, financing strategies, and potential public service efficiencies that could be available through annexation and changes to the Sphere of Influence.

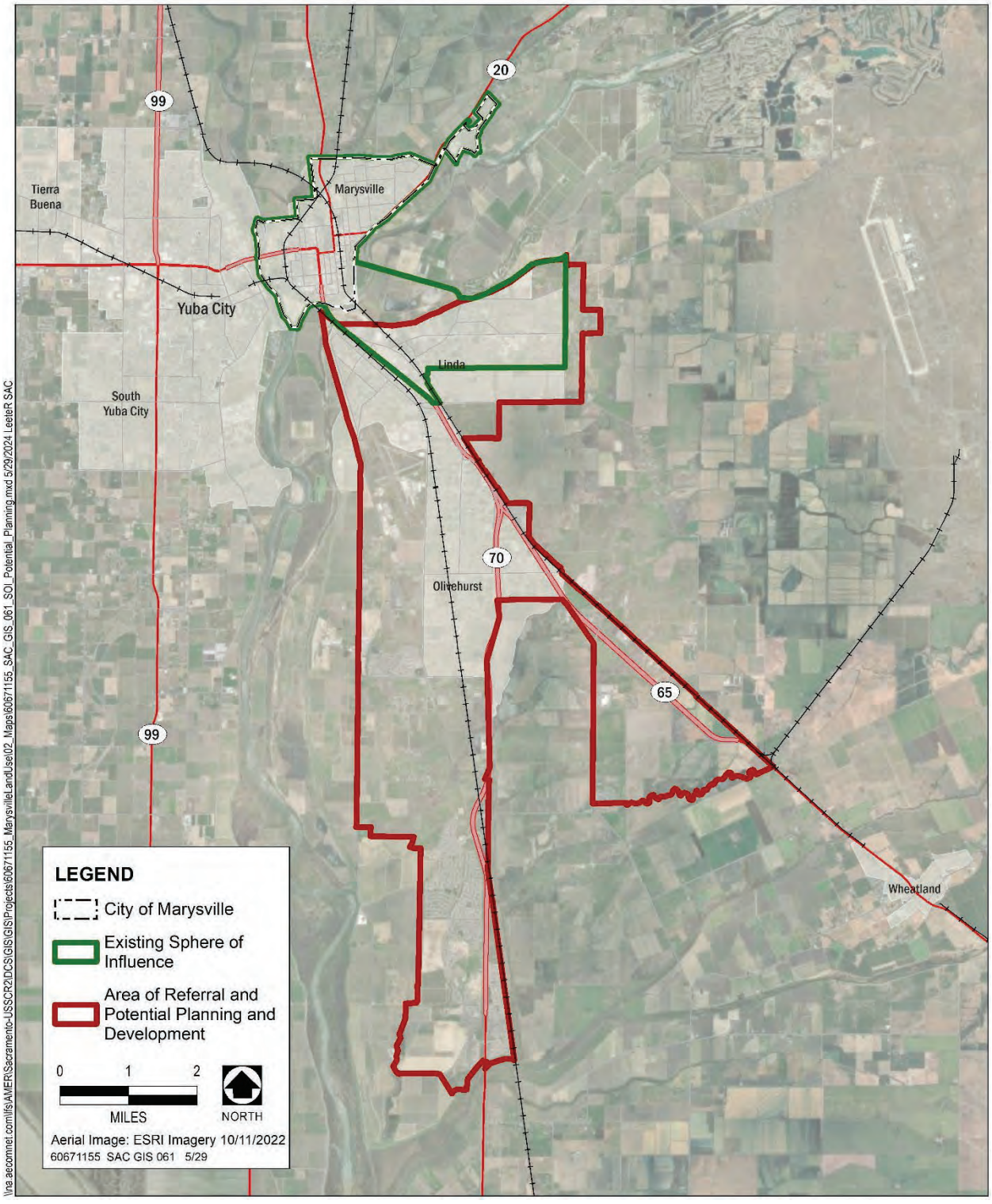


Exhibit 3.9. Area of Referral and Potential Planning and Development

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4 CIRCULATION ELEMENT

4.1 Background + Context

Introduction. The Circulation Element provides the framework for the City of Marysville's decisions concerning the transportation system, which includes various transportation modes and related facilities (automobiles, transit, rail, bicycles, and pedestrians[1]). This Element also provides for coordination with the surrounding cities and unincorporated communities within the county, with the Metropolitan Transportation Plan administered by the Sacramento Area Council of Governments, and with State and federal agencies that fund and manage transportation facilities within the city.

The Circulation Element is intended to improve transportation options for Marysville residents, enhance access to daily destinations for residents and visitors, reduce automobile dependency and household transportation costs, and address the public health, economic, and environmental costs associated with transportation. It aims to improve access and safety for motorists, while also allowing more residents to walk, bike, roll, and use transit to get to work, to school, to appointments, and to reach restaurants, recreation, and entertainment.

The Element provides a decision-making guide for the City to appropriately balance among the sometimes-competing needs of different travel modes. This Element also outlines standards for different types of streets, priority transportation projects that should be constructed during this planning horizon, and ideas for improvements to the State Highway 70 and 20 corridors that would improve safety and quality of life for Marysville residents and visitors. The Element provides goals and policies to enhance the quality of life for residents such that the transportation system:

- Sustains and improves social, economic, aesthetic, and environmental conditions;
- Is accessible and safe for all residents;

[1] The California Department of Motor Vehicles (DMV) defines pedestrian as "a person walking; a person traveling on something other than a vehicle or bicycle. This includes roller skates, a skateboard, etc.; [and a] person with a disability using a tricycle, quadricycle, or wheelchair for transportation."

- Offers practical opportunities to travel by various modes;
- Reduces problems for Marysville residents associated with peak-period congestion; and
- Improves public health by offering residents practical active transportation options.

Statutory requirements. This Circulation Element was prepared consistent with relevant state laws, including Senate Bill (SB) 743, which addresses environmental review, congestion, and vehicular travel demand, and SB 375, which integrates transportation, land use, and housing policies to reduce greenhouse gas emissions by allowing more people to access jobs and services without a personal vehicle.

Relationship to other elements. The primary function of the Circulation Element is to maintain a transportation network for the City that appropriately balances among different modes of travel and provides safe and efficient operation and maintenance of the circulation network. The Circulation Element is closely related to the Land Use + Community Development, Environmental Justice, and Noise Elements. The following briefly discusses the relationship between these elements of the General Plan.

- **Land Use + Community Development Element** – Section 65300.5 of the California Government Code requires the circulation element to be consistent with the land use element. The nature, routing, and design of circulation facilities are among the determinants of urban form and land use. Conversely, planned densities and intensities create demand for different types of transportation facilities. By coordinating land use and circulation planning, communities can create more sustainable and equitable development patterns that support a range of transportation options. Recognizing the close relationship between land use and transportation policy, the Land Use + Community Development Element and Circulation Element were developed concurrently.
- **Environmental Justice Element** – The Environmental Justice Element and Circulation Element are closely related as they both promote equity and access in the community, and also because transportation is an important source of air pollution that can combine with demographic characteristics to create environmental justice issues. The Environmental Justice Element aims to identify and address disproportionate environmental impacts on low-income communities, communities of color, and other disadvantaged populations. The Circulation Element focuses on providing safe, efficient, and accessible transportation options for all residents, regardless of their income or background. This may include promoting more efficient and less expensive modes of transportation such as walking, biking, rolling, and using public transit; improving transportation safety; and addressing transportation-related environmental impacts such as air pollution, greenhouse gas emissions, and traffic noise. Both Elements aim to ensure that planning decisions do not disproportionately harm marginalized populations. By working together, these two Elements help promote a more equitable and sustainable future for the community.

- **Noise Element** – In Marysville, transportation is the top source of noise due to the city being quad-sected by two major state highways, SR 20 and SR 70. Noise exposure will be a decisive factor in traffic management strategies and the possible mitigation of noise from existing facilities in relation to existing and planned land uses. The Circulation Element and Noise Element are essential components that aim to create a livable and healthy community. By considering the relationship between circulation and noise, communities can address the impacts of noise pollution and promote transportation systems that are compatible with surrounding land uses.

4.1.1 Relevant Documents + Plans

Marysville Downtown Parking Plan. The City published a parking plan in 2005 to assess the adequacy of existing and future parking capacity in the Downtown area.[2] The plan noted that some areas in Downtown Marysville reached 80 percent capacity during peak times and the overall occupancy was approximately 50 to 60 percent of capacity. The plan concluded that there is a surplus of parking and no need for new capacity. City staff and the Downtown Economic Development Strategic Plan Steering Committee provided oversight for the plan. The plan includes recommendations for parking management and economic development in the area, reducing off-street parking requirements, adding landscaping and lighting to parking lots, converting parallel parking spaces to diagonal, and encouraging shared parking for adjacent uses.

Pedestrian Safety, Mobility & Context Improvement Study. This study recommends enhancing pedestrian connections and walkability along State Route (SR) 70 and SR 20.[3] The study cites inadequate landscaping and accessibility, including to meet the intent of the Americans with Disabilities Act (ADA), observing that some sidewalks are damaged or uneven, limiting pedestrian and bicycle access to Downtown, parks, and other neighborhoods.

Bounce Back Vision & Implementation Plan. Between 2012 and 2015, a dedicated group of residents, business owners, and community leaders oversaw the development of a detailed plan of action to reinvigorate five districts in central Marysville, including Downtown, E Street Corridor, Medical Arts District, Lake District, and River and Recreation District. Upon its completion, it was unanimously approved by the City Council, along with a First Year Action Plan. The plan includes actions within the five districts to help catalyze reinvestment and seize on the tremendous economic and social potential of these areas, including recommendations related to access, pedestrian friendliness, transit, and parking.

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2 Hexagon Transportation Group, Inc. in association with Robert E. Goldman. 2005 (December). Marysville Downtown Parking Plan.

3 Local Government Commission, Community Partners LLC, MIG: Moore Iacofano Goltsman, Designing Streets For Pedestrians, Clairvoyant Graphics and Livable Streets. 2008 (July). Pedestrian Safety, Mobility & Context Improvement Study: State Routes 70/20 Marysville, CA.

City of Marysville Bicycle & Pedestrian Plan. In 2016, the City approved a Bicycle & Pedestrian Plan designed to enhance walking and bicycling connectivity citywide. The plan supports physical activity for residents, promotes safe and healthy transportation, and makes it possible for people of all ages and abilities to access essential services such as jobs, schools, recreational facilities, shopping areas, and public transit by walking, rolling, or biking.

Local Roadway Safety Plan. The Local Roadway Safety Plan was published in February of 2022, and presents an assessment of collision trends and patterns, along with a set of recommendations to improve transportation safety. The plan observes that wide and straight vehicular travel lanes, such as along 10th Street and E Street (State Highways 20 and 70), contribute to collisions. Most crashes in Marysville occur along the state highway corridors and the majority of injuries (62 percent) from crashes occur along the state highways.[4] The major causes of citywide collisions are speeding, failure to yield, failure to follow stop signs, and turning or signaling. The plan's recommendations include adding design features to signal to motorists the need to slow vehicular speeds – "where possible, create a perceived sense of narrowed roadway through pavement treatments, street trees, and other roadside features…[w]here lanes are 12' or more consider narrowing travel lanes and utilizing excess space for such features as buffered bike lanes, wider parking stalls, or medians as space permits."

Marysville Parking Study. In 2020, the City published an update to its last parking survey in 2005.[5] The aim of this study was to update the parking counts in three important areas of the City: Downtown District, Government District, and Medical Arts District. The study sought to provide a summary of recommendations based on the updated counts and discovered that some perceptions about the adequacy of parking does not appear to match the actual availability of parking. The only areas that appeared to be at capacity were the areas surrounding Rideout Regional Medical Center, the Caltrans District 3 headquarters office, and the Yuba County Superior Courthouse. The study's recommendations include establishing a parking advisory committee for educating community leaders and gathering feedback, implementing residential parking permits in mixed-use areas like D Street and the Medical Arts District, and exploring the feasibility of implementing paid parking meters in areas with high enough demand to support the investment while considering the availability of nearby inexpensive or free parking.[6]

Yuba-Sutter Blue Zones: Yuba-Sutter Bicycle Implementation Report. To support short and long-range planning and project implementation to further achieve goals identified by the Yuba-Sutter Blue Zones committees, the Yuba-Sutter Bicycle Implementation Report was released in 2023. The report highlights the benefits of cycling, such as improving

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4 These data are for 2021 through 2022. For more detail, please see the Transportation Injury Mapping System. https://tims.berkeley.edu/tools/query/summary.php

5 Management Advisory Services. 2020 (January 27th). City of Marysville Parking Survey.

6 The City has implemented a residential permit program. For more details, please see: https://www.marysville.ca.us/parking-permits.

physical and mental health and reducing air pollution and presents detailed recommendations for improving infrastructure and promoting cycling culture, such as details of quick-build routes in Marysville.[7] These recommendations also include funding options, implementation strategies, conducting public engagement and engineering design for quick-build projects, collaborating with local school districts to develop Bike Bus programs and include bicycling in the physical education curriculum, and partnering with Caltrans to improve bicycle and pedestrian safety on major area roadways. The Yuba-Sutter Blue Zones Project hopes that by promoting cycling, they can help create a healthier and more sustainable community.

California State Transportation Plan. The California State Transportation Plan includes an assessment of the benefits, opportunities, and challenges associated with the state highway system, with a series of objectives, performance measures, and actions designed to inform and direct the management and maintenance of the state highway system. This plan acknowledges, at a statewide level, many of the issues experienced by residents, employees, and visitors in Marysville: noise, air pollutant emissions, barriers to pedestrian and bicycle travel, safety problems, and the fact that changes are required along state highways that pass through communities in order to create more vibrant spaces that can be attractive for mixed-use, infill development. The state transportation plan explains that California's disadvantaged and underrepresented communities in particular have been adversely affected by transportation policies and planning decisions. This is true for Marysville in neighborhoods near the state highways.

However, the plan also describes many positive changes to be advanced statewide, and that can be pursued in Marysville as well – changes that would reduce emissions and noise levels; improve transportation-related economic, environmental, and public health outcomes for disadvantaged communities; improve access to a range of high-quality, safe, and affordable mobility options within disadvantaged communities; support enjoyable trip experiences and vibrant public spaces; enable local and regional transportation agencies to establish lower speed limits; prioritize safety improvements within current and historically disadvantaged communities; promote infrastructure design that enhances safety for vulnerable roadway users such as bicyclists, pedestrians, scooters, people with disabilities, and other users of non-auto modes of transportation; reduce driving speeds through infrastructure design; increase coordination with land use decision-making agencies to identify and prioritize specific transportation investments needed to support compact, mixed-use development; and require the addition of multimodal project components, such as Complete Streets upgrades and traffic calming measures, during maintenance and preservation activities.

[7] Quick-build routes are short-term infrastructure improvements that remain in place between one and five years and that are constructed with semi-permanent materials such as traffic delineators, jersey barriers, or raised lane separators. Quick-build projects allow for rapid installation along existing roadways and provide an enhancement to many existing facilities.

4.1.2 State Highways

State Highways. At the center of Marysville is an intersection of two state highways: SR 70 and SR 20. SR 70 is oriented north to south and is B Street entering Marysville from the north, then moves west as 9th Street, and then south as E Street. SR 20 is oriented east to west and connects Marysville with Yuba City via the Feather River Bridge to the west and to Smartsville, Penn Valley, and Grass Valley to the east and northeast. SR 20 enters Marysville from the west as 10th Street, turns south as E Street, proceeds east again as 9th Street, north as B Street, and then east again as East 12th Street.

As state routes make their way into Marysville, they lack the street trees, parallel parking, narrower lanes, and other physical features that slow down motorists. This creates challenges for pedestrian and cyclist safety. The relatively high volumes and truck traffic generate noise and exhaust. The planning, design, and management of these facilities must consider the unique challenges in Marysville, including:

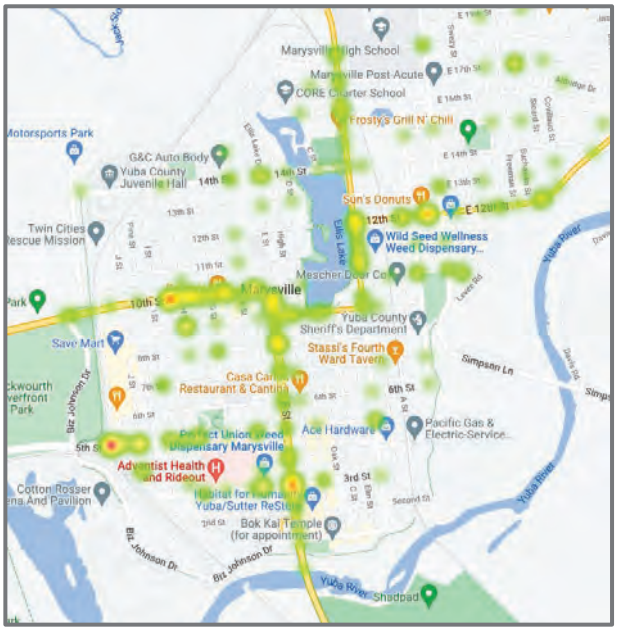
- **State highways as local streets.**[8] State highways between cities have a different function than do city streets – they are designed to move relatively high volumes of traffic quickly with wide lanes, gentle curves, and few or no conflicts. When state highways move into a city, often, these facilities sometimes retain some of these design features that are intended to move large volumes of traffic quickly despite city streets needing to serve very different functions as the framework for placemaking, economic development, and multi-modal access. With design changes, these highways corridors can provide queues to drivers to be careful and slow down, and in other ways better function as "main streets."
- **Traffic congestion from through traffic:** Marysville is identified as generating relatively low travel demand.[9] This means that, on a per-capita basis, Marysville residents drive less than their peers in the Sacramento region. However, with the large amount of through traffic on the state highways, despite Marysville's development pattern that promotes walking, bicycling, and rolling to reach destinations, there are still high traffic volumes and some peak-period congestion along the state highways that

[8] Conceptually, roads and streets can be thought of as serving different purposes with different design considerations. Roads are designed to convey large amounts of vehicular traffic at higher speeds, with wider travel lanes, large recovery areas, with fewer access points. Streets are designed for people and are the basis for economic development and placemaking. They tend to be narrower with many access points and have lower vehicular speeds. Streets are intended to support local businesses, provide safe access for pedestrians and cyclists, and foster a sense of community.

[9] Please see the Sacramento Council of Governments website for more detail: https://sacog.maps.arcgis.com/apps/webappviewer/index.html?id=0eac172e44514776b2f30e4324652f88&extent=-13567338.6225%2C4599309.7898%2C-13330078.0867%2C4789485.1162%2C102100.

would continue into the future unless there are changes in routing, design, or management.[10]

- **Increasing capacity does not permanently alleviate congestion:** The City does not currently have jurisdiction over the state highway rights-of-way, but even if the City did have control, expanding the capacity of these facilities would not alleviate congestion. This is because the additional capacity would be absorbed by drivers changing routes, changing transportation modes, and changing the time of day of travel.[11]
- **Environmental impacts:** Highways carry relatively large volumes of traffic, and when that traffic is routed through communities, this leads to traffic noise, exhaust emissions, and interruptions in the bicycle and pedestrian network.
- **Safety concerns:** As traffic increases, safety concerns may arise, particularly when vehicle speeds are high, roads are designed to accommodate high vehicle speeds, and drivers are not signaled by the road design to be alert for interactions with other vehicles, bicyclists, and pedestrians. As an example of the safety issues, SR 70 in Marysville has a fatality and injury rate that is 35 percent higher than the statewide average for a similar facility with half due to unsafe vehicle speeds.[12] Based on data compiled by the Safe Transportation Research & Education Center (SafeTREC) from 2016 to 2022, there was a relatively high rate of crashes along SR 70 and SR 20, and the Twin Cities Memorial Bridge approach. During the surveyed period, the intersections on E Street (SR 70), 10th Street (SR 20), B



Above: SafeTREC's Transportation Injury Mapping System for Marysville

[10] As an example of the congestion along the state highways, Caltrans estimates average delay of 56 seconds at the intersection of SR 70 and 12th Street during the morning peak hour and 79 seconds during the afternoon peak hour – in both instances, this level of delay equates to Level of Service (LOS) E. This information is summarized in the Caltrans SR 70 Binney Junction Roadway Rehabilitation and Complete Streets Project Final Environmental Impact Report/Environmental Assessment.

[11] This phenomenon has been frequently studied. For a quick summary, please see: the UCLA Institute for Transportation Studies, https://www.its.ucla.edu/news/for-the-press/traffic-congestion/. For more detail, one example article is Ossokina, Ioulia; van Ommeren, Jos; and van Mourik, Henk. 2022. *Do highway widenings reduce congestion*? Journal of Economic Geography.

[12] California Department of Transportation (Caltrans). 2020. SR 70 Binney Junction Roadway Rehabilitation and Complete Streets Project Final Environmental Impact Report/Environmental Assessment.

Street (SR 70), and 12th Street (SR 20) had a poor crash record, with approximately 129 crashes occurring at or near these intersections.

- **Limited connections to surrounding developed areas.** The Feather and Yuba Rivers and the surrounding ring levee separate Marysville from residences and destinations in Yuba City and in the unincorporated communities of Linda and Olivehurst. The Feather River Bridge and the Twin Cities Memorial Bridge connect Marysville and Yuba City. The Yuba River Bridge leads south, while the Simpson Lane Bridge leads southeast.
- **Existing physical barriers:** The presence of significant physical barriers, including SR 70 and SR 20, hinders access within the city. SR 70 and 20 physically divide the city, creating complex navigation and quality of life issues by obstructing pedestrian and vehicle travel, as well as emergency access. Multiple railroad lines also traverse the city, leading to travel disruptions and occasional vehicle congestion. Further, the levees designed to protect the city also limit access to adjoining developed communities.

4.1.3 City Streets

While the state highway system presents some challenges, the inter-connected grid pattern street network (or grid system) in Marysville offers many benefits. One key feature is that trips are shorter with an inter-connected grid pattern street network, compared to a transportation system with branching street networks where access is concentrated in a few points.[13] Another key feature is the absence of dead ends, which allows multiple ways to reach any given destinations reducing traffic congestion, improving traffic flow, and providing multiple routes for emergency responders. Additionally, the grid system distributes traffic so that individual streets are not overly burdened with traffic and associated noise and exhaust.

Research has demonstrated that intersection density – an area with a relatively high number of intersections – can help reduce the need to drive.[14,15] The grid system promotes walking, rolling, cycling, and transit use by offering multiple routes to any given destination and shortening trips. This, in turn, can help to reduce traffic congestion, improve air quality, and promote public health. The grid system also supports local businesses, making it easier for people to access commercial districts and encouraging foot traffic. Grid systems offer an efficient method of distributing traffic, help to reduce traffic congestion, encourage active transportation, offer multiple routes for emergency service providers, and provide a

[13] An excellent synthesis of studies on travel behavior with different land use patterns and transportation system designs can be found in Reid Ewing and Robert Cervero, "Travel and the Built Environment" Transportation Research Record, 1780, Paper No. 01-3515.

[14] Intersection density is the number of street crossings (intersections) within a specific area, generally a square mile. Higher intersection density is often correlated with more walkable and accessible communities.

[15] California Air Resources Board. Impacts of Network Connectivity on Passenger Vehicle Use and Greenhouse Gas Emissions Policy Brief (2014): https://ww2.arb.ca.gov/sites/default/files/2020-06/Impacts_of_Network_Connectivity_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf

highly beneficial framework for placemaking and economic development. Marysville's grid system is segmented into multiple smaller grid systems due to physical barriers such as SR 20 and 70 and existing railroad lines. While Marysville's existing grid system offers many benefits, the state highway and railroad barriers currently limit overall travel efficiency throughout the city.

4.1.4 Public Transportation

Current public transportation choices in Marysville include bus and paratransit routes and service, as well as on-demand shared ride service. These public transit choices are provided and maintained by Yuba-Sutter Transit, which provides daily service (except Sundays) in Yuba and Sutter counties, in addition to peak-hour and midday service to downtown Sacramento each weekday.

Above: Yuba-Sutter Transit bus

Yuba-Sutter Transit operates two local fixed routes to Marysville. These routes connect Marysville with Yuba City and Linda and operate every 30 to 60 minutes between 6:30 AM and 6:30 PM on weekdays and between 8:30 AM and 5:30 PM on Saturdays. Yuba-Sutter Transit also operates Dial-a-Ride, which provides curb-to-curb shared ride service to eligible passengers (seniors and persons with disabilities) between 6:30 AM and 9:30 PM on weekdays and from 8:30 AM and 5:30 PM on Saturdays. This service operates without eligibility restrictions and is open to the public after 6:00 PM on weekdays.

Yuba-Sutter Transit may consider modifications to their transit system, such as placement and design of transit stops, as well as hours of operation, throughout ongoing and future planning efforts.

Amtrak San Joaquins is a statewide transportation network that serves approximately 100 destinations, including Marysville via the Amtrak San Joaquins Route 3 Thruway bus, which has a stop at 858 I Street, adjacent to the Yuba County Government Center.[16]

Butte County Association of Governments (BCAG), in collaboration with the San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and various local governments, including Marysville, are engaged with strategic planning for the extension of

[16] For more information, please see: Amtrak San Joaquins.

Altamont Corridor Express (ACE) and Amtrak San Joaquins trains from north of Sacramento to the city of Chico, known as the "North Valley Rail Project."

Passenger rail stops are proposed in Marysville, Plumas Lake, Gridley, and Chico. Two station locations in Marysville are under consideration – one between 10th Street and 5th Street and east of Featherside Way and another south of 5th Street and southwest of 3rd Street and J Street.

Above: Proposed Marysville-Yuba City Station Rendering

4.1.5 Transportation Performance and Management

Transportation performance can be tracked and measured in a variety of ways, but two of the most common for planning are vehicle miles traveled (VMT) and level of service (LOS).

Vehicle Miles Traveled. VMT is the total mileage traveled by vehicles in some defined area and over the course of some defined period of time. In order to understand the efficiency of the land use and transportation environment, VMT is normalized, or divided by some measurement of the amount of development. Often, VMT is divided by the total population, or the total employment accommodated by a project or within a planning area. VMT per capita represents the total residential-generated vehicular miles traveled by each resident of a housing project or a community – typically presented in terms of VMT per capita per day. VMT per employee reflects the total vehicular mileage per day that is required for each employee of a subject project or planning area. These two concepts can also be combined to present a more holistic understanding – the term, "service population" represents the total residential population plus employment accommodated by a project or within a community. VMT per service population per day is another method for measuring transportation performance.

VMT per service population reflects the relative efficiency of development patterns and transportation facilities, as well as household and employment location decisions of residents, employees, and employers. Relatively low VMT per person or per employee can be an indication of a more resilient and economically successful community, where household transportation costs are minimized and where the cost of maintaining transportation facilities better matches the local fiscal base for supporting such costs.[17]

[17] Evaluating Transportation Economic Development Impacts. 2018. https://www.vtpi.org/econ_dev.pdf.

VMT rates reflect the land use mix and density, as well as bike, pedestrian, and transit infrastructure improvements, the urban design environment, the proximity of regional destinations, the relative connectivity of the transportation network, and other factors.[18]

Strategies aimed at reducing VMT enhance access to destinations for residents, employees, and visitors. Such strategies include adding housing near jobs, promoting housing and job development near transit stops, implementing transportation demand management techniques such as parking pricing, commuter trip reduction programs, improving transit systems, and providing infrastructure for alternative modes of transportation beyond single-occupant vehicles.[19] Increasing the diversity of land uses in proximity (placing homes near schools, stores, services, and civic destinations) decreases VMT by providing residents with easier access to amenities and job opportunities, resulting in shorter trip distances. This includes access to entertainment, shopping, and other resources, which can be accomplished by mixing a variety of land uses in proximity to one another.

Since transportation is the biggest source of greenhouse gas (GHG) emissions, a top source of other air pollutants, and the top energy user, finding ways to reduce VMT is critical for a community's environmental and energy conservation goals.[20] While VMT in itself is not an environmental impact, increases in VMT could result in associated adverse physical environmental impacts, such as those related to GHG emissions, criteria air pollutants, and transportation-related noise. And since transportation is the second highest household expense, increasing non-personal vehicle transportation options in Marysville will help free up income to be spent on healthcare, housing, other needs.[21]

General Plan policies that prioritize compact, mixed-use, infill development will reduce VMT by placing more people in areas where getting around without a car is more practical. Facilitating infill development in walkable places with high-quality bicycle and pedestrian facilities will reduce the local dependency on private vehicles to reach destinations.

Marysville is relatively VMT efficient. The Sacramento Area Council of Governments (SACOG) has prepared analysis and mapping showing that the entire city has per-capita VMT that is 50 to 85 percent of the regional average. The entire city has VMT per employee that is either 50 percent or less of the regional average or between 50 and 85 percent of the regional average (see **Exhibit 4-1**).[22] Similarly, SACOG examined relative VMT efficiency

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[18] Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities and Advancing Health and Equity. 2021. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

[19] U.S. Department of Transportation. Integrating Demand Management into the Transportation Planning Process. 2012. https://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf.

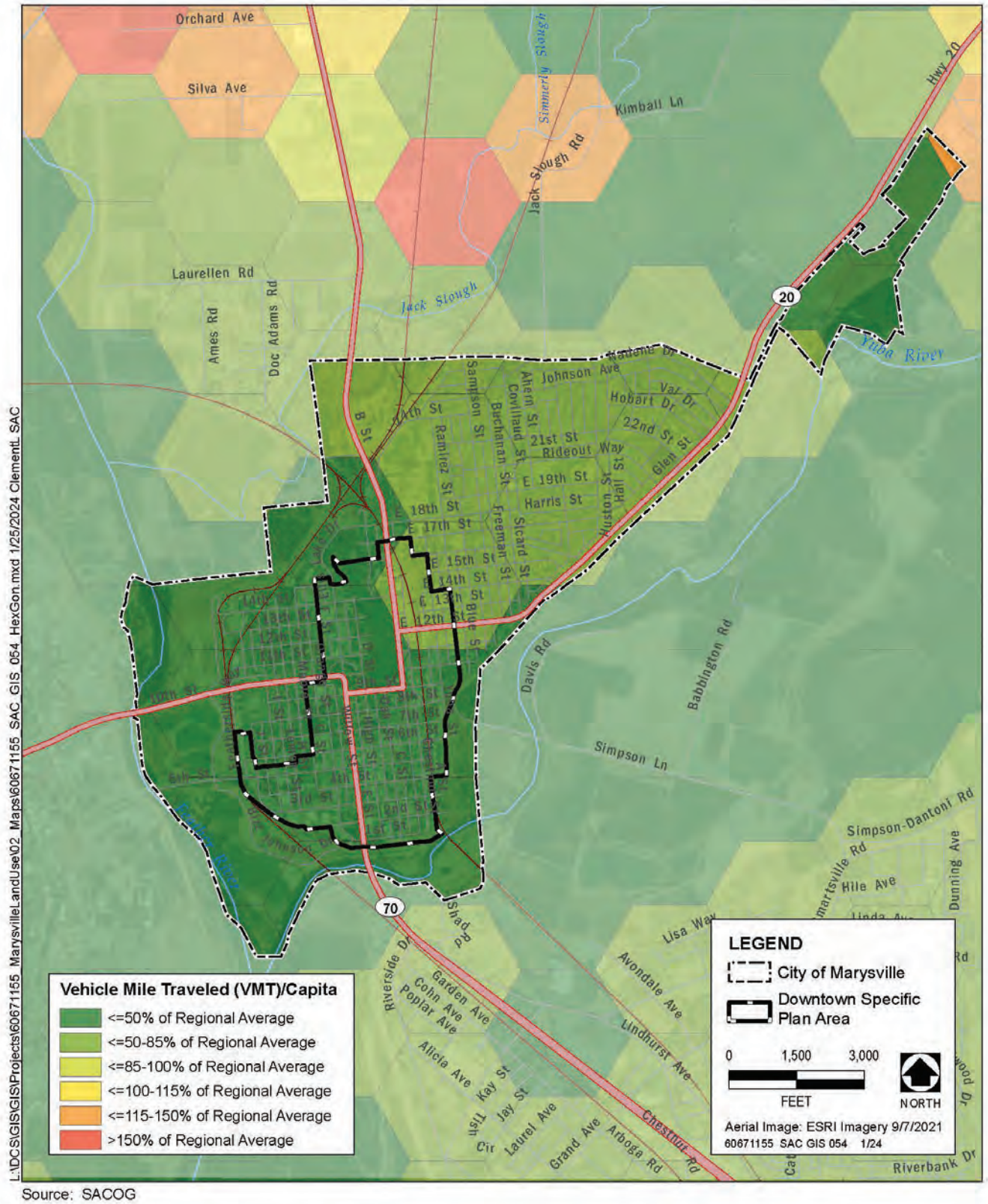
[20] Transportation emissions will also be reduced through the state's efforts at electrifying the vehicle fleet, including passenger vehicles, school buses, freight vehicles, and other vehicle types.

[21] US Bureau of Labor Statistics. https://www.bls.gov/cex/tables/geographic/mean/cu-region-2-year-average-2021.pdf

[22] For more detail, please see SACOG's website: https://sb743-sacog.opendata.arcgis.com/.

for 2040, including growth and development in the region. For 2040, all of Marysville will have per-capita VMT that is 50 to 85 percent of the regional average (see **Exhibit 4-2**).

Above: Streets are designed for people and are the foundation for economic development and placemaking.



Source: SACOG

Exhibit 4-1. Per-capita vehicle miles traveled in Marysville, 2016

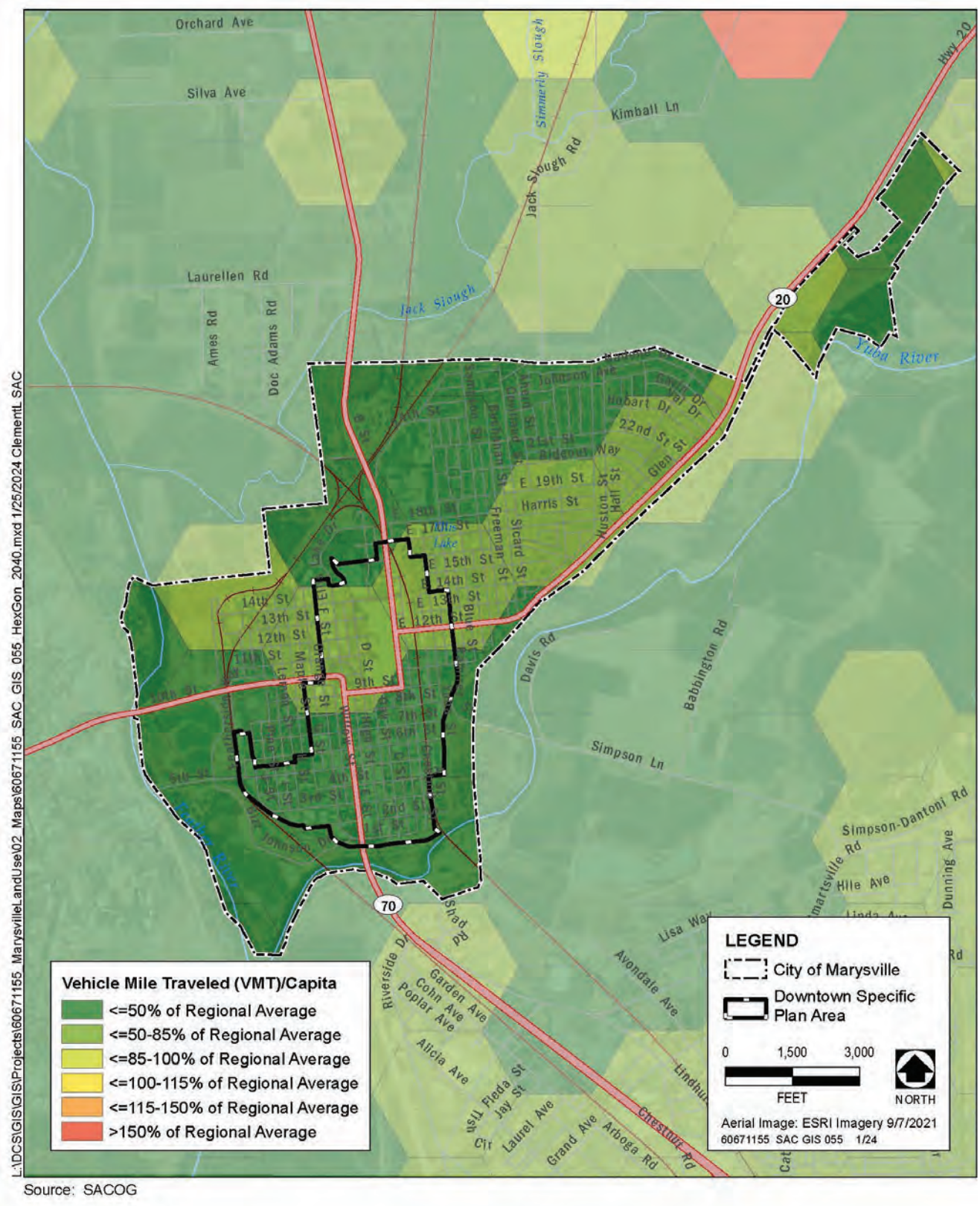


Exhibit 4-2. Per-capita vehicle miles traveled in Marysville, 2040

Level of Service (LOS). LOS is a qualitative description of the traffic operations experienced by a driver at an intersection or along a roadway segment.[23] The scale for LOS ranges from LOS A, with no congestion and little delay, to LOS F, with excessive congestion and delays. **Table 4-1** provides definitions for the different LOS levels.

Table 4-1: LOS Definitions

Level of Service (LOS)	Definition
A	Free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.
E	Operations with significant intersection approach delays and low average speeds.
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.


Level of Service A/B


Level of Service C/D


Level of Service E/F

LOS A through C represents vehicular facilities that have surplus capacity, and that may require excessive resources to construct and maintain considering the travel demand – particularly if LOS is measured during the peak demand period. Designing streets to achieve LOS A through C could also lead to more travel lanes unnecessarily devoted to vehicular travel that could instead be used for bicycle lanes, sidewalks, public gathering spaces, landscaped areas, outdoor seating for eating and drinking establishments, and other productive purposes.

[23] The inconvenience of periodic traffic congestion, normally measured according to LOS, is not an environmental impact, and will not be the subject of City environmental analysis under the California Environmental Quality Act. However, LOS can be used for transportation planning outside the realm of environmental review.

4.2 Circulation Framework

Marysville's transportation system is intended to accommodate multiple methods of travel—automobile, pedestrian, bicycle, and public transit. Components of the City's transportation system are described below.

4.2.1 Vehicular Circulation Diagram and Functional Classifications

Marysville's streets serve multiple functions – most importantly, they serve as the foundation for community development. Streets and rights-of-way have different components – vehicular travel lanes, sidewalks, street trees, bike lanes, transit stops, and other features – all intended to offer a safe, convenient multi-modal system of accessing destinations.

The vehicular system is designed to accommodate vehicular access, while considering issues of safety, design, and accommodation. City streets shall be designed and improved consistent with the standards presented below and as illustrated conceptually in **Exhibit Circulation-4.3, the Vehicular Circulation Diagram.** Proposed intersection and parking improvements, such as angled parking, are illustrated in **Exhibit 4-4, the Proposed Circulation Improvements diagram.**

Functional Classifications defined in the City's General Plan Circulation Element include Arterials, Collectors, and Local Streets. Following is a description of the Functional Classifications in Marysville.

- **Arterials.** Arterials are designed to carry relatively higher volumes of vehicular traffic and typically include two or more lanes in each direction. Access to Arterials is generally from Collectors and Local Streets. Arterials in Marysville include the state highways described above and 5th Street west of E Street.
- **Collectors.** Collectors connect neighborhoods and commercial districts and include East 22nd, Covillaud, Ramirez, East 10th, 14th, and H streets.
- **Local Streets.** The remainder of the streets are Local Streets, whose principal function is to provide access to properties and the framework for economic development and public spaces for interaction. While moving traffic is a necessary function for local streets, they shall not be designed for high-volume or high-speed traffic.

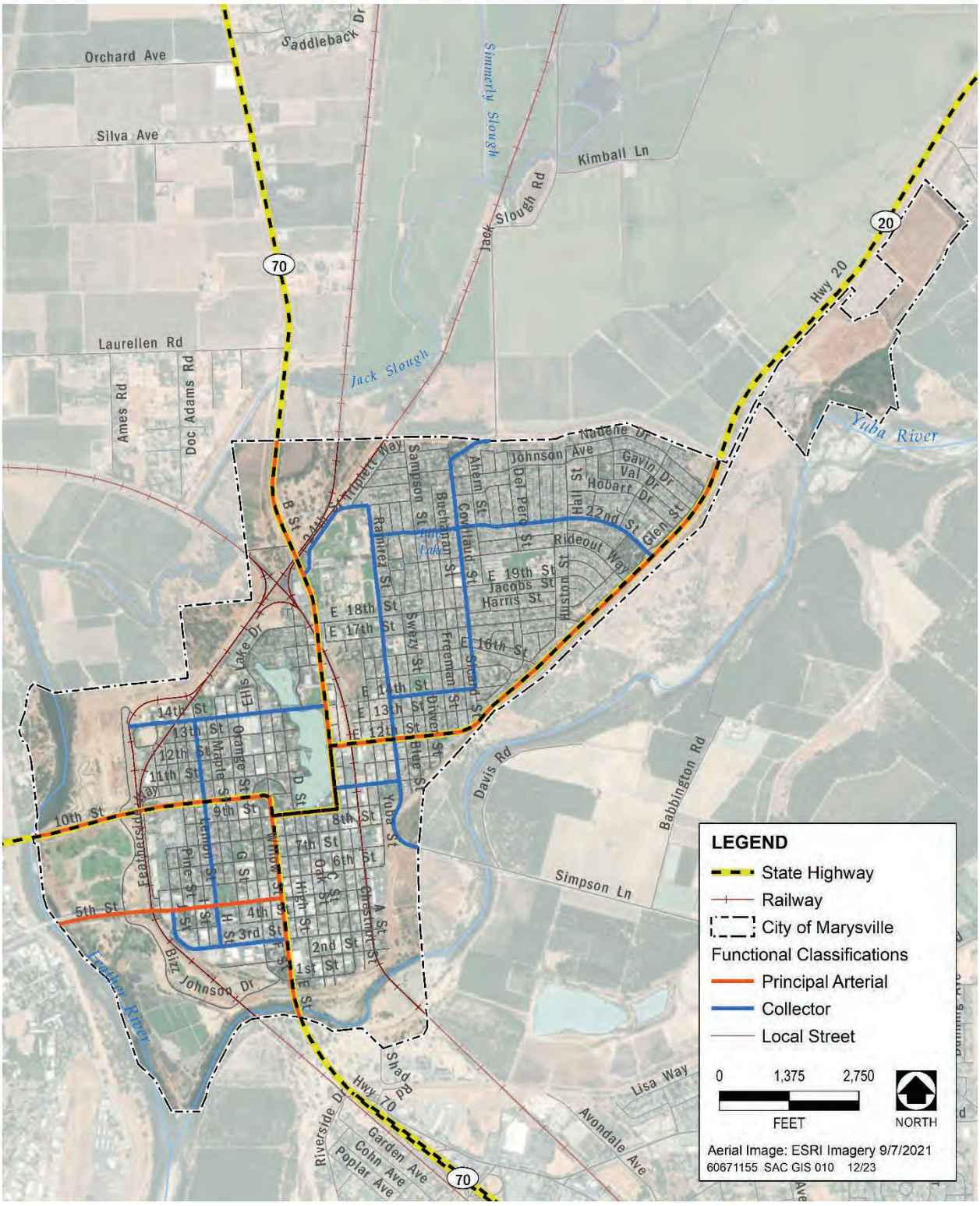


Exhibit 4-3. Vehicular Circulation Diagram

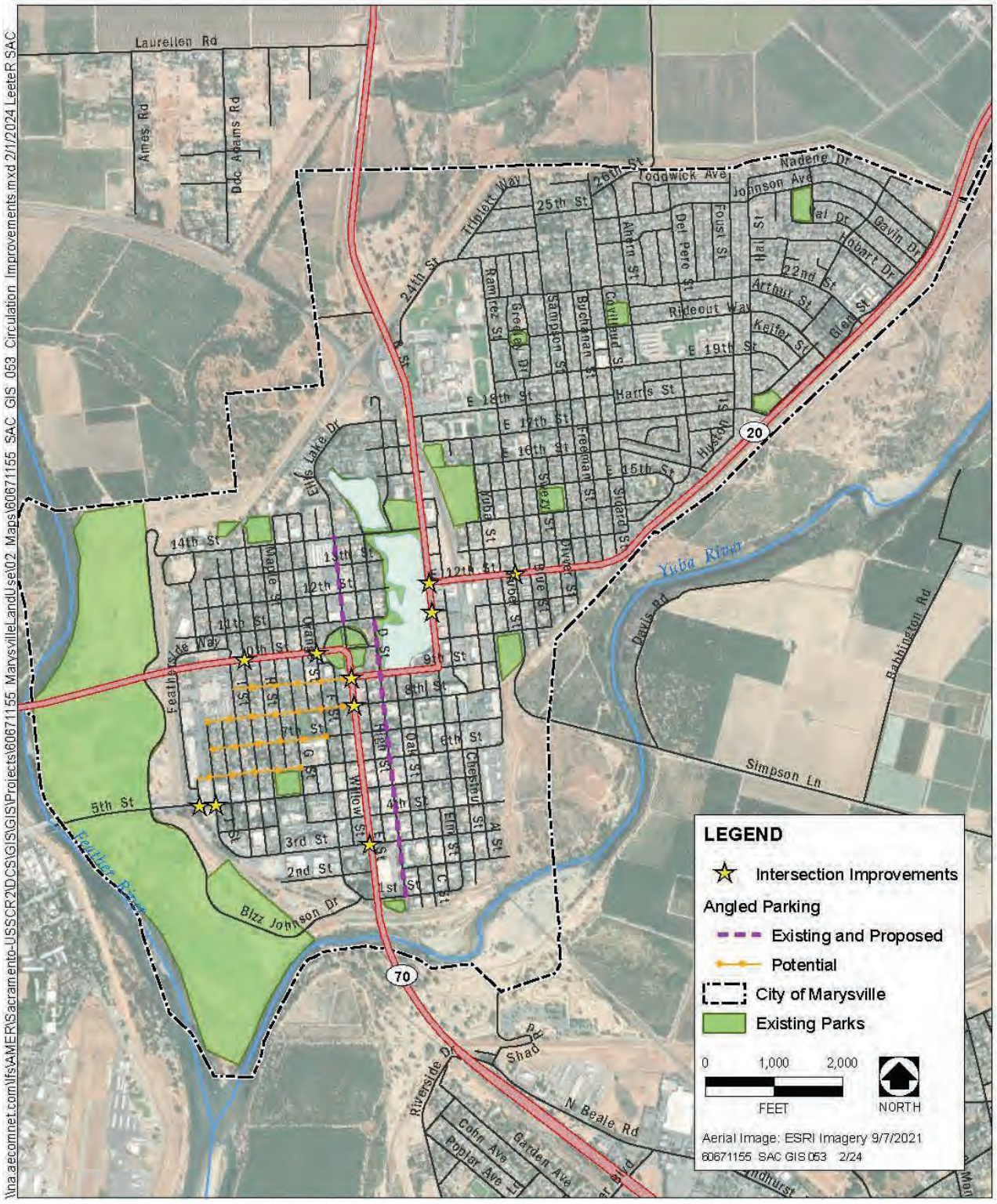


Exhibit 4-4. Proposed Circulation Improvements Diagram

Marysville's approach to establishing and maintaining standards for different Functional Classifications departs somewhat from other communities. For example, some cities would establish standards for Arterials that involve wide travel lanes, prohibitions on parking, and limitations on the number of intersections that can be established – all with the intent to plan for high speeds of 35 miles per hour or even higher. This is not true for Marysville – while the City uses a functional classification system, it is more for the purpose of traffic management and intersection control. Marysville's streets were constructed prior to the advent of suburban road standards that promoted higher vehicular speeds and higher traffic volumes (no Local Streets under Marysville's jurisdiction have speed limits greater than 30 mph) – often also in areas designated for retail and commercial services. It is not the City's intent for any streets within the city to have high vehicular speeds – in fact, an important component of this Circulation Diagram is identifying methods for *slowing* vehicular traffic – through establishing lower speed limits, enforcement, and communicating to drivers through visible design features along streets to slow their vehicle and be aware of bicyclists and pedestrians.

4.2.2 Bicycle + Pedestrian Network

Pedestrian Network. Pedestrian facilities, like sidewalks, crosswalks, trails, with a supportive land use and development pattern encourages walking as a mode of transportation, recreation, and exercise. These facilities offer significant health advantages to those using them, but inadequate pedestrian facilities can discourage users when pedestrian facilities are not well-designed can lead to the use of other modes of transportation that may not include physical activity at all.

Sidewalks. As noted in the City's Bicycle and Pedestrian Plan, sidewalks form the backbone of the pedestrian transportation network. Good street and sidewalk design can foster healthier communities by improving public safety, enhancing mobility, reducing environmental impacts, and building community character. Nearly all streets in Marysville have sidewalks on both sides, except for some industrial areas and low-volume residential streets. Other notable sidewalk gaps include B Street/SR 70 near Marysville High School and the streets around Ellis Lake, though a narrow and non-ADA compliant pedestrian path circles Ellis Lake. The Marysville Bicycle and Pedestrian Plan identifies proposed new sidewalks to fill existing gaps throughout the city.

Crosswalks. Few crosswalks are marked in residential neighborhoods, and they are marked inconsistently along Arterials. Near schools, crosswalks are marked in yellow. High-visibility crosswalks are required in areas with relatively higher traffic speeds or volumes

and where there are nearby destinations. Proposed high-visibility and raised crosswalks are identified in the Marysville Bicycle and Pedestrian Plan.

Curb Extensions and Ramps. Curb extensions extend the width of the sidewalk and curb line at crosswalks to reduce pedestrian crossing distance, thereby enhancing pedestrian safety. Curb ramps assist pedestrians with mobility impairments or use assistive devices to transition more easily from the sidewalk into a crosswalk and are required by the Americans with Disabilities Act. Curb ramps also benefit parents pushing strollers and children riding scooters or skateboards. Marysville has installed curb ramps at many locations.

Bicycle Network. A comprehensive and well-maintained network of bikeways with supporting facilities can have multiple advantages. Reducing the number of short vehicle trips can promote cycling and increase the share of trips made by bike. This shift from cars to bikes can also improve traffic flow, reduce greenhouse gas emissions, reduce criteria air emissions, as well as lower risk for severe health conditions, such as heart disease and cancer. To encourage and facilitate cycling in Marysville, it is crucial to have safe, convenient, attractive, and well-designed bicycle facilities. This can be achieved by maintaining and improving a network of bicycle paths, lanes, and separated bike routes. Existing bicycle bikeways in Marysville also connect to regional facilities and the City's intent is to promote future connections between city and regional trails. Regional trails with connections to local trails are illustrated in **Exhibit 4-5.**

Bicycle Facility Classification System. There are four bikeway facility types, which are described below. The City's Bicycle Circulation Diagram is illustrated in **Exhibit 4-*5.***

- **Class I (Bike Path)** allows bicycle and pedestrian travel on a paved right-of-way completely separated from streets or highways.
- **Class II (Bike Lane)** bike lanes provide a signed, striped, and stenciled lane for one-way travel on both sides of a roadway. Bicycle lanes are often recommended on roadways where traffic volumes and speeds are too high for comfortably sharing the travel lane.
- **Class III (Bike Route)** bike routes provide for shared travel lane use and are generally only identified with signs. Bike routes may have a wide travel lane or shoulder that allows for parallel travel with automobiles. Since Class III bike routes are not protective of cyclists through markings showing bicycle lanes or separation from vehicular traffic, this General Plan proposes to identify a more complete bicycle circulation system

featuring Class I and Class IV facilities, with some areas for Class II facilities, and to move away from Class III bike routes.

- **Class IV (Separated Bikeways)** is exclusive use of bikes and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

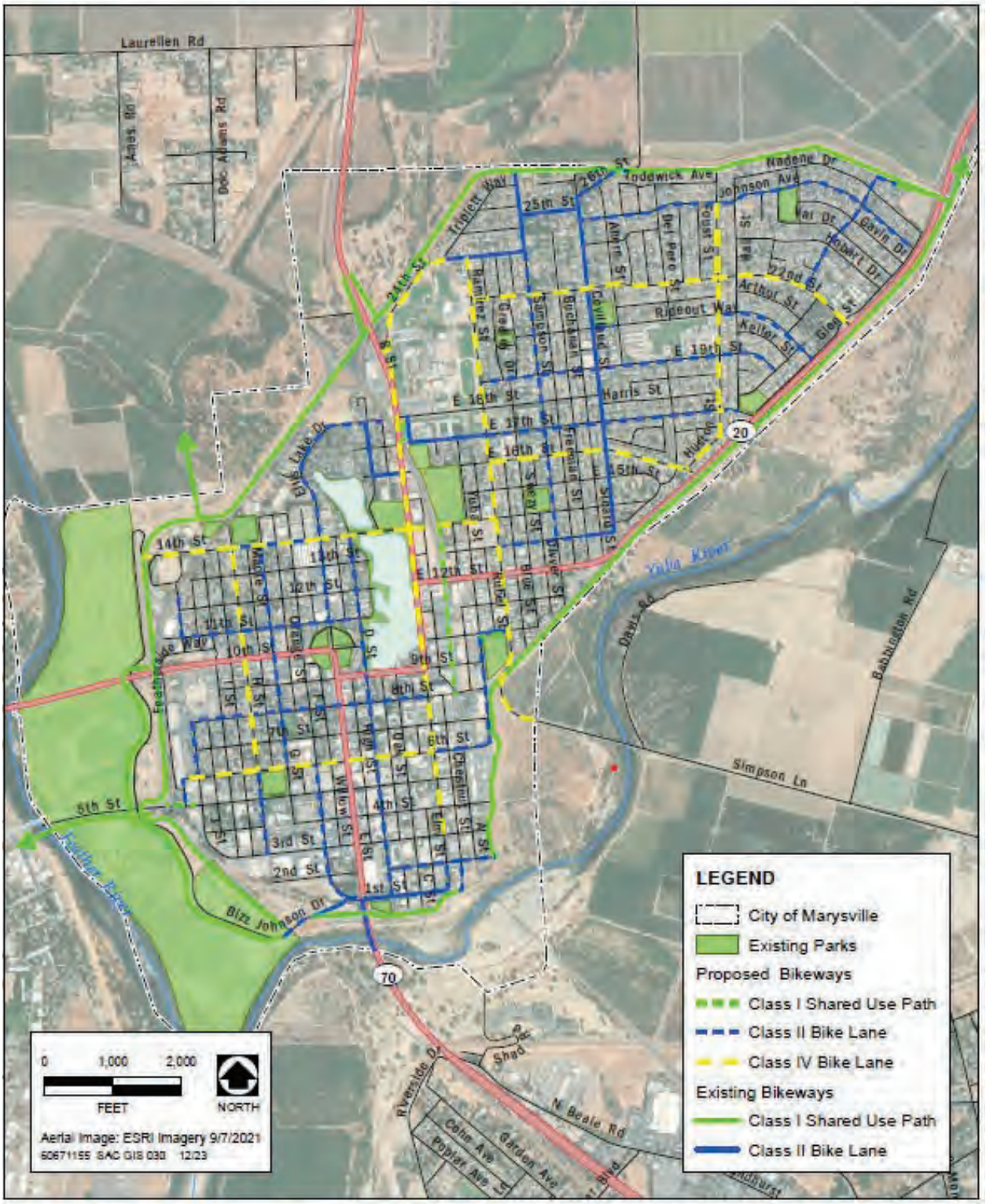


Exhibit 4-5. Bicycle Circulation Diagram

4.2.3 Goods Movement

Roadways in Marysville, particularly SR 20 and 70, support the movement of goods throughout the region. Looking forward, through continued coordination with Caltrans, there is the potential to maintain the function of the state highway systems in the Yuba-Sutter region for goods movement, while also reducing noise, filtering air pollutants, slowing traffic flow, reducing relatively more disruptive starts and stops, improving the visual environment, enhancing safety for pedestrians and cyclists, and promoting local economic development in Marysville.

Truck Routes. The state highways and a limited number of Local Streets are designed as official truck routes in Marysville (please see **Exhibit 4-6**).

Rail. Union Pacific Railroad traverses Marysville, as well, though today there are no rail-served uses in the city. The rail line represents a barrier to travel by other modes. As discussed in Section 4.1.4, BCAG is undergoing strategic planning to extend passenger train travel and connect Sacramento and Butte County, which could include a stop in Marysville.

Above: Union Pacific Railroad Overcrossing

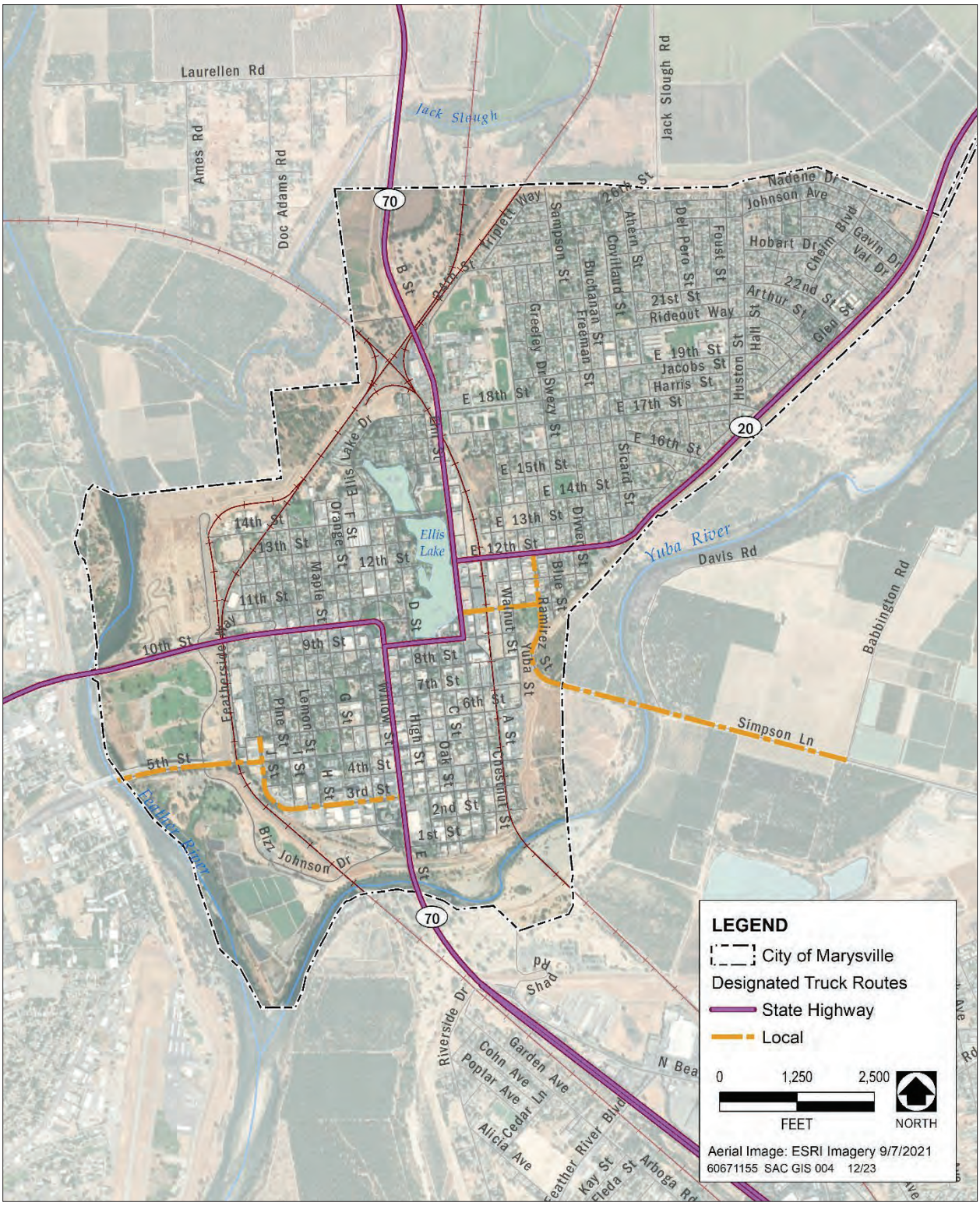


Exhibit 4-6. Truck Routes

4.3 Airport

While there are no airports in Marysville, the city is within the airport influence areas of the Sutter County Airport, Yuba County Airport, and Beale Air Force Base. Sutter County Airport, located 2,000 feet southwest of Marysville, mainly serves agricultural uses such as aircraft performing crop dusting activities. Yuba County Airport, located two miles south of Marysville, is a general aviation airport serving Yuba, Butte, Nevada, Placer, Sacramento, and Sutter Counties. Beale Air Force Base is located approximately six miles southeast of Marysville and supports Air Force operations.

4.4 Key Issues + Opportunities

Issues. The City faces various challenges and opportunities related to transportation. The City must address several key issues to maintain a high quality of life for its residents and promote growth and development. One of the most pressing issues is traffic congestion along SR 70 and SR 20 during peak commute times. Since SR 70 and SR 20, which are not grade-separated throughout the City, also serve as primary local streets, this can present inconveniences for intracity trips for local motorists. In part due to the presence of the state highways, there are also gaps in the City's bicycle and pedestrian network and places where there are safety concerns.

There are also many deeply impactful opportunities for Marysville during this planning horizon, including facilitating changes along the state highways that reduce noise, improve air quality, enhance aesthetics, promote pedestrian and bicycle safety, and spur local economic development.

An improved levee trail system encircling the community, with many connections to reach this trail system from different parts of the community and connect to regional trails, would be an incredible amenity.

As Yuba-Sutter Transit Authority considers changes to transit offerings within Marysville, there is the potential for more frequent intracity options and improved connections with routes traveling elsewhere in the region, including expanding regional commuter rail services such as the Altamont Corridor Express (ACE) or Valley Link, with a stop in Marysville. This would provide more transportation options for residents and improve connections with other regional routes.

Projects to improve pedestrian convenience and safety have the potential to promote public health through active transportation, reduce household transportation costs, improve air quality, and expand freedom of choice among transportation modes for Marysville residents. The following describes key issues and opportunities:

4.4.1 Key Issues:

These key issues and opportunities are addressed in the goals and policies that follow.

- **Traffic Congestion:** Through traffic on SR 70 and SR 20 and the lack of alternative transportation options leads to traffic congestion, particularly during peak travel times, which can increase commute times, degrade air quality, and exacerbate potential health risks.
- **Lack of Safe Pedestrian and Bicycle Infrastructure**: Marysville would benefit greatly from additional protected and separate bicycle facilities and some areas currently lack sidewalks, bike lanes, and safe crossings. This can be particularly dangerous for those who rely on walking, rolling, or cycling as their primary mode of transportation. Without safe pedestrian and bicycle infrastructure, particularly in areas around the state highways, some people, especially economically disadvantaged individuals, may have challenges in accessing essential services, such as places of employment, grocery stores, or medical facilities.
- **Limited Public Transportation**: While there are current limits to public transit options, the City can collaborate with Yuba-Sutter Transit Authority on local implementation of the Yuba-Sutter NextGen Transit Plan to provide more access, schedule flexibility, route options, and ridership.
- **High Collision Rates:** 272 traffic collisions occurred within the city of Marysville from 2015 to 2019, with 18 of these collisions ending in serious injuries or death. The highest concentration of collisions in the city are along 5th Street, 10th Street, 12th Street, B Street, and E Street.

4.4.2 Key Opportunities:

- **Collaborate to Make Changes that Allow the State Highways to Function More as Main Streets.** Changes in routing, traffic management, and design could help to slow speeds, reduce noise and air pollution, improve safety, and make more pleasant spaces along the state highways that are capable of attracting compact, mixed-use, infill development.
- **Expand Pedestrian and Bicycle Infrastructure:** The City could improve pedestrian and bicycle infrastructure by adding sidewalks, bike lanes, and safe crossings, which would make it easier and safer for people to walk, bike, and roll around the city.
- **Implement Traffic Calming Measures:** The City could implement traffic calming measures such as speed humps, roundabouts, traffic circles, curb extensions, and road

diets[24] to reduce speed and improve safety on City streets. Opportunities to reduce speeds and improve safety are particularly important along SR 70 and SR 20. Implementing traffic management strategies, such as signal timing, roundabouts, and speed management, can help alleviate bottlenecks and reduce traffic congestion.

- **Promote Infill Development – Particularly Housing:** Marysville is a regional employment center, though today, most employees working in Marysville live elsewhere. Though Marysville is essentially built out, there is still substantial opportunity to add housing, including housing designed to meet the needs of today's in-commuting employees. Even a small percentage increase in the number of people living *and* working in Marysville could deliver significant fiscal, economic, and environmental benefits.
- **Improve Public Transportation:** Public transportation could be improved by providing flexible scheduling options, such as on-demand or flexible route services, that make it easier for people to use public transportation, especially if they have unconventional schedules or are unable to use fixed-route services. This could make it easier for residents to access essential services and reduce reliance on personal vehicles.

4.5 Goals, Policies, and Implementation Strategies

Goal C-1	A safe and efficient transportation system
Policy C-1.1:	*Operate a transportation system that prioritizes safety for all users.*
Policy C-1.2:	*Maintain improvement standards for City streets that ensure adequate access for all users and provide appropriate visual signals, such as relatively narrow lanes, parallel parking, street trees, and other design features shown to reduce vehicular speeds.*
Policy C-1.3:	*Encourage the use of cost-effective neighborhood traffic calming strategies that slow vehicular traffic.*
Policy C-1.4:	*Manage the transportation network to reduce vehicular congestion to no worse than level of service E at intersections, while prioritizing pedestrian and bicycle access and safety.*

[24] Road diets are designed to improve reduce speeds, improve overall safety, enhance safety and convenience for pedestrians and cyclists, and typically involve a reduced number of travel lanes, particularly in locations with excessive capacity for daily vehicular traffic.

Policy C-1.5: *Advocate for changes to the state highways within Marysville that better distribute and manage traffic flow, reduce noise and air pollutant emissions exposure, encourage bicycle and pedestrian travel, improve aesthetics, and slow traffic.*

Policy C-1-6 *Support regional efforts to construct a state highway bypass system that will reduce through traffic in Marysville.*

Policy C-1.7: *Support California State Transportation Plan commitments to reduce traffic volumes, particularly near disadvantaged communities, reduce emissions and noise affecting neighborhoods, reduce non-exhaust pollutants, improve the safety and attractiveness for active transportation modes, create more vibrant public spaces, slow traffic speeds, prioritize specific transportation investments needed to support mixed-use development, and require the addition of multimodal transportation facilities along the state highways. Consider installing criteria air pollutant emissions monitoring equipment to evaluate the effectiveness of emission reduction improvements.*

Policy C-1.8: *Partner with agencies in the region to evaluate and manage the introduction of emerging transportation offerings to the city in a way that supports City objectives for access, economic development, and safety.*

Implementation Strategy C1.1

The City may require traffic studies for proposed projects that would generate or attract more than 550 vehicular trips per day. Where a proposed development would cause an exceedance of the City's level of service policy, applicants shall consider feasible revisions to the proposed development that would increase connectivity, enhance bicycle/pedestrian/transit access, manage travel demand, and/or provide other revisions that would reduce vehicular travel demand. Adding capacity will only be considered if this would not adversely affect pedestrian or bicycle access, convenience, or safety and where such a capacity increase is demonstrated to avoid inducing substantial additional vehicular travel.

Implementation Strategy C1.2

The City may require new developments to contribute on a fair-share basis to the multi-modal City transportation system. The transportation impact fee shall be determined by the relative vehicular transportation demand (VMT) of proposed projects per capita or per employee, as determined by the expected VMT based on project location, the density/intensity of the project, mix of uses in the immediate vicinity, proximity to regional destinations, and other relevant factors. City transportation impact fees shall not be based on

trip generation alone but shall be based on VMT per resident and/or employee.

Implementation Strategy C1.3

The City will assess and prioritize transportation investments and will periodically update capital improvement plans, guided by the policies of the General Plan.

Implementation Strategy C1.4

The City will actively collaborate with the California Department of Transportation (Caltrans) and the community to reduce impacts of state highway traffic on businesses and residents within Marysville. Measures should include improving connectivity and safety for walking, rolling, bicycling, and other non-vehicular transportation modes, reducing cut-through traffic, and increasing safety enforcement. Recommendations could include design changes, changes in routing, changes in management of passenger vehicle and truck traffic, landscaping and streetscape improvements, on-street parking, and other recommendations. Additionally, as described in the Caltrans 2022 State Highway 70 and 99 Comprehensive Multimodal Corridor Plan, recommendations could include an adaptive signal system throughout Marysville on SR 70 and installation of bicycle lanes through the city.

Implementation Strategy C1.5

The City will continue to explore grant opportunities that will fund the development and implementation of a traffic calming program. Locations in need of traffic-calming interventions can be identified by citizens, staff, or decision makers and requests to investigate the need should specifically describe the problem, time of day, affected area, and other relevant details with available supporting data. Traffic calming measures could include traffic calming devices, which could include, but is not limited to visible and active police presence, roundabouts, speed feedback sign, lane narrowing, edge line, chicane/deviation, mid-block median, modified intersections, landscaping, neck down/choker, traffic circles, raised crosswalks, speed humps, and raised intersections. The City will prioritize implementation of recommend intersection countermeasures provided in the City's 2022 Local Roadway Safety Plan to minimize collisions at high incident intersections.

Goal C-2 Convenient access for all ages and abilities

Policy C-2.1: *Maintain a comprehensive connected network of complete streets that provide safe, efficient, and convenient access to daily destinations for all ages and abilities.*

Policy C-2.2: *Identify gaps and barriers in the transportation system, identify improvements that would improve bicycle and pedestrian safety or convenience, and seek funding to implement these improvements, with a focus on access to daily destinations such as work and school.*

Policy C-2.3: *Maintain street improvement standards that provide safe and accessible environments for pedestrians, cyclists, motorists, and emergency service providers.*

Policy C-2.4: *Support local Safe Routes to Schools programs to ensure safe walking and biking access to school, prioritizing sites with the highest need. Emphasis for bicycle facilities serving schools should be on separated Class I or IV bike lanes.*

Policy C-2.5: *Enhance existing pedestrian infrastructure to support the needs of aging adults, particularly routes to transit, health care, and commercial services.*

Policy C-2.6: *Improve and expand the City's off-street pedestrian and bicycle system, including improvements to a full levee trail system around the city with access points from different locations within the city and connections to regional destinations, including Yuba City and unincorporated, developed and developing portions of Yuba County.*

Policy C-2.7: *Retrofit existing streets with Class I or IV bikeways where feasible, and add enhanced sidewalks, on-street parking, and street trees, as funding is available.*

Policy C-2.8: *Add clearly visible and easily surveilled bicycle parking in areas with bicycling destinations, such as parks and commercial districts.*

Policy C-2.9: *Expand the City's tree canopy, particularly in the Downtown Specific Plan Area, with a focus on adding and maintaining street trees that shade sidewalks and bike paths.*

Policy C-2.10: *Collaborate with Yuba-Sutter Transit Authority regarding curb space, new transit stops within proposed developments, and other needs to improve the accessibility and convenience of transit for Marysville residents and employees.*

Policy C-2.11: *Engage Marysville residents, especially representatives of disadvantaged communities in identifying transportation needs, and providing input on transportation improvement projects in the early stage of the planning process.*

Policy C-2.12: *Collaborate with emergency service providers, Caltrans, and the Union Pacific Railroad to maintain and improve emergency access and evacuation routes for a variety of scenarios.*

Policy C-2.13: *Engage with BCAG, San Joaquin Regional Rail Commission, San Joaquin Joint Powers Authority, Caltrans, and other nearby local governments on the North Rail project, specifically the development of the proposed Marysville-Yuba City Station.*

Implementation Strategy C2.1

The City will update and maintain street improvement standards that accommodate all transportation modes and prioritize the safety and accessibility of pedestrians and cyclists, including incorporating visual cues such as relatively narrow lanes, street markings, parallel and diagonal on-street parking, and signage that encourage low speeds in areas with high pedestrian and bicycle traffic. The City will work with a reputable third-party organization or firm that specializes in alternative modes of transportation to review and consult on existing and proposed City improvement standards to ensure they are based on the most up-to-date methodology. Street improvement standards will ensure Marysville's streets are designed as Complete Streets that accommodate all transportation modes. For intersections where the City anticipates bicycle and pedestrian movements, including the state highways, the City will develop and implement standards that prohibit parking in locations that would block sightlines of pedestrians and cyclists for motorists at the subject intersection.

Implementation Strategy C2.2

The City will research and proactively pursue grants and otherwise seek funding to construct improvements that improve bicycle and pedestrian safety, including those identified in the Bounce Back Vision & Implementation Plan, the City of Marysville Bicycle & Pedestrian Plan, the City's Parks and Open Space Master Plan, and the Yuba-Sutter Blue Zones Bicycle Implementation Report. In consideration of emergency vehicle and refuse collection needs, the City may identify streets that could be reconstructed to be more "complete," or that have excess vehicular capacity, and could accommodate a reduction in the number or width of travel lanes, including streets that can accommodate protected bicycle lanes with designs that may benefit from a reduction in vehicular travel lanes or lane widths. Street improvement projects could place on-street parking adjacent to the

vehicular travelway and the bicycle lane adjacent to the curb and sidewalk, as well as add landscaping and drainage facilities. The City will partner with SACOG, Yuba City, Sutter County, Yuba County, and other agencies and nonprofits to improve the regional bicycle and pedestrian network, including connections to Yuba County and Yuba City bicycle and pedestrian facilities. The City will work with local bicycle clubs such as Yuba Area Bicycle Advocates to assist the City in identifying and prioritizing potential improvements to improve bicycle safety, convenience, and access.

Implementation Strategy C2.3

In collaboration with other partners, the City will research grant funding opportunities that can be used to determine the feasibility of high-quality pedestrian facilities, including potential grade separated pedestrian facilities in locations such as: along B Street at 17th Street, next to the Binney Junction railroad crossing along State Highway 70, under the railroad at 14th Street, where D Street dead ends into Ellis Lake at 14th Street, and along State Highway 20 in the northeastern portion of the city.

Implementation Strategy C2.4

The City will seek funding to maintain and update its emergency evacuation route network to accommodate a variety of hazards, including potentially high-flood risk events.

Goal C-3 Reduced household transportation costs and improved public health through managed vehicular travel demand

Policy C-3.1:	*Reduce the dependence of Marysville residents on private vehicles for reaching employment, retail, services, entertainment, and recreation destinations.*
Policy C-3.2:	*Facilitate infill residential development in portions of Marysville with relatively low per-capita residential-generated VMT rates and office development in portions of Marysville with relatively low employee-generated VMT rates.*
Policy C-3.3:	*Encourage the development of retail and services that are designed, located, sized, and oriented to the local population in Marysville.*
Policy C-3.4:	*Manage travel demand so that the citywide per-capita and per-employee daily VMT rates do not exceed 85 percent of the Sacramento region rates.*

Implementation Strategy C3.1

The City may establish a transportation impact fee from new development, and if the City collects this fee, it will generally be on the basis of the project's net increase in vehicular transportation demand (VMT) per capita or per employee. This fee will be used to develop the city's multi-modal transportation system.

Goal C-4 A parking supply that meets local needs and does not impede economic development or active transportation

Policy C-4.1: *Manage an on- and off-street parking system that meets the typical daily needs of local residents and businesses.*

Policy C-4.2: *Collaborate with Rideout Regional Medical Facility, the Yuba County Superior Court, and the California Department of Transportation District 3 to identify parking management approaches such as parking pricing and peak demand pricing, employer carpooling and transit incentives, and other strategies that better meet parking needs associated with these facilities without adding substantial capacity in these locations that would go mostly underutilized.*

Policy C-4.3: *Maintain parking standards for proposed development that do not require new off-street parking for small projects that would generate fewer than 110 trips per day or projects in areas where vehicle miles traveled per employee or per capita is 85 percent or less of the regional average.*

Policy C-4.4: *Consider waiving off-street parking requirements for new developments when sufficient evidence is provided that parking is not necessary at the rate suggested by City standards.*

Policy C-4.5: *Maintain adequate parking for shared vehicles, bicycles, and other modes of transportation not relying on a private vehicle.*

Policy C-4.6: *Increase electric vehicle charging infrastructure through new development and proactive measures taken by the City.*

Policy C-4.7: *Identify both allowed and prohibited locations for truck parking with appropriate signage and disallow truck parking in residential areas and where such parking restricts adequate sight distances.*

Circulation Implementation Strategy 4.1

The City will periodically assess parking supply and utilization to identify deficiencies and coordinate with property owners, businesses, and other public agencies to identify and implement feasible parking management solutions that address efficiencies and do not result in oversupply.

Circulation Implementation Strategy 4.2

The City will amend the Zoning Code provisions for minimum parking requirements based on the direction provided in this General Plan. This will include eliminating requirements to provide new off-street parking for projects that would generate 110 or fewer trips per day and residential, office, and local serving retail and commercial service projects located in areas where vehicular travel demand is 85 percent or less of the regional average on a per capita or per employee basis. The City will develop minimum bicycle parking standards for new commercial development.

Goal C-5 A goods movement system that allows timely deliveries without adversely affecting the local quality of life

Policy C-5.1:	*Maintain and enforce official truck route designations.*
Policy C-5.2:	*Clearly mark truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on neighborhoods.*
Policy C-5-3	*Support regional efforts to construct a state highway bypass system that will reduce truck through traffic in Marysville.*

Implementation Strategy C5.1

The City will continue to identify appropriate corridors for truck traffic and mark them as truck routes with signage to indicate the designated truck routes and identify clear guidance for truck drivers.

5 OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT

5.1 Background and Context

The Open Space, Conservation, and Recreation Element combines two of the seven required elements of a General Plan: the Conservation Element, which addresses the conservation, development, and utilization of natural resources; and the Open Space Element, which addresses open space lands used for a variety of purposes.

The Open Space, Conservation, and Recreation Element establishes goals and policies for the conservation of natural resources in Marysville, including parks, floodplains, surface water and groundwater, water quality, natural habitats, wildlife, archaeological and paleontological resources, tribal cultural resources, minerals, agricultural resources and soil, energy, and air quality. These resources directly contribute to the quality of life of Marysville residents. The General Plan seeks to balance planned growth and development with conservation and enhancement of the city's natural resources.

5.1.1 Related Documents and Plans

The Land Use + Community Development Element and the Safety Element address topics that are closely related to topics included in this Open Space, Conservation, and Recreation Element. For example, the Land Use + Community Development Element designates most of the undeveloped land around the perimeter of the city (outside the Marysville Ring Levee) for Open Space. The allowable uses for the Open Space land use classification will help to conserve land and water resources and protect natural resources, consistent with the policies in this Element.

The Safety Element covers open space from the perspective of public health and safety. For example, the Safety Element addresses flooding issues associated with the Feather and Yuba Rivers and Jack Slough, which border the city to the west, south, and north, respectively. The same areas identified for open space preservation in this Element also require open space preservation to provide public health and safety benefits identified in the Safety Element.

The City's Parks and Recreation Master Plan provides policy direction for park and facility standards, implementation of capital improvements, and non-capital projects and initiatives, based on City and nearby community resources, demographic trends, and community needs (City of Marysville 2019). The most recent Master Plan, adopted in 2019, provides guidance related to parkland facilities through the year 2035. The Master Plan includes updated parkland standards, which are reflected in this Open Space, Conservation, and Recreation Element. The Master Plan also describes recreational facility upgrades and new facility projects needed to meet the needs of the community and the new parkland level of service standards. The City of Marysville incorporates by reference the most current Parks and Recreation Master Plan as part of this Open Space, Conservation, and Recreation Element to the General Plan, which should be consulted when addressing specific parks and recreational facilities, needs, and funding.

The City is also improving water quality at Ellis Lake and preparing the Ellis Lake Master Plan, which could include new benches and picnic tables, railings, pedestrian and multi-use pathways, and solid waste receptacles, among other changes.

5.1.2 Parks and Recreation

Existing Recreational Opportunities in Marysville. Marysville is a compact and walkable community, making access to its parks and open spaces relatively easy. Currently, city residents have access to approximately 375 acres of public recreation land (shown in Exhibit 5-1), of which approximately 283 acres are developed parks and trails and approximately 92 acres are public open space. The City's recreational facilities consist of regional, community, neighborhood, and mini parks; public open space; and a Class I shared bicycle/pedestrian trail on top of the Marysville Ring Levee. Currently, the City does not offer recreation programs, but such programs are offered by other regional recreation providers such as Yuba City and the Marysville Little League. Refer to Table 5-1 for a list of the existing developed City parks and the acreage of associated recreational space.[1]

Public areas outside the Marysville Ring Levee to the north, west, and south—adjacent to the Jack Slough, Feather River, and Yuba River floodplains, respectively—are well suited for, and designated as Open Space, which includes both active and passive recreational uses. For example, the 207-acre Beckwourth Riverfront Park, west of the Marysville Ring Levee and adjacent to the Feather River, offers a variety and passive and active recreational opportunities.

1 City of Marysville. 2019. Parks and Open Space Master Plan. Marysville, CA.

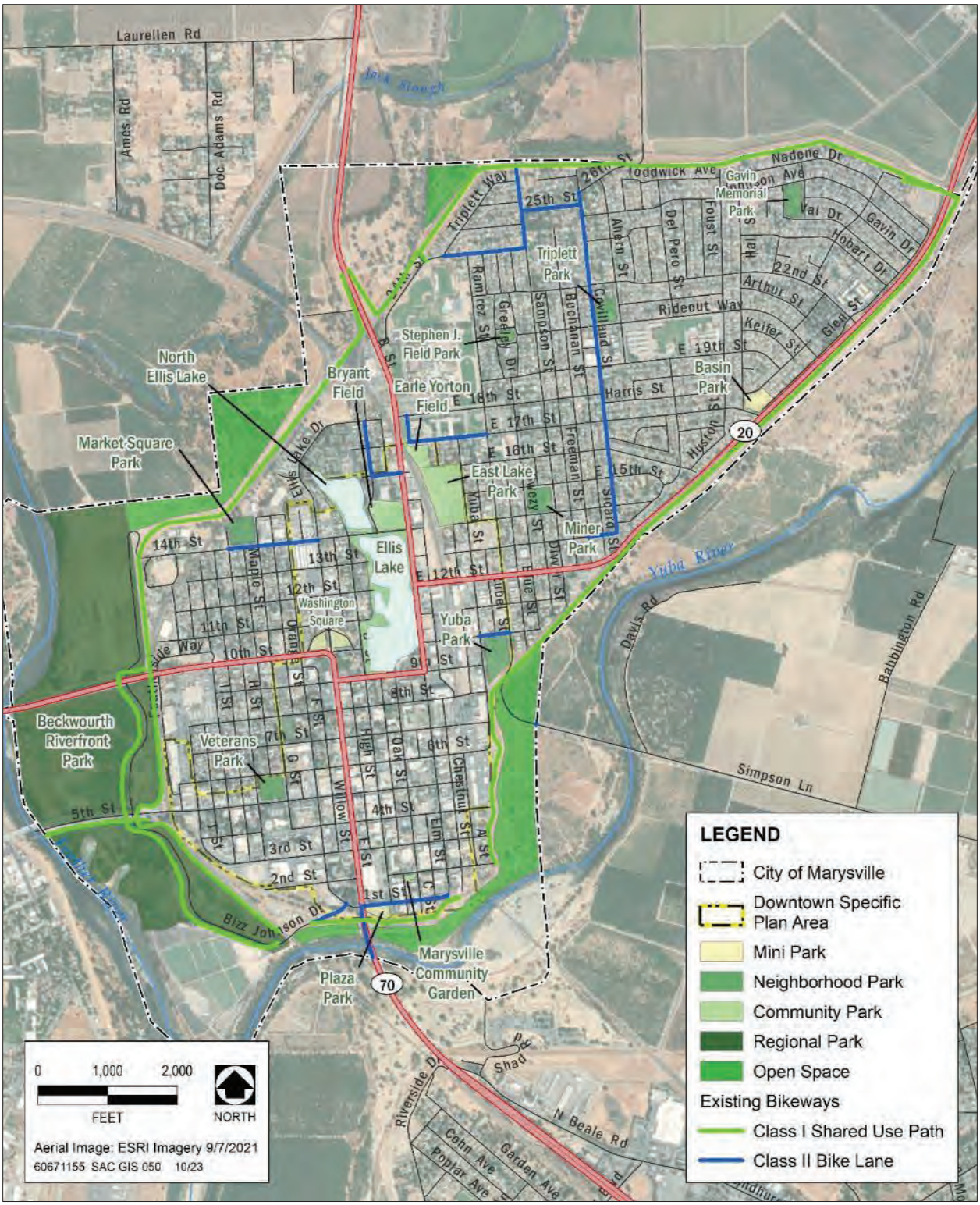


Exhibit 5-1. Public Parks and Open Space

Table 5-1. Existing City Parks

Park Name	Park Type	Location	Acres
Beckwourth Riverfront Park	Regional	Biz Johnson Drive	207.05
Bryant Field	Community	B and 14th Streets	4.12
East Lake	Community	Yuba Street between East 15th and 16th	8.75
Ellis Lake	Community	Bounded by B Street to the west, D Street to the east, 9th street to the south and 14th Street to the north	39.40
Stephen J. Field Park (Circle Park)	Neighborhood	Rideout Way between Greely Drive and Boulton Way	0.83
Gavin Memorial Park	Neighborhood	Johnson Avenue and Val Drive	2.75
Miner Park	Neighborhood	Between East 14th and 15th Streets and Sampson and Swezy Streets	2.60
Market Square (formerly Motor Park)	Neighborhood	14th Street between G and H	3.42
Triplett Park	Neighborhood	Rideout Way between Covillaud and Ahem Streets	2.25
Veterans Park	Neighborhood	Between 5th and 6th Streets and G and H Streets	2.50
Yuba Park	Neighborhood	10th Street between Yuba Street and Simpson Lane	4.25
Basin Park	Mini	Harris Street between Hall and East 17th	2.12
Plaza Park	Mini	1st and D Streets	1.00
Washington Square	Mini	State Route 20 and E Street	2.10

Note: Park acreage in this table has been confirmed, and is correct, though parts of the City's Parks and Open Space Master Plan list different acreage totals. In parts of the Parks and Open Space Master Plan that identify a total of 375 acres of parks, this includes other areas that are available for recreation, such as the Marysville Ring Levee trail area, in addition to City parks.

The developed areas of the city are surrounded by the Marysville Ring Levee, which protects Marysville from flooding. The top of the Levee includes a shared bicycle/pedestrian trail, as shown here.

In addition to the parks listed in Table 5-1, there is an existing Class I shared use bicycle/pedestrian trail on top of the Marysville Ring Levee that surrounds the city. The trail is managed and maintained by the Marysville Levee Commission. This trail is used for bicycle access around the city, including access to the City's developed parks and to passive public open space land. It is also used for its recreational value as a walking path. The Yuba Sutter Blue Zones Built Environment Discovery Report identifies the need to enhance access to this important recreational asset through additional radial trail spurs that connect the levee trails to adjacent residential and commercial areas.

The City also owns and operates a community garden on the south side of 2nd Street between Oak and C Streets, across from the Yuba County Library. The community garden is owned by the City and is managed by the Community Development Department. Plots within the community garden are available for the public to rent.

Ellis Lake is a popular draw in Marysville – it is a 32-acre, man-made lake surrounded by a 7.5-acre green space in the center of the city. The park surrounding Ellis Lake features walking trails, picnic tables, benches, and a gazebo.

Marysville has approximately 375 acres of public recreation and open space. Ellis Lake (pictured above) and the walking paths around the lake are one of many popular recreation destinations for citizens and visitors alike within the City's limits.

State aid is received annually to exclusively fund the After-School Education and Safety (ASES) and STARS programs operated by the Marysville Joint Unified School District. Both are free, after school programs which offer activities including sports and recreation on school properties.

Marysville Little League is an independent youth baseball organization that serves the Marysville community. Currently, the league serves various age groups ranging from T-ball leagues (ages 4 to 7) through and including a Senior league for ages 15 to 16. Marysville Little League owns and manages Earle Yorton Little League Field on the corner of East 17th Street and East Lake Court, adjacent to East Lake Park.

The Marysville Drakes are a professional baseball team in the Pecos League of Professional Baseball Clubs. Bryant Field, at the corner of B and 14th Streets, is the home stadium for the Marysville Drakes. The Pecos League is an independent baseball league which operates in cities in desert and mountain regions throughout California, New Mexico, Oklahoma, Southern Arizona, Kansas, West Texas, and Colorado. Pecos League teams play in cities that do not have Major or Minor League Baseball teams.

City Parkland Acreage Standards. The City's 1985 General Plan established a standard of 10 acres of public recreation per 1,000 residents in three categories: regional, community, and neighborhood parks. At that time, considering the existing park space, the City found that existing parkland exceeded the City's relatively high standard by almost threefold; the same situation is still true today. Per the City's 2019 Parks and Open Space Master Plan, City residents have access to approximately 375 acres of public recreation land owned or operated by the City. Considering the city's population in 2023 of 12,606, the City is exceeding the relatively high 1985 General Plan standard of 10 acres per 1,000 persons at a current ratio of approximately 30 acres per 1,000 persons. As a point of reference, state standards (Quimby Act) typically require 3-5-acres per 1,000 persons and sets up a mechanism to charge developers in lieu fees, instead of providing park dedication. Maintaining parks requires funding and staff resources that can be a challenge considering the City's limited General Fund. This Open Space, Conservation, and Recreation Element – below in the Goals, Policies, and Implementation Strategies – establishes the overall park acreage standard for the City. Open space and parkland acquisitions, improvements, and management activities would continue to be directed through such efforts as maintaining and implementing the Parks and Open Space Master Plan.

In addition, the City recently partnered with the Yuba County Office of Education, which will lease a building in Washington Square to provide recreation services for the City

Nearby Public Parks Outside of Marysville. Several parks are just outside, but very close to the city. Marysville residents may be drawn to use these other parks because they are close, more convenient, or offer different recreation opportunities than are provided by City facilities.

- **Feather River Parkway.** This approximately 150-acre parkway is situated along the west bank of the Feather River in Yuba City. The parkway includes natural open space (including wetlands and riparian woodlands), public pedestrian and cycling trails, interpretive signage, parking, a pavilion, picnic areas, field sport areas, a boardwalk, a beach landing, and an elevated viewing structure overlooking the Feather River.
- **Feather River Bike Trail.** The approximately five-mile-long Feather River Bike Trail runs along the top of the west bank Feather River Levee in Yuba City from Northgate Drive to Shanghai Bend Park. It is accessible from Marysville via the 5th Street and 10th Street bridges. The trail is owned and managed by the Sutter Butte Flood Control Agency, with assistance by Yuba City's Public Works and Parks and Recreation Departments for trail maintenance, sweeping, and trash collection.
- **Yuba City Boat Ramp.** The Yuba City Boat Launch is accessible from Second Street, on the west side of the Feather River immediately upstream from the Yuba River confluence. The facility has a parking area with spaces for 40 vehicles with trailers, boat ramp, fish cleaning station, campground, restrooms, showers, and a swimming area. The boat ramp is owned and managed by Sutter County.
- **Peach Bowl Little League Field.** The Peach Bowl Little League Field is across from the Yuba City Boat Ramp, on the west side of Second Avenue. There are two baseball

diamonds with outfields and a third without an outfield. The complex includes bleacher seating, batting cages, concession stand, restrooms, and parking facilities. The complex is owned by Yuba City but leased to the Peach Bowl League, which maintains the space, except for the parking areas.

5.1.3 Watersheds and Floodplains

Watersheds are areas that channel rainfall and snowmelt to creeks, streams, and rivers. Watersheds offer recreational opportunities, provide habitat, and serve as wildlife movement corridors. Floodplains are generally flat areas next to rivers and streams. In their natural state, floodplains allow floodwaters to temporarily spread out and store excess water, recharging groundwater.

Marysville is situated in a floodplain within the Sacramento Valley, in the Lower Sacramento River Hydrologic Basin.[2] The Feather and Yuba Rivers border the city on the west and south sides, respectively. Jack Slough, which is a tributary to the Feather River, borders a portion of the northern side of the city. These rivers and streams discharge into the Sacramento River, then into the Sacramento-San Joaquin Delta, and ultimately into the Pacific Ocean. The amount of water in these rivers and streams is dependent on rainfall, melting snowpack in the Sierra Nevada to the east, and water releases from various reservoirs operated as part of the Central Valley Project and State Water Project systems.

The natural floodplains associated with these rivers and streams have been altered over the last 150 years as a result of mining activities and the need for flood control levees to protect development and farmland. However, the floodplains still provide floodwater storage and groundwater recharge, filter sediment and contaminants carried in surface water, transport nutrients that are important for aquatic life, and support riparian habitat.

2 For agricultural water purposes, this area is known as the Butte-Yuba-Sutter Watershed.) Most of the City limits are within the Lower Feather River watershed. The southeastern and northeastern portions of the City limits (outside the Marysville Ring Levee) are within the Upper Yuba River watershed.

Floodplains associated with rivers and streams, such as the Feather River floodplain shown here, provide floodwater storage, groundwater recharge, habitat, and recreational opportunities.

The Feather and Yuba River and Jack Slough floodplain areas are not appropriate for residences or businesses since these areas are prone to flooding and are outside the existing flood control levees. (Please see the Safety Element for detail on managing flood risk.) However, the city's location between these bodies of water, along with Ellis Lake in the center of the city, offers important recreational opportunities and scenic vistas for Marysville residents and visitors.

5.1.4 Water Supply and Quality

Water Supply. Unlike some other parts of California, development in Marysville is not constrained by water supply. Marysville's water is provided by the California Water Service Company (Cal Water). Planning for long-term water use is addressed through the preparation of Urban Water Management Plans, which describe management strategies over the long term, considering drought conditions and climate change, to ensure that water supply meets current and future demand. Cal Water expects that—for normal, dry, and multiple-dry years—groundwater supply for Marysville will fully meet future demands.[3]

Groundwater Supply. All of the city's water supply comes from groundwater. The Sustainable Groundwater Management Act of 2014 required the formation of local Groundwater Sustainability Agencies to oversee the implementation of Groundwater Sustainability Plans for each basin, subject to approval by the California Department of Water Resources (DWR). Marysville overlies the southern end of the North Yuba

3 California Water Service Company. 2021. 2020 Urban Water Management Plan, Marysville District. Available: https://www.calwater.com/conservation/uwmp2020/. Accessed October 3, 2023.

Groundwater Subbasin. A Groundwater Sustainability Plan for the combined North Yuba and South Yuba Subbasins was approved by DWR in 2020.[4]

Groundwater levels in the North Yuba Subbasin have been generally stable for at least 70 years.[5] Similar to most groundwater basins in the state, groundwater levels typically decline in summer and recover in the fall and winter following typical patterns of use and recharge. More groundwater use occurs in the summer to irrigate agricultural fields and urban landscaping, and more recharge occurs in the winter from rainfall and higher streamflow. The North Yuba Subbasin is not in a state of overdraft, meaning that the amount of groundwater extraction does not exceed the subbasin's sustainable yield.

The Feather River, Yuba River, and Jack Slough channels and associated floodplains are important areas for groundwater recharge in the Marysville area.

Surface Water and Groundwater Quality. Surface water and groundwater quality can be degraded when sediment and other pollutants are transported in stormwater runoff during construction activities. In addition, pollutants such as oil, grease, fertilizers, and pesticides can be carried by stormwater runoff in the drainage system and discharged into Jack Slough and the Feather and Yuba Rivers and into their floodplain systems, which are connected to the underlying groundwater aquifer.

Water quality in the region is regulated by the City and by Yuba County at a local level, and by the Central Valley Regional Water Quality Control Board (RWQCB) through the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan) at a regional level. Water quality at the state level is regulated by the State Water Resources Control Board through issuance of National Pollutant Discharge and Elimination System permits, which control stormwater discharge and set pollutant thresholds during construction and operation under the federal Clean Water Act.[6]

The State Water Resources Control Board also administers National Pollutant Discharge and Elimination System General Permits for Small Municipal Separate Storm Sewer Systems, called MS4 Permits. The MS4 Permits regulate the day-to-day operational

4 Yuba Water Agency, Cordua Irrigation District, and City of Marysville. 2019. Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan. Available: https://www.yubawater.org/198/Groundwater-Management. Accessed February 27, 2023.

5 Yuba Water Agency, Cordua Irrigation District, and City of Marysville. 2019. Yuba Subbasins Water Management Plan: A Groundwater Sustainability Plan. Available: https://www.yubawater.org/198/Groundwater-Management. Accessed February 27, 2023.

6 Projects that disturb one acre or more of land are required to control construction-related erosion and pollutant transport and implement spill prevention techniques. Marysville Municipal Code Section 6.20.170(4) requires that any person performing construction work within the city must prevent the discharge of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment to the stormwater drainage system.

discharges.[7] The City's Urban Stormwater Quality Management and Discharge Control Ordinance (Marysville Municipal Code Chapter 6.20) regulates stormwater management to achieve compliance with the City's MS4 Permit, and includes requirements for development projects to reduce stormwater pollution and erosion during the operational phase using retention basins, vegetated swale, permeable pavement, or other features that infiltrate or treat stormwater.[8]

Low Impact Development is a practice that benefits for water supply, groundwater recharge, and water quality. Unlike traditional stormwater management, which collects and conveys stormwater runoff solely through storm drains, pipes, or other conveyances to a centralized storm water facility, Low Impact Development uses site design techniques that infiltrate, filter, store, evaporate, and detain stormwater runoff.[9]

Marysville Municipal Code Chapter 21.04 regulates surface mining and reclamation activities within the City limits, requiring a permit application and approval of a Reclamation Plan. The Reclamation Plan must include a grading and erosion control plan, provisions for the conservation and protection of quality and quantity of groundwater and streams, and methods to control contaminants during active mining operations and appropriately dispose of mining waste.[10]

7 The MS4 Permit specifies the actions necessary to reduce the discharge of pollutants in stormwater to the "maximum extent practicable," in a manner designed to achieve compliance with Clean Water Act and Basin Plan water quality standards and objectives and requires municipalities to effectively prohibit non-stormwater discharges into municipal storm drain systems and watercourses.

8 As part of compliance with the City's MS4 Permit, new development and redevelopment projects are required to comply with the provisions of the City's Post-Construction Standards Plan with regards to operational site design requirements.

9 Hydromodification of waterbodies can occur when the amount (volume) and force (rate) of moving water in stormwater runoff alters the natural pathways of creeks, streams, and rivers. Hydromodification can reduce floodplain storage, reduce groundwater recharge, erode streambanks, and destroy riparian habitat. Hydromodification techniques are used to design development sites so that post-construction runoff flow rates do not exceed those of the pre-construction conditions. The City's Post-Construction Standards Plan requires site-specific projects to incorporate Low Impact Development standards and hydromodification management techniques as part of each project.

10 Under the Surface Mining and Reclamation Act (SMARA), Reclamation Plans must be approved by the City and then submitted to the California Department of Conservation for review and approval prior to the start of mining activities. SMARA requires that the documentation be provided to the California Department of Conservation demonstrating that surface and groundwater will be protected in accordance with the Porter-Cologne and Clean Water Acts, and Central Valley Regional Water Quality Control Board requirements.

Low Impact Development features such as those shown above provide important water quality pre-treatment measures and slow the rate of stormwater runoff. Bottom Photo Credit: US EPA 2018 https://www.epa.gov/sites/default/files/2018-08/documents/bbfs11space508.pdf.

5.1.5 Biological Resources

Most of the lands within the city provide low habitat values to most wildlife and generally do not support special-status plant species. However, the city is adjacent to the Feather River and Yuba River. The waterways, lakes, and riparian areas in the vicinity support a wide range of fish, birds, and other native and non-native species.

5.1.6 Cultural and Tribal Cultural Resources

Built environment cultural resources include historic districts, buildings, structures, objects, or sites generally older than 50 years and considered to be important to history, a culture or subculture, or community. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of precontact or historic-period physical remains (e.g., stone tools, bottles, former roads, house foundations). Tribal Cultural Resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes. Tribal cultural resources may contain physical cultural remains or may be places within a landscape such as gathering places, sacred sites, landscape features, plants, or other locations that help maintain religious and cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institution of a living tribal community.[11]

Marysville is within the lands occupied and traditionally used by the Nisenan – sometimes referred to as the Southern Maidu. Several major Nisenan villages were located near the confluence of the Feather and Bear rivers, near the site of present-day Marysville, with villages ranging from three houses to up to 40 or 50.

Please see the Land Use + Community Development Element for information about historic districts, buildings, structures, objects, and sites.

5.1.7 Paleontological Resources

Paleontological resources are the fossilized remains of plants and animals that lived prior to the Holocene epoch (i.e., prior to the last 11,700 years). Intact vertebrate fossils are particularly valuable, since they are relatively rare. The recovery and preservation (generally in museum storage) of paleontological resources provides opportunities for further scientific study, which in turn enriches our understanding of life on Earth.

The geologic formations in Marysville consist of younger (Holocene-age) natural levee and channel deposits, and the Pleistocene-age Riverbank and Modesto Formations.[12] The Riverbank and Modesto Formations are considered to be of high paleontological sensitivity

11 The City obtained a comprehensive set of information regarding the location and nature of known cultural resources through a records search of the California Historic Resources Information System at the North Central Information Center.

12 Saucedo, G.L. and D.L. Wagner. 1992. Geologic Map of the Chico Quadrangle, California, 1:250,000 Scale. Regional Geologic Map Series, Map No. 7A. California Division of Mines and Geology. Sacramento, CA.

because numerous vertebrate fossil specimens have been recovered from these formations throughout the Sacramento and San Joaquin Valleys.[13] These formations are present both at and beneath the surface within the City limits but outside of the Marysville Ring Levee. Native deposits within the Marysville Ring Levee consist of the Riverbank Formation. However, the area within the Marysville Ring Levee is highly urbanized and the existing development and redevelopment over the last 100 years has resulted in excavation and grading activities throughout the area, and likely imported fill material, such that any fossil resources that may have originally been present in near-surface soils would have been long since destroyed. Therefore, development in areas that are within the Marysville Ring Levee would only encounter intact unique paleontological resources in native, undisturbed materials at depths greater than six feet below the ground surface. Areas composed of the Riverbank or Modesto Formations outside of the Marysville Ring Levee could encounter unique paleontological resources at any depth, including on top of the ground surface.

5.1.8 Mineral Resources

Marysville incorporated as a City in 1851, during the gold rush days, when the City served as the northernmost port of access for goods and materials headed to the hundreds of gold mining claims in the western Sierra Nevada mountains and foothills. Active gold and construction aggregate (i.e., sand and gravel) production areas in the region are currently located along the Yuba River, east of the City limits. The Yuba Goldfields, along the south side of the Yuba River approximately two miles east of the northeastern City limits (east of Dantoni), were formed by dredging hydraulic mining debris in the search for gold from the Yuba River floodplain, which began in the early 1900s.[14] The remnant mounds of mixed sand, gravel, and cobbles (in places up to 90 feet tall) were deposited along the active riverbank and interior floodplain, generating irregular gravel/cobble hills and an undulating terrain interspersed with ponds. In more recent years, the Yuba Goldfields have been used to produce aggregate. Current operations in the Yuba Goldfields include gold mining and aggregate production. Active aggregate production is also ongoing in this area on the north side of the Yuba River.

Marysville is within the Yuba City–Marysville and Greater Sacramento Area Production-Consumption Regions for Portland cement concrete-grade aggregate, as designated by the State Mining and Geology Board.[15] The California Geological Survey has established a classification system for Mineral Resource Zones (MRZs). The classification of an area as "MRZ-2" means that regionally important known deposits of mineral resources are present.

13 University of California Museum of Paleontology. 2023. Paleontological Collections Database. Available: https://ucmp.berkeley.edu/collections/databases/. Accessed March 16, 2023.

14 The dredging of hydraulic mining debris started in 1903.

15 O'Neal, M.D. and F.W. Gius. 2018. Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region. Special Report 245. California Geological Survey. Sacramento, CA.

The City has determined that the areas classified by the State as MRZ-2 should also be considered locally important mineral resource areas.

The southeastern and northeastern portions of the City limits are part of a larger MRZ-2 classification that extends along the Yuba River floodplain from the confluence with the Feather River eastward into the Sierra Nevada.[16]

The City has adopted a surface mining ordinance (Marysville Municipal Code Title 21, Chapter 21.04), which regulates surface mining and reclamation activities consistent with SMARA. At the present time, there are no surface mining activities within the City limits. However, mining activities could occur in the future in the undeveloped areas outside the Marysville Ring Levee in the areas that are classified as MRZ-2.

5.1.9 Agricultural Resources and Soils

Based on farmland classification maps for Yuba County prepared under the California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program, there are 36.5 acres of land within the City limits that are classified as, and in active use as farmland. These areas are situated north and west of the Marysville Cemetery, along with an orchard area between Simpson Lane and the Levee Road on the south side of the City.[17]

Yuba County does not participate in the Williamson Act program.

Most of the developed area of the City is enclosed within the Marysville Ring Levee. Soil within the Ring Levee has been mapped by the Natural Resources Conservation Service as primarily "Urban Land." The "Urban Land" classification indicates that the native soil materials have been heavily disturbed due to grading and non-native soil that was imported for construction and development. A variety of native soils are present outside the Marysville Ring Levee. Because most of the area outside the Marysville Ring Levee is designated for Open Space uses, native soil around the perimeter of the city would generally be preserved.

5.1.10 Energy

Transportation is the top user of energy in California.[18] Other users of energy include industrial, residential, and commercial building heating and cooling. Land use and transportation strategies that make walking, bicycling, and transit more practical and convenient have the effect not only of reducing air pollutant emissions, improving public health, and reducing household transportation costs, but also reducing energy demand. In

16 Habel, R.S. and L.F. Campion. 1988. Mineral Land Classification: Portland Cement Concrete-Grade Aggregate in the Yuba City-Marysville Production-Consumption Region. Special Report 132. California Division of Mines and Geology. Sacramento, CA.

17 California Department of Conservation. 2018. Important Farmland Mapping, Yuba County. Available: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 5, 2023.

18 U.S. Energy Information Administration. California State Energy Profile. Available: https://www.eia.gov/state/print.php?sid=CA. Accessed May 6, 2024.

addition, energy efficiency measures in building and construction can reduce energy demand and costs for residents, businesses, and civic uses in Marysville. Pacific Gas & Electric Company (PG&E) currently provides electrical and natural gas services within Marysville and the surrounding area. PG&E, like other electric utility providers, is shifting to renewable and greenhouse gas-free sources, in response to State law requirements.

5.1.11 Greenhouse Gas Emissions

Certain gases in the Earth's atmosphere, known as greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. The primary GHGs of concern include carbon dioxide, methane, and nitrous oxide. As solar radiation enters the Earth's atmosphere from space, the Earth's surface absorbs a portion of the radiation, and a smaller portion of this radiation is reflected back toward space through the atmosphere. However, infrared radiation is selectively absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the Earth that otherwise would have escaped back into space is "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Anthropogenic (e.g., human-caused) emissions of GHGs lead to atmospheric levels above natural ambient concentrations, leading to global climate change.

Climate change is predicted to have impacts related to flooding and other natural disasters, agriculture, habitats, water supply, and the global economy. Local impacts include extreme heat, flooding, wildfires, and poor air quality from wildfires. Please see the Safety Element for more information on the impacts of climate change and strategies to improve resiliency.

Local governments have taken various approaches to reducing greenhouse gas (GHG) emissions and making communities more resilient to existing and future changes to the climate. Since transportation is the largest source of GHGs in California and in most communities, land use and transportation planning that reduces the need for vehicular travel is the most important way to reduce GHG emissions. As discussed in the Circulation Element, Marysville has several features that help to reduce the need to drive, at least to certain destinations. Marysville has a relatively large number of local jobs, a grid street network that is pedestrian and bicycle friendly, and a relatively compact development pattern where destinations are close to homes. While some cities are adjusting policies and regulations to provide more freedom for residents in choosing the type of transportation used for different trips (driving, walking, bicycling, transit), Marysville already enjoys a development pattern where it is possible to walk, bicycle, and use transit to reach destinations. With actions that reduce barriers to travel, such as the state highways, and that facilitate additional housing and employment development that accommodates a better match between residents' occupations and local jobs, Marysville could become even more transportation efficient in the future, and GHG-efficient, as well.

5.1.12 Air Quality

Yuba County is an area that does not meet state and federal air quality standards for ozone and particulate matter.[19] Ozone is a common component of smog and is formed through reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_X) in the presence of sunlight.[20] Vulnerable groups, such as individuals with lung diseases, are susceptible to short-term exposure effects of ozone. Recent improvements in air quality related to ozone are attributable to stricter motor vehicle standards and cleaner fuels. Particulate matter is a mixture of small solid particles and fine droplets containing acids, organic chemicals, metals, and soil or dust. Major sources of particulate matter include fugitive dust from roadways, agriculture, construction, and combustion from vehicles, power plants, and wood burning.

Addressing the public and environmental health issues related to air quality requires conservation policies and coordination between land use, circulation, health and safety, and community design policies. Since transportation is the region's largest source of ozone precursors, land use and transportation planning to reduce the need for driving are fundamental focuses for jurisdictions with air quality goals and policies.[21] The location of highways, railroads, and industrial sources compared to houses, schools, and other sensitive land uses is essential in land use planning.

The Feather River Air Quality Management District (FRAQMD) oversees monitoring and regulation of air quality in Yuba and Sutter Counties. FRAQMD responsibilities include monitoring air pollution and implementing programs to lower pollution levels, ensuring they comply with the health-based standards set by state and federal authorities.

5.2 Key Issues and Opportunities

Maryville's geography is defined by the Feather and Yuba Rivers and the levees that contain the rivers. These rivers and levees are recreational resources and are a part of the unique character of Marysville and the adjacent areas. The Marysville Ring Levee has historically constrained expansive development within the city, and places additional focus on the efficiency of development within the current footprint. The Marysville Ring Levee also represents a valuable asset and holds additional potential with improvements to be an

19 Yuba County is a nonattainment area for the state and federal ozone standards and the state standards relating to particulate matter smaller than or equal to 10 microns in diameter (PM_{10}). Given the status of state and federal standards, ozone and PM_{10} are the primary focus of air quality efforts in the region.

20 Emissions of ROG and NOX are critical to ozone formation, with different areas being either NOX-limited or ROG-limited. Meteorology and terrain significantly influence ozone formation, and it is considered a regional pollutant that affects large areas, particularly during the summer.

21 Please refer to the California Air Resources Board Web sites for more information on sources of air pollution: https://ww2.arb.ca.gov/capp-resource-center/data-portal/carb-emission-inventory-activity and https://ww2.arb.ca.gov/our-work/programs/almanac-emissions-air-quality.

even more valuable recreational amenity for Marysville and the region, as well as practical means for reaching destinations on foot or with a bicycle – for all of Marysville's residents.

Ellis Lake is a strong central focal point for Marysville and can host expanded recreational opportunities and programming that could complement water quality, landscaping, access, and aesthetic improvements. The City's Bounce Back Vision & Implementation Plan recommends the following features to enhance recreation across Marysville:

- **Levee Beautification.** Work with the Levee District to enhance the appearance of levees where they are not vegetated and can be easily seen. Consider establishing vegetation across visible slopes, where such vegetation would not compromise the levee stability.
- **Waterfront Dining.** Encourage waterfront dining near Bryant Field and near the commercial center at B and 9th Streets. Allow food concessions and construction dining terraces. Work in partnership with businesses who might finance these in exchange for an advantageous lease.
- **Lakeside Promenade and Lights.** Maintain and enhance a continuous sidewalk around Ellis Lake. Address trail users' needs. Create a continuous "necklace of lights" lights along the promenade to encourage use and create a strong visual identity as seen from B Street, 9th Street, and other prominent locations. Provide seating and amenities along the promenade.
- **Pavilions.** Highlight Ellis Lake Park's existing temple-like pavilions with lighting and new paint. Consider replacing pavilions in poor repair with architecturally interesting, and enhanced maintenance.
- **Signature Play Areas.** Construct a large signature play structure in a location that will encourage high levels of activity, such as near Bryant Field.
- **Boating.** Allow and encourage boating and boating concessions, such as paddle boats and water taxis (for recreation and provide connectivity with Bryant Field). Provide facilities to launch watercraft.

5.3 Goals, Policies, and Implementation Strategies

Goal OS-1: Diverse opportunities for recreation for residents and visitors.

Policy OS-1.1: Continue to provide high-quality, inviting parks that fulfill the diverse recreation interests of all age groups and abilities among Marysville residents.

Policy OS-1.2: Ensure access to a variety of parks, trails, and plazas at a ratio of 7.5 acres per 1,000 residents.

Policy OS-1.3: The City shall continue to explore sustainable funding for the upkeep and maintenance of its existing parks. With this in mind, consider development of surplus parkland where such development would not substantially affect access to parkland for Marysville residents.

Policy OS-1.4: Encourage compatible recreational uses in floodplains of the Feather and Yuba Rivers and Jack Slough that will enhance access to scenic vistas.

Policy OS-1.5: Improve the recreational spaces and facilities surrounding Ellis Lake consistent with the Ellis Lake Master Plan and continue to explore funding opportunities to complete improvements.

Policy OS-1.6: Incorporate flood control, habitat preservation, and habitat restoration objectives, as appropriate for improvements to recreational open space along rivers and sloughs.

Policy OS-1.7: Take into consideration the location and design of active portions of parks that may generate light and noise, to ensure compatibility with the surrounding neighborhood.

Policy OS-1.8: Engage in planning with local and regional agencies such as Yuba County and the Sacramento Area Council of Governments to explore grant and other funding opportunities for new trails and improved connections to existing trails.

Policy OS-1.9: Collaborate with public agencies, businesses, and nonprofit organizations serving Marysville residents to maximize opportunities for recreational facility joint use and cost sharing.

Policy OS-1.10: Pursue funding and partnerships with other agencies that could provide new recreational programs to meet the needs of Marysville citizens.

Policy OS-1.11: Encourage compatible uses to locate near existing recreational assets, including private recreational operations, such as trails and campgrounds and ensure that these uses are designed to avoid any adverse habitat and water quality impact.

Implementation Strategy OS 1.1-1

Maintain, renovate, and improve existing parks so that they serve the diverse recreation needs of Marysville residents by providing safe, accessible, functional, and secure recreational spaces. Renovate existing park facilities so that they are compliant with the Americans with Disabilities Act (ADA] and AB 1881 Water Efficient Landscape Ordinance.

Implementation Strategy OS 1.1-2

Consider a Joint Use Agreement with the Marysville Joint Unified School District for after-hours use of outdoor sports facilities to meet present and future community recreational needs.

Implementation Strategy OS 1.1-3

Seek funding and partnerships to improve the surface of the Marysville Ring Levee, add amenities such as landscaping and bench seating, construct safe access points from different locations in the community, and develop connections to other existing and planned trails and bicycle/pedestrian facilities.

Implementation Strategy OS 1.1-4

Consistent with the Ellis Lake Master Plan, implement plans to improve water quality, increase regular and special event programming, enhance aesthetics, add public facilities and public art, and construct pedestrian and bicycle improvements in and around Ellis Lake, including improvements that change the overall size of the Lake while preserving adequate capacity for stormwater management.

Goal OS-2: Conserve and protect water supply, groundwater sustainability, and water quality.

Policy OS-2.1: Participate in ongoing water supply and groundwater sustainability planning with the California Water Service Company, Yuba Water Agency, and the Cordua Irrigation District.

Policy OS-2.2: Implement applicable water efficiency requirements for both indoor and outdoor water use in new development.

Policy OS-2.3: Provide public educational materials related to water conservation and water quality on the City's website.

Policy OS-2.4: Preserve the Feather River, Yuba River, and Jack Slough floodplains for continued groundwater recharge.

Policy OS-2.5: Require any new water wells drilled near existing watercourses in areas designated Open Space to be set back from the watercourse to avoid an impact to stream hydrology.

Policy OS-2.6: Facilitate a flexible approach for stormwater treatment and management systems that implements low impact development methods in new development and recognizes constraints for infill development.

Policy OS-2.7: Discourage grading activities during the rainy season and require activities that are conducted during the rainy season to implement

measures that will avoid erosion, pollutant transport, and sedimentation of water bodies.

Policy OS-2.8: Design, construct, and maintain development projects to prevent the discharge of untreated sediment and other pollutants carried by urban runoff into local streams, to the maximum extent feasible.

Policy OS-2.9: Minimize the land area covered with driveways, loading areas, and parking lots in site planning for new development in order to reduce stormwater flows, reduce pollutants in urban runoff, and reduce flooding.

Policy OS-2.10: New development in the northeastern corner of the city designated Fabrication and Services shall be designed and operated to avoid discharge of untreated process water or stormwater into the Yuba River.

Policy OS-2.11: Require all new commercial and industrial development to implement water quality treatment measures consistent with the California Stormwater Quality Association's Industrial and Commercial Best Management Practices Handbook and the City's Post-Construction Standards Plan.

Policy OS-2.12: Development adjacent to the Feather River, Yuba River, and Jack Slough shall be designed to avoid significant adverse impacts on wetland and riparian vegetation, stream bank stability, and stream water quality.

Implementation Strategy OS 2.1-1

The City will implement and update the Urban Stormwater Quality Management and Discharge Control Ordinance, as necessary, to control grading, reduce erosion, and protect water quality and sensitive habitat from the effects of pollutant transport, with appropriate exemptions.

Implementation Strategy OS 2.1-2

Periodically update the City's Storm Drainage Master Plan to identify needs for maintenance and new facilities.

Goal OS-3: Protected wildlife and plant habitat and movement corridors.

Policy OS-3.1: Preserve and, where necessary, mitigate for the impacts of development to vegetation communities that provide habitat for sensitive plant and wildlife species.

Policy OS-3.2: Protect natural watercourses, drainage channels, floodplains, and lakes designated for Open Space to provide wildlife movement corridors.

Policy OS-3.3: Require biological resources investigations for proposed discretionary development that could adversely affect wildlife and plant species or habitat, and/or sensitive natural community habitat.

Policy OS-3.4: Set back the perimeter of all surface mining activities at least 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat in areas where sensitive riparian habitat is present immediately adjacent to the Yuba River.

Implementation Strategy OS 3.1-1

The City will require a biological resources analysis for new private developments and public facilities projects that could adversely affect potential special-status species habitat. If, after examining all feasible means to avoid impacts to potential special-status species habitat through project site planning and design, adverse effects cannot be avoided, then impacts shall be mitigated in accordance with guidance from the appropriate agency charged with the protection of the subject species, including surveys conducted according to applicable standards and protocols, where necessary, implementation of impact minimization measures based on accepted standards and guidelines and best available science, and compensatory mitigation for unavoidable loss of sensitive and special-status species habitats.

Goal OS-4: Preserve archaeological, tribal cultural, and unique paleontological resources.

Policy OS-4.1: Consult with local Native American Tribes that are traditionally and culturally affiliated with local resources, identify areas that may be of cultural or tribal cultural significance, and determine appropriate strategies to avoid adverse effects to these resources.

Policy OS-4.2: Coordinate with the appropriate federal, state, local agencies, and Native American Tribes upon discovery of indigenous belongings and cultural site materials to determine the appropriate treatment.

Policy OS-4.3: Where recreational improvements in parks and open spaces could affect significant cultural or tribal cultural resources, projects should be redesigned to avoid impacts.

Policy OS-4.4: Avoid damage to unique paleontological resources and preserve intact fossil specimens if discovered.

Implementation Strategy OS 4.1-1

For discretionary projects that could have significant adverse impacts to potentially significant archaeological resources, including those which are tribal cultural resources, or are associated with a tribal cultural resource, require tribal consultation, preparation of cultural resource analysis, monitoring and other steps consistent with the General Plan EIR.

Implementation Strategy OS 4.1-2

For discretionary projects that are subject to CEQA within the City limits but outside of the Marysville Ring Levee, and where earthmoving activities will occur in either the Riverbank or Modesto Formations, the project applicant shall arrange for a qualified paleontologist or archaeologist to present construction worker personnel training prior to the start of construction activities. The training shall include the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.

Implementation Strategy OS 4.1-3

For all discretionary projects that are subject to CEQA within the Marysville Ring Levee, if earthmoving activities would occur to a depth greater than six feet below the ground surface, the project applicant shall arrange for a qualified paleontologist or archaeologist to present construction worker personnel training prior to the start of construction activities. The training shall include the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.

Implementation Strategy OS 4.1-4

If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the project applicant and the City. The project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan. The recovery plan may include, but is not limited to a field survey, construction monitoring, sampling and data recovery procedures, museum curation for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the applicant and the City to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resource was discovered.

Goal OS-5: Orderly extraction of minerals while protecting sensitive environmental resources.

Policy OS-5.1: Facilitate the production, conservation, and protection of mineral resources within State-designated mineral resource sectors, balanced with the need for environmental stewardship.

Policy OS-5.2: In areas where sensitive riparian habitat is present immediately adjacent to the Yuba River, the perimeter of all surface mining activities shall be set back 100 feet from the edge of the stream bed (i.e., the physical confine of the normal water flow in the channel) to protect the habitat.

Policy OS-5.3: Allow uses such as plant nurseries, recreational open space, and other temporary uses in State-designated mineral resource sectors prior to and pending their use for mineral extraction.

Implementation Strategy OS 5.1-1

Proposed surface mining activities shall comply with the requirements set forth in Municipal Code Chapter 21.04, including preparation of a Reclamation Plan that includes provisions to control contaminants and erosion and protect water quality during active mining operations, and avoid impacts to floodplain functions and values along with riparian and wildlife habitat for the City's review, revision, and consideration for approval.

Goal OS-6: Improved energy and greenhouse gas efficiency that reduces household and business energy and transportation costs.

Policy OS-6.1: Encourage the retrofitting of existing buildings with energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, including the flexible application of historic building codes that encourage renewable energy systems and energy efficiency retrofits.

Policy OS-6.2: Preserve to the extent feasible, existing trees and plant new trees along streetscapes in locations that shade existing and future buildings from the hot afternoon summer sun.

Policy OS-6.3: Improve energy efficiency and increase renewable energy generation at City buildings and properties.

Policy OS-6.4: Collaborate with other agencies on a local expansion of electric vehicle charging infrastructure.

Implementation Strategy OS 6.1-1

The City will seek partnerships with other public agencies or nonprofits to develop and implement a plan that maintains and expands the City's urban forest, with a focus on areas where shade would improve the energy efficiency of buildings and enhance comfort in public gathering spaces.

Implementation Strategy OS 6.1-2

The City will participate in available financing and other incentive programs for property owners that encourage energy efficiency improvements. The City will explore possible funding opportunities, including low-interest financing, grants, and other programs and funding mechanisms that could be used for energy efficiency retrofits in existing residential, commercial, civic, and industrial buildings. The City will identify methods to encourage the retrofitting of existing buildings with energy efficient systems, energy-efficient appliances, insulation, energy-efficient doors and windows, and other elements that conserve resources, as well as installation of renewable energy facilities. The City will provide information on available programs to residents and business owners.

Implementation Strategy OS 6.1-3

The City will seek funding to reduce ongoing City energy costs by installing renewable energy systems on City buildings and properties, making improvements that improve energy efficiency in City buildings, transitioning the City's vehicle fleet to more energy efficient fuel sources, converting to LED streetlights, and making other improvements that increase renewable energy generation and use or improve energy efficiency.

Goal OS-7: Reduced exposure to harmful and hazardous air pollutants and objectionable odors.

Policy OS-7.1: Require new development to implement applicable standard emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition.

Policy OS-7.2: Review projects that involve substantial stationary sources of emissions and condition such projects to avoid significant impacts to nearby sensitive receptor land uses, such as residences, schools, and the hospital.

Policy OS-7.3: Use the lowest commercially available volatile organic compound emitting architectural coatings (e.g., paints, stains, industrial maintenance coatings, traffic coatings, and many other products) for City buildings and structures.

Policy OS-7.4: Increase the use of low-maintenance, climate-appropriate landscaping and low-emissions landscape maintenance equipment in parks and other City-maintained landscaped areas and open space.

Policy OS-7.5: Install odor controls on new and existing sources, as feasible, to reduce exposure for existing and future residents.

Policy OS-7.6: Coordinate during the application process with the Feather River Air Quality Management District to identify sources of toxic air contaminants and determine the need for health risk assessments for proposed development.

Implementation Strategy OS 7.1-1

During the development review process for projects subject to the California Environmental Quality Act, and that could result in a potentially significant impact, the City will require the implementation of applicable and feasible mitigation measures, including those recommended by Feather River Air Quality Management District or otherwise demonstrated to achieve reductions, in order to avoid, reduce, or offset construction and operational emissions.

Implementation Strategy OS 7.1-2

Construction equipment over 50 brake horsepower (bhp) used in locations within 300 feet of an existing sensitive receptor shall meet Tier 4 or cleaner engine emission standards. Alternatively, a project applicant may prepare a site-specific estimate of diesel PM emissions associated with total construction activities and evaluate for health risk impact on existing sensitive receptors in order to demonstrate that applicable Feather River Air Quality Management District-recommended thresholds for toxic air contaminants would not be exceeded or that applicable thresholds would not be exceeded with the application of alternative mitigation techniques approved by the Feather River Air Quality Management District.

6 ENVIRONMENTAL JUSTICE ELEMENT

6.1 Background + Context

Introduction. Environmental Justice is the "fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies" (California Government Code § 65040.12 subsection e).

Communities across California have experienced discrimination through unjust land use policies and practices. Environmental Justice provides a lens through which to advance equity and protect human health. While the Environmental Justice has historically had a focus on environmental contamination and degradation, efforts have broadened over time to include such topics such as food access, access to open space, and access to recreational amenities and places for physical activity.

The State now requires local jurisdictions that have a disadvantaged community (as defined in the legislation) to incorporate Environmental Justice in their general plan.[1] Consistent with Government Code Section 65560 et seq, this Element identifies disadvantaged communities in Marysville and addresses the following topics related to Environmental Justice:

- Reduction to pollution exposure
- Provision of public facilities
- Provision of access to healthy food
- Promotion of safe and sanitary homes
- Promotion of physical activity
- Reduction of unique or compounded health risks
- Promotion of civic engagement in the public decision-making process

[1] Upon the next concurrent revision and adoption of two or more elements of the general plan.

The Environmental Justice Element establishes the City of Marysville's goals, objectives, policies, and implementation strategies to lessen environmental pollution and public health hazards and to improve the quality of life among communities, most importantly disadvantaged communities, for present and future generations.

Disadvantaged Communities in Marysville. State laws and funding criteria prioritize investments that would benefit disadvantaged communities in California, including from the State's Cap-and-Trade program.[2] In 2012, SB 535 (De León, Chapter 830, Statutes of 2012) established initial requirements for minimum funding levels to "Disadvantaged Communities" (DACs). The legislation also gives the California Environmental Protection Agency (CalEPA) the responsibility for identifying those communities, stating that CalEPA's designation of disadvantaged communities must be based on "geographic, socioeconomic, public health, and environmental hazard criteria."

In the southern and western portions of the city, there is a disadvantaged community based on the California Office of Environmental of Environmental Health Hazard Assessment's CalEnviroScreen criteria.[3] Areas receiving the highest 25 percent of overall scores in CalEnviroscreen are considered disadvantaged communities. Census Tract 611504100, which encompasses the area within the City limits that is west of SR 70, south of SR 20, and south of East 12th Street (see Exhibit 6-1), falls under this definition of "disadvantaged community" based on exposure to diesel particulate matter (from roadways), pesticides (from surrounding agricultural operations outside the city), lead from older buildings, and solid waste (from the former Marysville wastewater treatment plant), along with low income levels.[4]

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2 For example, disadvantaged communities have priority for the proceeds from the state's Cap-and-Trade Program. The proceeds from this program are intended to improve public health, quality of life and economic opportunity in California's most burdened communities, and at the same time, reducing pollution that causes climate change. The investments are authorized by the California Global Warming Solutions Act of 2006 (Assembly Bill 32, Nunez, 2016).

3 California Office of Environmental of Environmental Health Hazard Assessment. CalEnviroScreen 4.0. Available: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

4 CalEPA also considers to be disadvantaged: Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores; Census tracts identified in a special 2017 designation of disadvantaged communities, regardless of their scores in CalEnviroScreen 4.0; and lands under the control of federally recognized Tribes. The 2017 designation of disadvantaged communities was informed by several years of community outreach, public workshops and stakeholder feedback, and with support from the California Air Resources Board (CARB) and Office of Environmental Health Hazard Assessment (OEHHA).

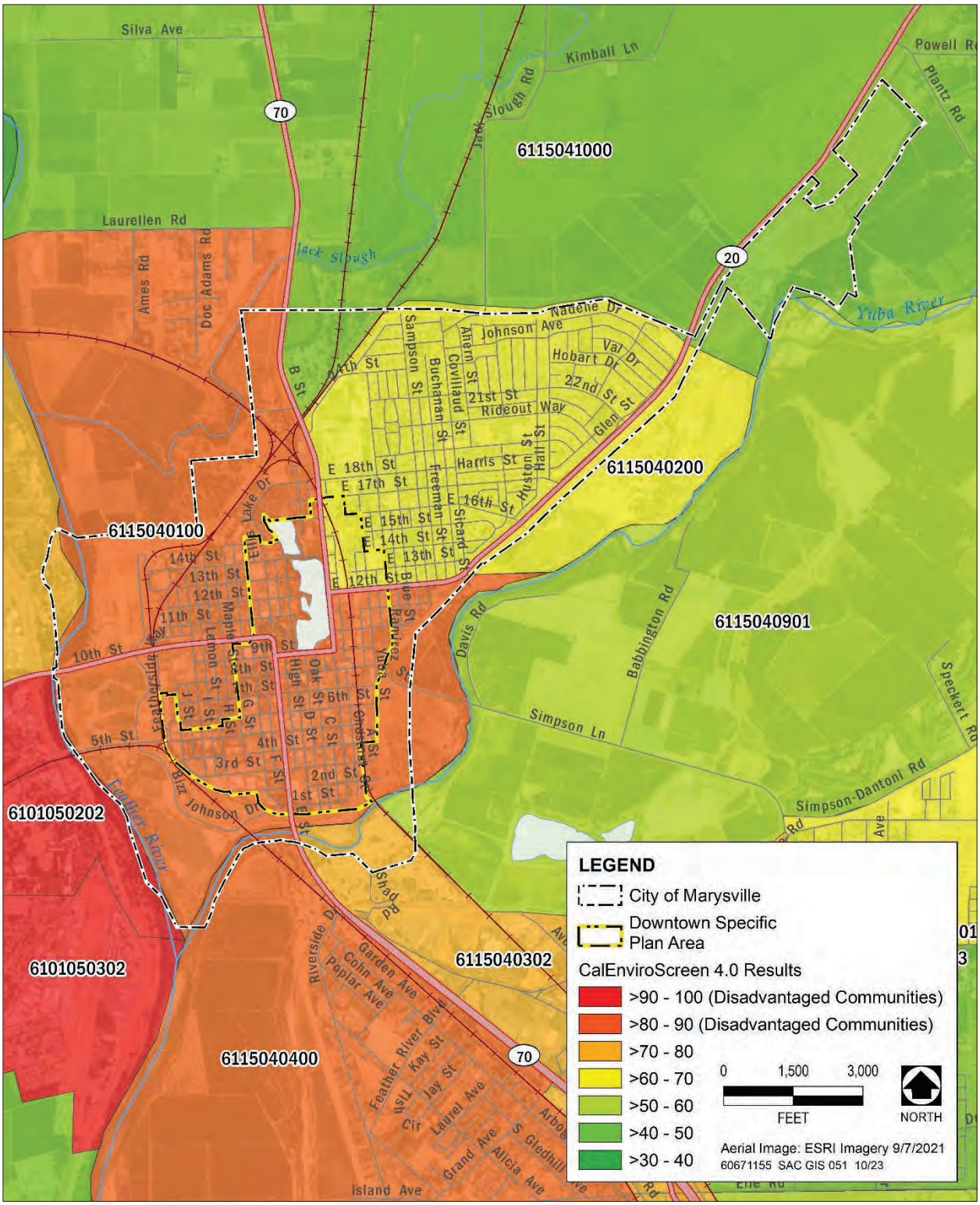

Exhibit 6-1. Disadvantaged Communities in Marysville

Relationship to other elements. The topics addressed in this Environmental Justice Element are also addressed in other General Plan Elements. For example, the Safety Element addresses the need to avoid introducing uses that use, produce, or transport hazardous materials in a way that would adversely affect human health or the environment, as well as climate hazards. The Circulation Element provides for bicycle and pedestrian options to reach daily destinations and for the purpose of recreation and exercise, and the Housing Element details the City's approach to ensuring safe and sanitary homes, including housing location, quality, and affordability. The Open Space, Conservation, and Recreation Element addresses access to parks and open space.

6.1.1 Community Health

Homes, streets, workplaces, retail and services, schools, and neighborhoods influence community health in fundamental ways. Educational and employment opportunities may influence and improve health by ensuring access to the ingredients for a healthy life, including nourishing food, clean water, affordable places to live, safe places to walk, bike, and be active, and clean air indoors and out.

However, health outcomes are not evenly distributed across all community segments. Research has shown that certain communities, often low-income and people of color, disproportionately suffer from poor health. Many factors contribute to these health disparities, including neighborhood and community conditions. Policies and programs that improve access to educational and employment opportunities can improve community health and will benefit the entire community.

6.1.2 Pollution Exposure

Exposure to polluting substances in the air, water, and soil can adversely affect health. Diseases such as asthma, congenital disabilities, cancer, heart disease, neurologic disorders, and reproductive disorders are linked to environmental pollution. Involuntary exposure to pollution, such as second-hand and third-hand smoke, is also known to contribute or exacerbate symptoms of many of these diseases and illnesses.[5] Specific geographic areas and communities experience disproportionate exposure to pollution.

6.1.3 Access to Healthy Food

The availability of healthy food options, including fresh produce, may correlate with higher consumption of fruits and vegetables, which can alleviate the prevalence of excess weight and obesity in a population. This is an important local issue since the obesity rate in Yuba County is approximately 30 percent.

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[5] Thirdhand smoke occurs when tobacco smoke leaves residual nicotine and other chemicals on indoor surfaces, skin, fur and furniture, even after the air has cleared. For more information, please see: https://www.lung.org/getmedia/94cf9865-ff8c-498b-96b9-564fde8efbd7/ala-thirdhand-smoke-aa-v2#:~:text=Thirdhand%20smoke%20occurs%20when%20tobacco,after%20the%20air%20has%20cleared.

Educational institutions, including those within the Marysville Unified School District and CORE Charter Schools, play an important role in educating students and families on the importance of healthy food options.

Income is a significant factor affecting access to healthy foods. High-calorie foods tend to be the least expensive and most resistant to inflation, which partially explains why the highest rates of obesity continue to be observed in groups with the most limited economic means. Additionally, neighborhoods with lower household incomes may face constraints related to the accessibility of nutritional food. This lack of accessibility has a direct impact on personal health and well-being.

6.1.4 Safe and Sanitary Homes

Housing location, quality, affordability, and stability have health implications. Data from the Housing Element illuminates the availability and condition of housing in Marysville. The Housing Element also provides the City's primary strategies for ensuring adequate housing for the existing and future population. Following are some highlights on housing in Marysville:

- **Unhoused population.** Approximately 100-150 homeless persons are present in Marysville, and there are approximately 171 total beds (transitional and emergency) with 66 of these being emergency shelter beds.
- **Quality of housing stock.** According to the City's last housing conditions survey, approximately one third of the units are in sound condition, while approximately two thirds require some repairs. Approximately 30 percent need only minor repairs, but approximately 35 percent need moderate repairs. For comparison, in West Sacramento, 11 percent of units need minor repair and 7 percent need moderate repair; in Live Oak, 5 percent of units need minor repair and 1 percent need moderate repair; in Roseville, 21 percent of units need minor repair and 6 percent need moderate repair; in South Lake Tahoe, 4 percent of units need minor repair and 1 percent need moderate repair; in Sutter County, 9 percent of units need minor repair and 6 percent need moderate repair.
- **Age of housing stock.** More than 80 percent of housing units in the city are older than 30 years, suggesting a strong local need for maintenance of housing and, potentially, minor to moderate repairs for much of the city's housing stock based on age.
- **Housing Units and Income.** Approximately 44 percent of Marysville's housing stock is occupied by lower-income households, defined as those between zero and 80 percent of the area median family income. For comparison, within unincorporated Yuba County, approximately 44 percent of households are lower-income households (including extremely low, very low and low income) and in Yuba City, this total is approximately 41 percent.

- **Renting Households Face Cost Burdens.** Housing cost burdens fall disproportionately on households who rent. Of the 37 percent of households that are rent-burdened, 77 percent are renter households, suggesting an acute need for additional affordable rental housing, as well as programs that provide rental assistance for low-income and vulnerable renters.
- **The City's Role in Housing.** Marysville's role in the development of housing is as a facilitator. The City can lay the planning groundwork for housing construction, provide a favorable regulatory environment, and apply for financial assistance from state and federal agencies. Refer to the Housing Element to see the City's goals, policies, and plan of action to improve housing conditions, availability, and affordability for Marysville residents.

6.1.5 Physical Activity

Regular physical activity is critically important for the health and well-being of people of all ages. Millions of Americans suffer from health problems that can be prevented or improved through regular exercise; these problems include heart disease, obesity, diabetes, stress, and depression. It is important for residents to be able to build active transportation (walking and biking) into their daily lives and have access to convenient and affordable recreational amenities.

The area identified as a disadvantaged community area in Marysville also includes several parks, including Beckwourth Riverfront Park (large regional park), Ellis Lake, Veterans Park, Market Square, Plaza Park, Washington Square, as well as the bicycle/pedestrian trail on top of the Marysville Ring Levee (which surrounds the city). For more information, please refer to the Open Space, Conservation, and Recreation Element.

6.1.6 Civic Engagement

Community engagement is fundamental to the Marysville 2050 General Plan. The engagement identified the most important opportunities and challenges facing the community, how resources should be prioritized, where the City should focus its infill and reinvestment efforts, and ultimately the consensus vision for Marysville in 2050. Engagement for the General Plan update built on broad community outreach recently conducted to support the Housing Element, as well. Both efforts included a broad cross section of the community and stakeholders, including representatives of disadvantaged and traditionally underrepresented people.

As the 2050 General Plan is implemented, it is important to maintain such broad outreach – to inform transportation improvements, changes in parks and open space, and other City and collaborative regional decisions that impact the health and well-being – particularly of Marysville's disadvantaged communities.

6.2 Key Issues + Opportunities

- **Elevated environmental hazards:** West Marysville (including Downtown) is identified as disadvantaged community by CalEnviroScreen 4.0, which presents both acute concerns about public health, but great opportunities to remediate and better the lives of Marysville citizens. Proceeds from the California State's Cap-and-Trade Program can help bolster local efforts to improve conditions.
- **Community health outcomes:** Marysville ranks highly for cardiovascular disease and asthma incidence when compared to the state. In addition, the obesity rate in Yuba County is approximately 30 percent. Local health issues are compounded by the limited healthy food options within the City's limits.
- **Rent burden:** Housing cost burdens fall disproportionately on households who rent, suggesting an acute need for policies that increase the supply and availability of rental housing, as well as programs that provide rental assistance and protection for low-income and vulnerable renters.
- **Bicycle and Pedestrian Access:** The City's existing open spaces and pedestrian and bicycle network provide a solid foundation for physical activity opportunities. Existing trails provide ample opportunity to connect the community, especially those in disadvantaged communities, with destinations in Marysville and neighboring cities. The relatively compact development pattern, grid street network, and mix of land uses in Marysville mean that most residents can reach a variety of destinations by walking or biking and therefore, build physical activity into their daily lives. As detailed in the Circulation Element, this potential can be improved as changes make the state highway system in Marysville less of a barrier to pedestrian and bicycle travel.
- **Civic engagement:** While demographics suggest that Marysville residents are well-positioned to be civically engaged, the City can continue the momentum created by Housing Element and General Plan community participation to inform City decision making during implementation of the 2050 General Plan.

6.3 Relevant Policies from Other Elements

Environmental justice is not confined to the Environmental Justice Element. Environmental Justice is a guiding principle that informs and influences all the other elements. Policies in the Land Use + Community Development, Circulation Element, Housing Element, Open Space, Conservation + Open Space Element, Noise Element, and the Safety Element address the same topics normally included under the heading of Environmental Justice.

6.4 Goals, Policies, and Implementation Strategies

Goal EJ-1: Minimized acute health risks and improved community health.

Policy EJ-1.1: *Reduce the number of and concentration of pollution sources in Marysville.*

Policy EJ-1.2: *Decrease the risk of exposure for life, property and the environment to hazardous materials and hazardous waste.*

Policy EJ-1.3: *Improve air quality, especially in disadvantaged communities and those at highest risk of air quality-related health conditions.*

EJ Implementation Strategy 1.1.

The City will continue to partner with local, regional, state and federal agencies to identify grant funding to remediate properties, with a focus on those near residential neighborhoods, commercial areas, and recreational areas.

EJ Implementation Strategy 1.2.

The City will communicate with the California Department of Transportation the need to identify feasible approaches for reducing air pollutant emissions concentrations along the state highway system in areas near Marysville's disadvantaged communities, with a focus on diesel particulate matter and non-exhaust particulate matter such as brake, tire, and road wear and dust.

Goal EJ-2: Expanded access to healthy food and nutrition.

Policy EJ-2.1: *Support the establishment of farmers markets, farm stands, and neighborhood markets and other stores that sell healthy food and fresh produce.*

Policy EJ-2.2: *Promote opportunities for neighborhood-run and non-profit run community gardens.*

EJ Implementation Strategy 2.1.

The City will develop guidance and standards in the City's Municipal Code to allow the temporary use of vacant lots as temporary community gardens, small-scale agricultural uses, or fresh fruit and vegetable stands.

Goal EJ-3: Access to safe and sanitary homes for people of all races, backgrounds, and income levels.

Policy EJ-3.1: *Support capital improvements such as sewer, water, street, and electrical improvements that facilitate the provision of safe, decent, and sanitary housing.*

Policy EJ-3.2: *Continue to provide regulatory incentives to promote the construction, rehabilitation, and preservation of new affordable rental and homeownership opportunities for low-income households.*

Policy EJ-3.3: *Use the entitlement and environmental streamlining provided by the 2050 General Plan and Downtown Specific Plan to accelerate housing construction in Marysville.*

EJ Implementation Strategy 3.1.

The City will continue code enforcement actions and require improvements with a focus on safety and will offer voluntary inspection services on a request basis.

EJ Implementation Strategy 3.3.

The City will continue to collaborate with the Yuba County Housing Authority to expand rental assistance programs in Marysville and offer home improvement grants.

Goal EJ-4: Ample opportunities for physical activity across the city.

Policy EJ-4.1: *Maintain adequate parks not only citywide, but also within identified disadvantaged communities.*

Policy EJ-4.2: *Provide continuous, accessible, and low-stress pedestrian and bicycle routes between residential areas and destinations, such as parks, schools, and services, with a priority on improvements that will benefit identified disadvantaged communities.*

EJ Implementation Strategy 4.1.

The City will continue to implement the Bike and Pedestrian Master Plan and the Parks and Open Space Master Plan with a focus on improvements that will improve access and expand opportunities for physical activity in Marysville's disadvantaged communities. The City will seek input on parks, bicycle, and pedestrian projects in disadvantaged communities from residents of those communities and representatives of relevant advocacy organizations.

EJ Implementation Strategy 4.2.

The City will pursue grant funding for parks, bicycle, and pedestrian improvement and ongoing maintenance projects that would benefit identified disadvantaged communities. This could include urban greening projects that are designed to: improve air and water quality; increase the attractiveness for housing; promote public health; and increase access to safe areas for physical activity. The City will coordinate with other public agencies on the identification of potential urban greening projects and a mutually beneficial and collaborative approach to implementing such projects.

Goal EJ-6: Expanded participation in City decisions with an emphasis on residents of areas of concentrated poverty.

Policy EJ-6.1:	*Support and expand opportunities for all residents to engage in community service that integrates community health, environment, and civic engagement.*
Policy EJ-6.2:	*Partner with school districts, community colleges, Yuba-Sutter Blue Zones Project, and continuing education institutions to promote civic engagement opportunities.*
Policy EJ-6.3:	*Seek to include residents of disadvantaged communities or representatives of disadvantaged areas to serve on City boards, committees, task forces, and similar advisory bodies.*

EJ Implementation Strategy 6.3.

The City will pursue methods of information sharing and receiving input on capital projects from residents of, and relevant representatives of advocacy organizations for identified Marysville disadvantaged communities. This will include capital projects directed by the City and also projects implemented by other agencies, but within areas that would affect or benefit identified Marysville disadvantaged communities. The City will formally work with community-based organizations to build capacity where people already congregate and promote civic engagement.

7 NOISE ELEMENT

7.1 Background + Context

Introduction. In our daily lives, sound significantly determines how we perceive the environments in which we live, work, and play. Thoughtful planning and design may reduce noise to create calming surroundings that do not harm public health and improve the quality of life in the neighborhood, even when noise is an inevitable part of urban environments. The goals and policies in this chapter protect Marysville from excessive noise and address the sources of noise, such as traffic on state highways and other major thoroughfares, railroad operations, and stationary noise sources that contribute to the noise environment. This Element addresses noise sources and identifies ways to reduce impacts and exposure of Marysville residents, employees, and visitors to high noise levels.[1]

Relationship to other Elements. A primary function of the Noise Element is to ensure that noise considerations are incorporated into the land use decision-making process. The Noise Element is related to the Circulation, Land Use + Community Development, Housing and Open Space + Conservation + Recreation Elements. The following briefly discusses the relationship between the Noise Element and the other Elements of the General Plan.

- **Circulation Element** – The circulation system is the top source of noise in Marysville and, as such, a focus of noise mitigation strategies for existing and planned land uses. By considering the relationship between circulation and noise, communities can address the impacts of noise pollution and promote transportation systems that are compatible with surrounding land uses.
- **Land Use + Community Development Element** – An important function of the Noise Element is to provide noise exposure information to help inform the Land Use + Community Development Element. Land use decisions can impact noise levels in several ways, including exposing noise-sensitive uses to high ambient noise levels, or promoting development patterns that allow people to walk or bike to destinations and reduce vehicle travel and associated transportation noise. Noise standards are normally set by land use, reflecting the different sensitivity to noise for different land uses. Noise is just one factor that guides land use planning. While some uses are relatively sensitive to noise, noise can also be the product of a vibrant and successful commercial district.

[1] This Noise Element has been prepared to comply with State General Plan law. California law mandates the development of a noise element as part of the general plan (Government Code Section 65302(f)). This Noise Element is also consistent with guidelines contained within the California Health and Safety Code Section 56050.1.

By considering the relationship between the Land Use + Community Development Element and Noise Element, the City can manage the impacts of noise pollution while also promoting infill and economic development.

- **Housing Element** – Residential uses are among the most sensitive to noise. The Housing Element and Noise Element are interconnected, as housing decisions can impact, and be impacted by, noise levels in a community. Noise exposure information provided in the Noise Element must be considered when planning and designing new housing. For housing development in areas where noise levels are elevated, special noise insulation or certain types of windows and doors may be required to provide an acceptable interior noise environment and outdoor gathering areas such as decks may need to be placed so that buildings can shield these areas from noise sources.
- **Open Space + Conservation + Recreation Element** – Noise exposure levels should be considered when planning for open space, conservation, and recreational uses. Excessive noise can adversely affect the enjoyment of recreational pursuits. Conversely, open space can be used to buffer sensitive land uses from noise sources – noise attenuates over distance, and it attenuates at a higher rate across acoustically “soft” surfaces, such as vegetated areas.

7.1.1 Noise Basics

Sound pressure levels are measured in decibels because the human ear can distinguish between various variations in sound pressure (dB). In addition, because the human ear is not equally sensitive to all sound frequencies, the A-weighted decibel (dBA) scale relates noise to human sensitivity. The dBA scale performs this compensation by approximating the human ear's sensitivity. Most jurisdictions use the dBA scale to regulate environmental noise. Community noise is commonly described as the "ambient" or all-encompassing noise level associated with a given noise environment. The Equivalent Continuous Sound Level (L_{eq}) and Community Noise Equivalent Level (CNEL) are common community noise descriptors.

L_{eq} (Equivalent Noise Level): The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. In environments affected by major noise events, such as aircraft overflights, the L_{eq} value is heavily influenced by the magnitude and number of single events that produce high noise levels.

CNEL is an average of 24-hour L_{eq} with a 10 dBA 'penalty' for noise events that occur during the relatively noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is 'added' to noise events in the nighttime hours, generating a higher reported noise level when determining compliance with noise standards. An additional 5 dBA 'penalty' is added to noise events during the noise-sensitive hours between 7:00 p.m. to 10:00 p.m., typically reserved for relaxation, conversation, and reading. These "penalties" represent

that noise during evening and nighttime hours is more disruptive than noise during the day.

Ldn (Day-Night Noise Level): The 24-hour Leq with a 10-dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours, and this generates a higher reported noise level when determining compliance with noise standards. The Ldn attempts to account for the fact that noise at night is a potential source of disturbance with respect to normal sleeping hours.

Refer to **Exhibit 7-1** for a description of outdoor and indoor activities and typical noise levels.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
--	— 110 —	Rock band
Jet fly-over at 1,000 feet	— 100 —	--
Gas lawn mower at 3 feet	— 90 —	--
Diesel truck at 50 feet at 50 miles per hour	— 80 —	Food blender at 3 feet, garbage disposal at 3 feet
Noisy urban area, daytime, Gas lawn mower at 100 feet	— 70 —	Vacuum cleaner at 10 feet, normal speech at 3 feet
Commercial area, Heavy traffic at 300 feet	— 60 —	--
Quiet urban daytime	— 50 —	Large business office, dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime	— 30 —	Library, bedroom at night
Quiet rural nighttime	— 20 —	--
--	— 10 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Exhibit 7-1: Typical Sound Levels Measured in the Environment

7.1.2 Vibration Fundamentals

Vibration is the periodic oscillation of a medium or object. Similar to noise, groundborne vibration and groundborne noise can be generated from construction and operational sources. If vibration levels are high enough, groundborne vibration has the potential to damage structures, cause cosmetic damage (e.g., crack plaster), or disrupt the operation of vibration-sensitive equipment. Groundborne vibration and groundborne noise can also be a source of annoyance to individuals who live or work close to vibration-generating activities. Groundborne noise is the noise generated by the indoor movement of room surfaces, such as walls, resulting from groundborne vibration. Sources of groundborne vibrations include heavy machinery, trucks with heavy loads, trains, and construction equipment.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration levels are usually expressed as a single-number measure of vibration magnitude in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean square (RMS), as in RMS vibration velocity.23 To better evaluate human response, like airborne sound, the RMS velocity is often expressed in decibel notation, as vibration decibels (VdB).

In extreme cases, vibration can damage buildings. Human annoyance from groundborne vibration often occurs when vibration exceeds the threshold of perception by only a small margin. Structural damage depends on the frequency of the vibration at the structure, as well as the condition of the structure and its foundation. Human annoyance by vibration is related to the number and duration of events.

7.2 Key Issues + Opportunities

Ambient Noise. The noise environment is predominantly characterized by vehicular-generated noise along SR 70 and SR 20 and, to a lesser extent, other higher-volume streets. The Yuba County Airport, Sutter County Airport, and Beale Air Force Base, railroad

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[2] PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV and RMS are normally described in inches per second (in/sec). PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings. For more information, see Federal Transit Administration. 2018 (September). Transit Noise and Vibration Impact Assessment. FTA Report No. 0123. Washington, DC: Office of Planning and Environment. Available: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

[3] Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a period of 1 second.

operations within the city, and other sources such as construction activities, power tools, industrial operations, gardening equipment, loudspeakers, auto repair, radios, children playing, and dogs barking also contribute to the overall noise environment.

The City collected long-term and short-term noise measurements to help understand the existing noise environment. Maximum noise levels ranged from 66 to 83 dBA and 24-hour ranged from 55 to 68 dBA Ldn.

Noise Compatibility of Land Uses. Separating noise-sensitive uses from uses that produce high noise levels is one aspect of establishing and maintaining land use-noise compatibility. However, mixing different land uses in proximity can improve economic viability, fiscal conditions, and allow people to reach destinations by foot or bicycle. Under the 2050 General Plan, the City will seek to encourage mixed-use development and infill development, while also minimizing exposure to excessive noise for noise-sensitive uses.

State Highway Noise. Transportation-related noise concentrated along SR 70 and SR 20 corridors is a major issue, and one over which the City exerts little direct influence. Existing noise levels along these state highways ranges from 64 to 76 dBA Ldn. Many of the trips through Marysville that generate these high levels of noise do not originate or end in Marysville. So, even if the City were to ensure development patterns and a transportation system that made bicycling, walking, and use of transit very convenient for daily trips, this would not substantially change the noise environment along SR 20 and SR 70. Reducing the need for braking and accelerating at intersections would reduce noise levels to some extent – signal timing and the use of roundabouts are different options for maintaining traffic flow. Maintaining low speeds along the state highways and the use of specialized pavement designed to reduce noise tire -pavement interface noise are other approaches that could reduce noise levels, though these strategies have the same constraint related to the City's lack of jurisdiction for design changes.[4] As the vehicle fleet transitions away from internal combustion engines, this will substantially reduce noise levels associated with engine noise.

Railroad Operations. Two railroad lines, Union Pacific Railroad Valley Line and Union Pacific Railroad/Burlington Northern Santa Fe rail line operated by Union Pacific Railroad travel through the populated areas, with all tracks carrying heavy freight traffic with many nighttime as daytime operations. Noise levels associated with railroad line operations are a result of warning horns, at-grade crossing bells, locomotive engines, and rail car noise. Operations of these railroad lines result in up to 74 to 78 dB Ldn at 100 feet.

Aircraft and Airport Noise Operations. The impact of aircraft sound in Marysville is primarily from three sources of aircraft activity: Sutter County Airport, Yuba County Airport, and Beale Air Force Base. The greatest potential for sound intrusion occurs when military

[4] For more information, please see: California Department of Transportation (Caltrans). 2018 (February). Quieter Pavement: Acoustic Measurement and Performance. Available: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/quieter-pavement-a11y.pdf.

jets and large commercial aircraft land, take off, or run up their engines on the ground. The airport land use compatibility plans for each of these airports define the area surrounding the airport where noise from aircraft operations may reach certain levels, known as noise contours. Noise contours are based on noise level measurements from aircrafts, their flight paths, and times they are active. Noise contours are divided into zones that represent various degrees of noise exposure and help in planning for surrounding land uses. Low noise zones may be more suitable for residential or sensitive land uses, while high noise zones may be more disruptive for residential or sensitive land uses.

Neither the City limits nor the Sphere of Influence for Marysville is in an area affected by 60, 65, or 70 dBA noise levels associated with these airports, so aviation-related noise generally does not impact Marysville except for noise from aircraft overflights. Refer to **Exhibit 7-2** for the Aircraft Noise Levels in proximity to the airports. The dark black outline is the existing Sphere of Influence, the dashed black and white boundary is the City limits, the yellow area is the 60 dBA CNEL noise contour, orange is 65, and red is 70. A small portion of Beckwourth Riverfront Park near the Cotton Rosser Arena and Pavilion is within the approach and departure zone for Sutter County Airport, and the southwestern portion of the City is within the aircraft overflight zone for Sutter County Airport (Exhibit 7-3). Most of the City is within the aircraft overflight zone for Yuba County Airport (Exhibit 7-4). The northeastern corner of the City is within the aircraft overflight zone for Beale Air Force Base (Exhibit 7-5).

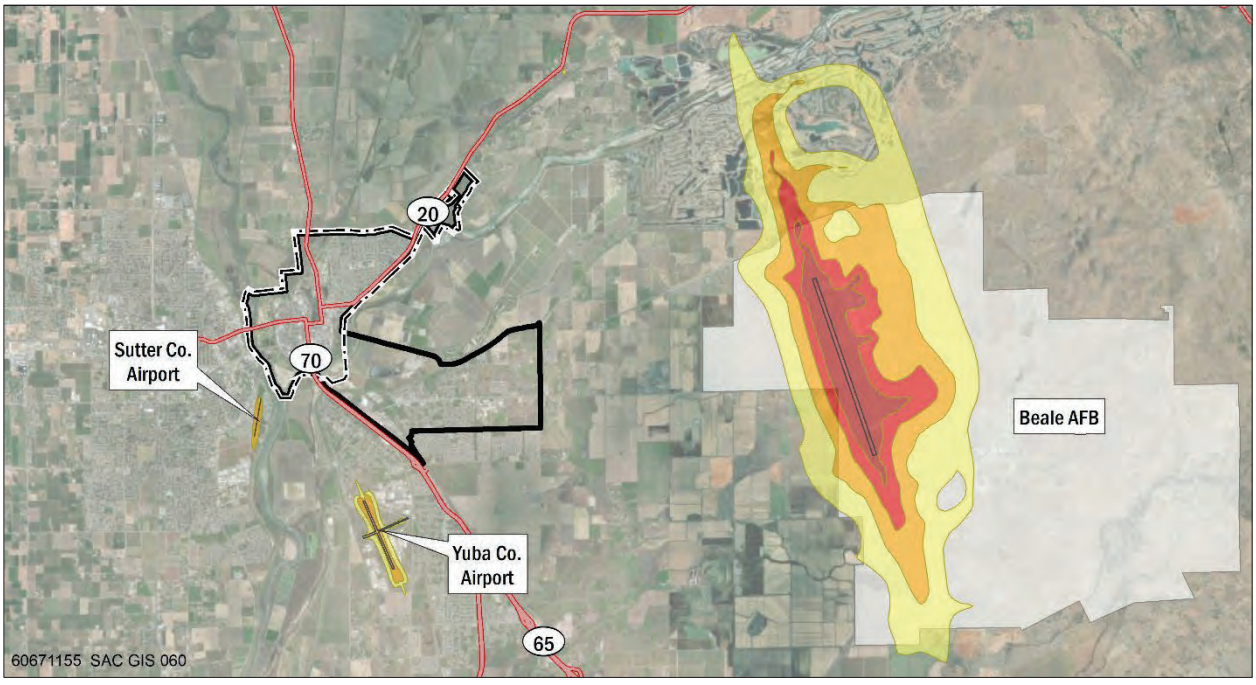

Exhibit 7-1: Aircraft Noise Levels

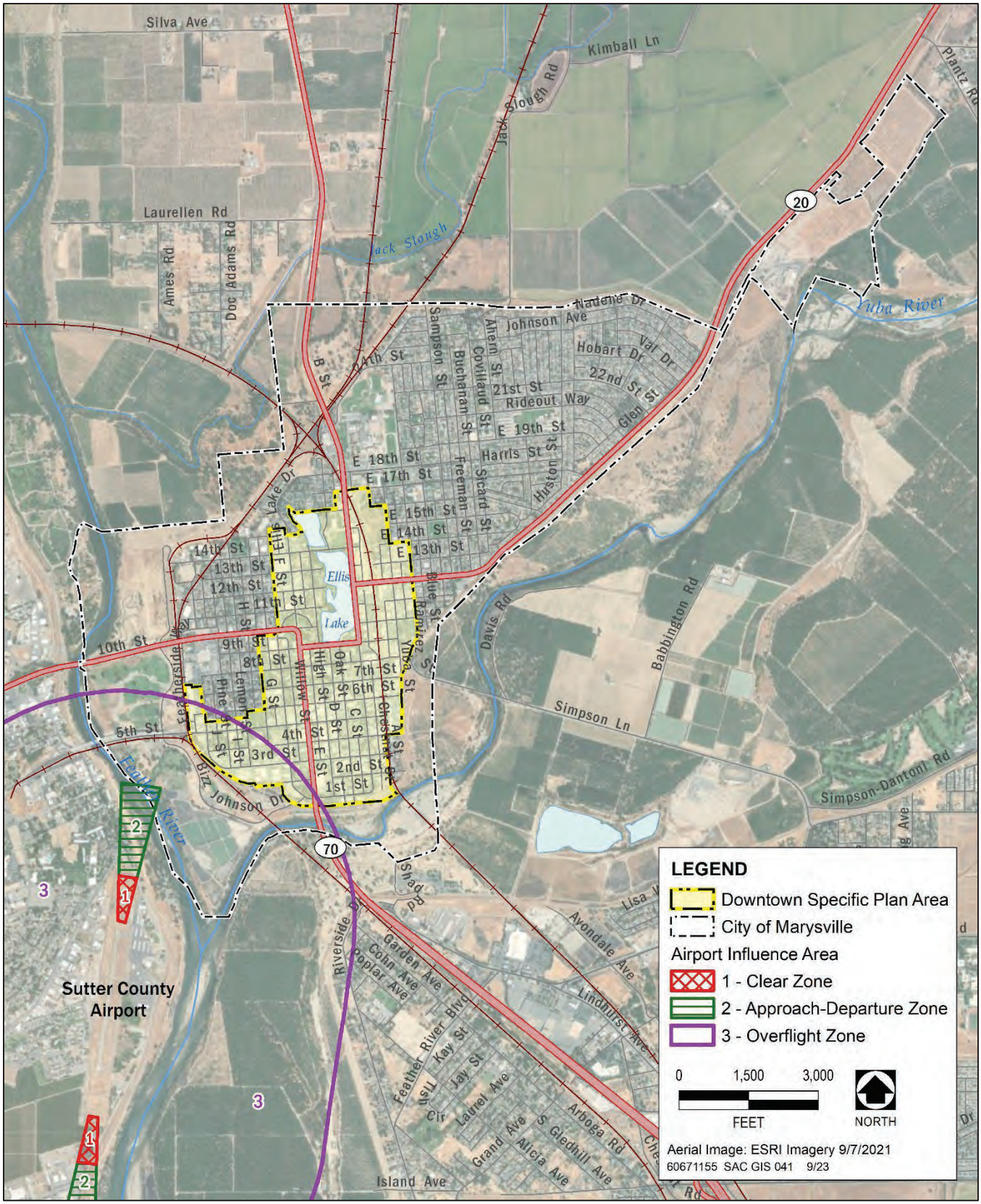

Exhibit 7-3. Sutter County Airport Sphere of Influence Area

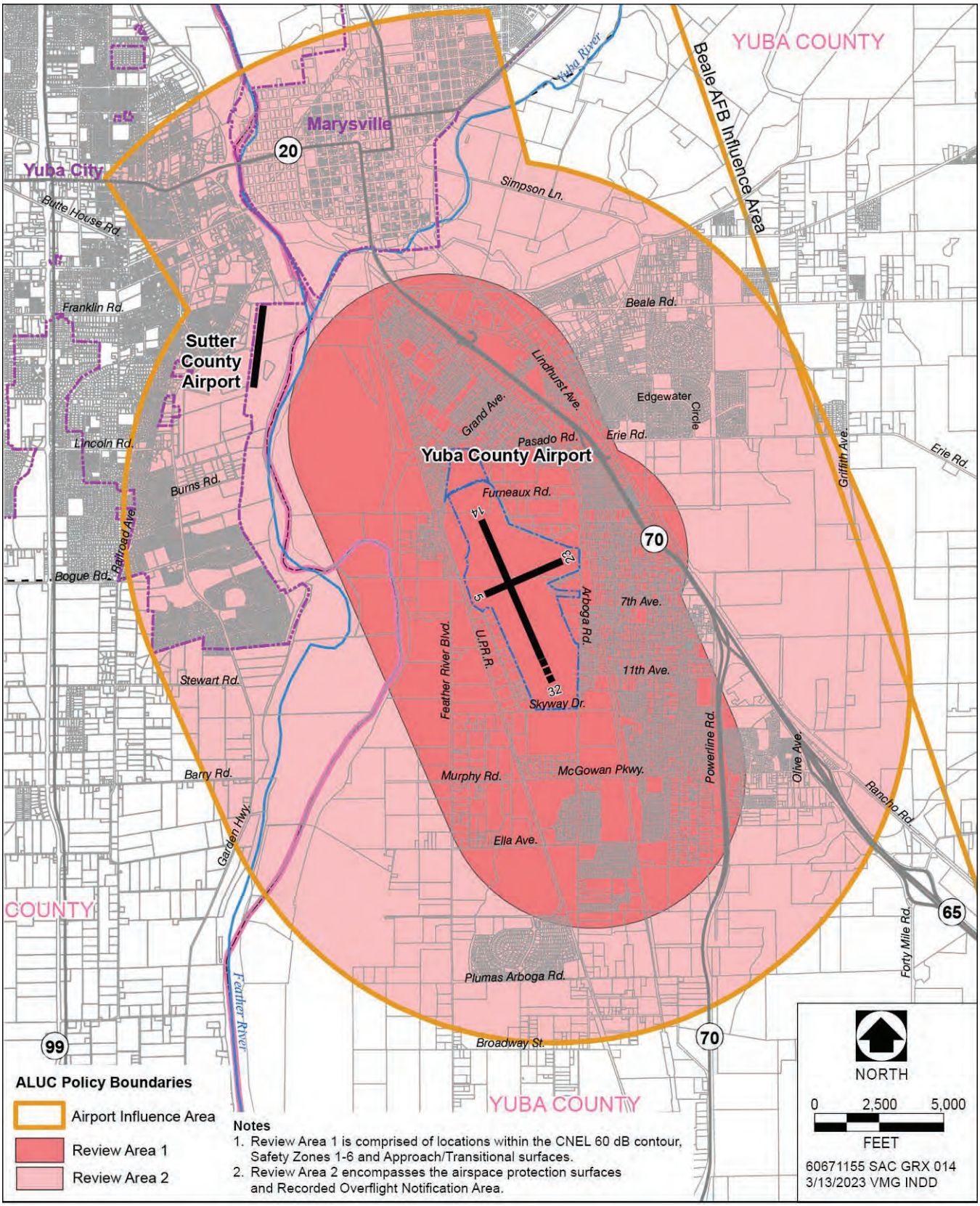

Exhibit 7-4. Yuba County Airport Sphere of Influence Area

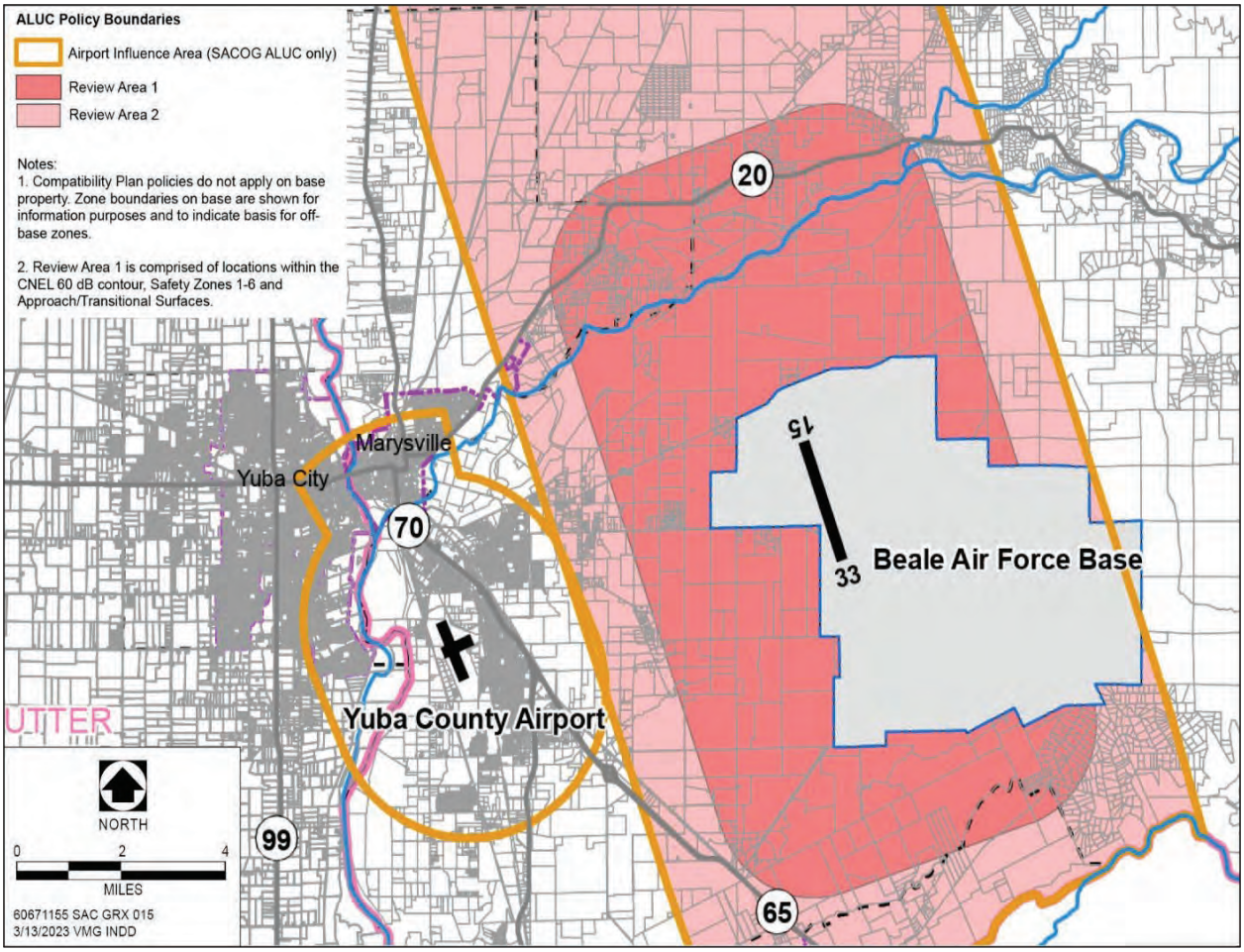

Exhibit 7-5. Beale Air Force Base Sphere of Influence Area

7.3 Goals, Policies, and Implementation Strategies

Goal N-1: Minimize noise and vibration impacts from existing and proposed development projects, transportation networks, and reduce existing sources of noise affecting noise-sensitive uses.

Policy N-1.1: *Design and operate developments that generate stationary source noise below maximum allowable levels specified in **Table 7-1**, as measured at outdoor activity areas of noise-sensitive land uses. If existing noise levels already exceed the maximum allowable levels listed in **Table 7-1**, as measured at outdoor activity areas of noise-sensitive land uses, developments are required to incorporate design and/or operational strategies to limit stationary source noise increases to 5 dBA or less.*

Table 7-1: Maximum Acceptable Stationary Source Noise Levels affecting Noise-Sensitive Uses

Noise Level Descriptor	Daytime (7:00 a.m. – 10:00 p.m.)	Nighttime (10:00 p.m. – 7:00 a.m.)
Hourly L_{eq}	60 dBA	45 dBA
L_{max}	75 dBA	65 dBA

Notes:
dBA = A-weighted decibel; L_{eq} = energy-equivalent noise level; L_{max} = maximum noise level.
Noise-sensitive land uses include schools, hospitals, rest homes, long-term care, mental care facilities, residences, and other similar land uses. Outdoor activity areas are considered to be the portion of a noise-sensitive property where outdoor activities would normally be expected (i.e., patios of residences and outdoor instructional areas of schools). Outdoor activity areas for the purposes of this element do not include gathering spaces alongside transportation corridors or associated public rights-of-way. The stationary source noise standards do not apply to City-sanctioned special events or residential units (caretaker units, etc.) established in conjunction with industrial or commercial uses. Noise-sensitive land uses include schools, hospitals, rest homes, long-term care, mental care facilities, residences, and other similar land uses.

Policy N-1.2: *Locate noise-generating equipment away from outdoor activity areas of noise-sensitive land uses or use noise attenuation methods, such as enclosing substantial noise sources within buildings or structures, using muffling devices, or incorporating other technologies designed to reduce noise levels.*

Policy N-1.3: *Limit demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line to the hours between 7 a.m. to 7 p.m. on weekdays, 8 a.m. to 7 p.m. on Saturdays, and 9 a.m. to 5 p.m. on Sundays and holidays.*

Policy N-1.4: *Locate and design proposed noise-sensitive land uses consistent with the maximum allowable levels specified in **Table 7-2**, as measured at outdoor activity areas of noise-sensitive land uses.*

Table 7-2: Maximum Allowable Noise Exposure from Transportation Noise Sources

Land Use	Outdoor Activity Areas (dB L_{dn})	Interior Spaces	
		dB L_{dn}	dB L_{eq}
Residential	65	45	--
Residential in the Downtown Specific Plan Area	70	45	
Transient Lodging	65	45	--
Hospitals, Nursing Homes	65	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	--	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

Notes:

[1] Noise-sensitive land uses include schools, hospitals, rest homes, long-term care, mental care facilities, residences, and other similar land uses. Outdoor activity areas are considered to be the portion of a noise-sensitive property where outdoor activities would normally be expected (i.e., patios of residences and outdoor instructional areas of schools). Outdoor activity areas for the purposes of this element do not include gathering spaces alongside transportation corridors or associated public rights-of-way. Where development projects or roadway improvement projects could potentially create noise impacts, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. Such analysis shall be the financial responsibility of the applicant and be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics. Mitigation strategies shall include site planning and design over other types of mitigation.

Policy N-1.5: *Avoid the use of pile drivers, vibratory compactors, and vibratory rollers within 40 feet of historical structures and within 20 feet of other structures. If the use of this equipment within these buffer areas is unavoidable, the project applicant shall inspect structures within these buffer areas and report on their structural condition and stop work if any cosmetic or structural damage occurs to adjacent structures. Work may not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the structures and the project applicant shall repair any damage caused by the use of this equipment.*

Policy N-1.6: *Prohibit soundwalls as a method for reducing noise exposure that could be addressed through site design, setbacks, building materials, or a combination of these techniques.*

Policy N-1.7: *Public events, such as school sporting events, festivals, and other similar community and temporary events are exempt from the noise standards outlined in this Element.*

Policy N-1.8 *Require avigation easements for any new private development within the approach and departure zone for the Sutter County Airport within the City limits.*

Policy N-1.9 *Require aircraft overflight notifications to be issued for all new residential development within the Sutter County Airport Overflight Zone and within Review Area 2 for the Yuba County Airport and Beale Air Force Base.*

Policy N-1.10: *Implement all feasible measures necessary, as a part of proposed development and public infrastructure projects to avoid substantial annoyance for adjacent vibration-sensitive uses, consistent with California Department of Transportation and Federal Transit Agency guidance.*

Noise Implementation Strategy 1.1

For projects that could exceed the maximum acceptable noise levels included in Table 7-1, the City shall make it a condition of approval for development projects to incorporate feasible noise mitigation measures to reduce construction noise, including:

- Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;
- Locate noisy construction equipment away from surrounding noise-sensitive uses;
- If proposed construction activity is within 100 feet of an occupied noise-sensitive use, the City will condition the project to (a) use sound aprons or temporary noise enclosures around noise-generating equipment; and/or install temporary noise barriers between noise-generating activity and noise-sensitive uses.

Noise Implementation Strategy 1.2

The City will set and enforce speed limits with a priority on enforcement in areas required to improve pedestrian and bicycle safety and in areas required to reduce transportation noise exposure for noise-sensitive land uses.

Noise Implementation Strategy 1.3

Using guidance developed by the Federal Railroad Administration, the City will collaborate with Union Pacific Railroad to establish a quiet zone, or a reduced train horn area where locomotive horns are no longer routinely sounded when approaching crossings with a mutually acceptable approach to installation and maintenance of any required active warning devices.

8 SAFETY ELEMENT

Adopted separately and under separate cover

9 HOUSING ELEMENT

Adopted separately and under separate cover

10 GLOSSARY

Accessory Dwelling Unit: An attached or detached dwelling unit that provides complete and independent living facilities ancillary to a main dwelling unit on the same premises as a single-family or multi-family dwelling unit. An accessory dwelling unit includes permanent independent facilities for living, eating, sleeping, cooking, and sanitation. Dwelling units of this type provide an affordable housing solution for small, low-income households (usually one to two persons).

Acre-foot: Quantity of water covering an acre to a depth of 12 inches; units of measurement used in water contracts; an acre-foot is equal to 326,000 gallons.

Active Parkland: Accommodates structured recreational activities, such as organized sports, that generally require specialized facilities and management that may restrict general use of the park.

Agriculture-related: Uses include agricultural product sales, roadside stands, produce stands, self-pick operations, agricultural processing, and agricultural home stays.

Agri-tourism: Recreational travel to agricultural areas, agriculture-related entertainment, or recreational participation in agricultural activities or education.

Affordability: The maximum percentage of income determined to be appropriate for allocation to housing needs.

Annex: To incorporate a land area into an existing district or municipality with a resulting change in the boundaries of the annexing jurisdiction.

Archaeological: Relating to the material remains of past human life, culture, or activities.

Article 34: This reference is a provision in the State Constitution that requires that voter approval must be obtained before any public entity undertakes programs to own, manage, or finance housing where more than 49 percent of the units are set aside specifically for those in the low-income category.

Ambient Air Quality: The atmospheric concentration (amount in a specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient Noise Level: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environment noise at a given location.

Assisted Unit: A housing unit that is currently bound, as a result of receiving financial assistance by federal, state of local regulations, to remain affordable to lower-income households.

Assumptions: Assumptions are conditions, events, or forces that are expected to exist or occur no matter what we do in a particular planning effort.

Attainment Area: An area that is in compliance with the national and/or California ambient air quality standards for a particular pollutant.

Basic Employment: Basic industries are those that export from the city and/or region. Basic employment occurs within basic industries. Basic industries are distinguished from non-basic industries, such as retail and commercial services, which serve basic industries, residents, and employees. Basic industries could include, but are not limited to aggregate mining and production, truss manufacturing, and agricultural production.

Best Available Control Technology (BACT): The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): A program that prevents, reduces, or controls environmental impacts using the most effective technique available, often used to describe methods of minimizing pollution from stormwater runoff.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Buildout: Refers to wide array of activities that could occur during the lifetime of the 2050 General Plan. “Buildout” is also a term used to describe the future condition of the City after buildout occurs. In general, this future state would be characterized by full development of areas identified for developed uses.

CalEnviroscreen: A mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution’s effects. It uses environmental, health, and socioeconomic information to produce scores for every census tract in the state, and ranks communities based on data that are available from state and federal government sources. As of the publishing of this document, the most current version of CalEnviroscreen is 4.0, which launched in October of 2021.

California Environmental Protection Agency (CalEPA): The State Agency that develops, implements, and enforces environmental laws that regulate air, water and soil quality, pesticide use and waste recycling and reduction. The Agency consists of California

Air Resources Board (CARB), the Department of Pesticide Regulation (DPR), the Department of Resources Recycling and Recovery (CalRecycle), the Department of Toxic Substances Control (DTSC), the Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board (SWRCB).

Capital Improvement Program (CIP): A program, administered by a city or county government, that schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually for conformance to and consistency with the general plan.

Carbon or Greenhouse Gas Offset: Carbon offset programs are designed to achieve a net emissions objective by allowing additional emissions but also requiring purchase of offsetting credits. A factory or development may not be able to feasibly reduce its own carbon footprint, but would instead achieve some "net" carbon emissions objective through funding emissions reducing activities elsewhere. Funds from these credits are used for a variety of projects, such as planting trees (which absorb carbon dioxide), converting vehicle fleets to more efficient/less polluting technologies, funding for energy efficiency retrofits of existing buildings, renewable energy projects, and other activities.

Carbon Monoxide (CO): A colorless, odorless gas resulting from incomplete combustion of fossil fuels. CO interferes with the blood's ability to carry oxygen to the body's tissues and results in numerous adverse health effects.

Carbon Sequestration: The removal and storage of carbon from the atmosphere in oceans, forests, soils, or physical/biological processes.

Cluster Development: A design technique that concentrates buildings, roads, and other improvements in specific areas on a site to allow remaining land to be used for open space, recreation, agriculture, or the preservation of historically or environmentally sensitive features.

Communicate: To convey or transmit knowledge of or information so that it is satisfactorily received or understood.

Community Noise Equivalent Level (CNEL): An average of 24-hour Leq with a 10 dBA 'penalty' for noise events that occur during noise-sensitive hours of the day (10:00 p.m. to 7:00 a.m.). An additional 5 dBA 'penalty' is added to noise events that occur between 7:00 p.m. to 10:00 p.m.

Community Benefit: Includes benefits, in proportion to the scale of a proposed project or plan including, but not limited to affordable housing, significant open space or recreation facilities, job creation, infill development near transit service, or other public benefits that would accrue to existing and future residents of Marysville.

Complete Community: A community or neighborhood that meets the basic needs (housing, employment, goods and services, etc.) of all residents through integrated land use planning, transportation planning, and community design.

Complete Streets: Streets designed to provide a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Condominium: The legal arrangement in which a dwelling unit in an apartment building or residential development is individually owned but in which the common areas are owned, controlled, and maintained through an organization consisting of individual property owners.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. Assembly Bill (AB) 1791, effective August 1, 1990, requires all cities and counties that include urbanized areas to adopt, by December 1, 1991, and annually, update a Congestion Management Plan.

Conjunctive Use: This is the coordinated use of surface water and groundwater, where each source is used more when it is relatively more available to maximize sufficient and sustainable yield.

Conservation: The maintenance of housing affordability through the use of various programs aimed at either reducing rents or preventing the units from being converted to uses other than affordable housing.

Conservation Easement: A voluntary method of restricting development on private property to maintain the long-term conservation or natural resource value of the property in exchange for compensation to the property owner.

Consistency: Consistency of a proposed project is the degree to which it complies with the General Plan policies and overall intent of the Plan; the project must represent a balanced compliance with all of the General Plan policies.

Constraints: Constraints are physical, economic, social, or political circumstances that impede or make more difficult the response to an issue.

Consult: To ask for advice or opinion. This does not necessarily mean that the City is obligated to act in accordance with the advice and opinion received.

Coordinate: To solicit, consider, and respond to comments from other agencies, organizations, or groups in order to bring common actions, movements, or conditions.

CNEL: An average of 24-hour Leq with a 10 dBA 'penalty' for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA is 'added' to noise events in the nighttime hours, generating a higher reported noise level when determining compliance with noise standards. An additional 5 dBA 'penalty' is added to noise events during the noise-sensitive hours between 7:00 p.m. to 10:00 p.m., typically reserved for relaxation, conversation, and reading. These "penalties" represent that noise during evening and nighttime hours is more disruptive than noise during the day.

Decibel (dB): A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base ten of the ratio of the pressure, which is 20 micro pascals (20 micronewtons per square meter).

Decibel (dBa): Also known as A-weighted decibel. The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network.

Defensible Space: Area surrounding a building or buildings in which basic fire protection and prevention measures are implemented, including control of vegetation, fuel modification, and the provision of adequate emergency access.

Density: The amount of residential development permitted in a given area, typically expressed as the number of dwelling units per acre of land (du/ac).

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision of affordable housing or preservation of an amenity at the same site or at another location.

Density Transfer: A way of retaining open space by increasing densities - usually in areas adjacent to existing urbanization and utilities - while leaving unchanged historic, sensitive, or hazardous areas.

Design Speed: The speed at which most drivers will travel given the built environment and speed controls created by the street width and design.

Development/s: The physical extension and/or construction of land uses. Development activities could include the subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of water and sewer systems; grading; deposit of refuse, debris, or fill; and clearing of vegetative cover (with the exception of agricultural activities). Ministerial projects, such as standard building permits and routine repair and maintenance activities are not considered “developments” in the context of the General Plan. The continuation of existing uses or operations is not considered a “development” in the context of this General Plan.

Disadvantaged Community/ies (DACs): The General Plan uses the phrase “Disadvantaged Community” to represent communities in Marysville that have identified structural inequities and require intentional procedural and distributional equity actions to

address them. These communities are identified using CalEnviroscreen 4.0's definition of "Disadvantaged Community: that uses the following criteria:

- Census tracts receiving the highest 25 percent of overall scores in CalEnviroScreen 4.0
- Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5 percent of CalEnviroScreen 4.0 cumulative pollution burden scores
- Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0
- Lands under the control of federally recognized Tribes. For purposes of this designation, a Tribe may establish that a particular area of land is under its control even if not represented as such on CalEPA's DAC map and therefore should be considered a DAC by requesting a consultation with the CalEPA Deputy Secretary for Environmental Justice, Tribal Affairs and Border Relations at TribalAffairs@calepa.ca.gov

Efficient Use of Land: This refers to development patterns that provide relatively more usable building space per land area or a greater number of dwelling units per land area. This would involve relatively less land devoted to roads, setbacks, and other spaces that do not provide for jobs, economic activity, housing, public services, or other productive uses. Efficient use of land involves relatively compact development that reduces housing costs, household transportation costs, allows freedom of transportation mode choice, improves energy efficiency, reduces the City's cost of providing services and enhances fiscal sustainability, and reduces environmental impacts, among other benefits.

Emission Offsets: Enforceable emission reductions from existing sources to partially or completely offset anticipated emission increases associated with new or modified sources. Historically, emission offsets have applied to stationary rather than mobile sources.

Emission Rates: The amount of pollutants emitted during a particular period.

Fire Hazard Severity Zone: Areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Moderate, high, and very fire hazard severity zones are mapped by the California Department of Forestry and Fire.

Fire Resilient: Being resistant to ignition, "fire resilient" has to do with the ability of a community to respond positively to, and recover quickly from the effects of a wildfire.

Floor-Area Ratio (FAR): The permitted gross interior building floor area (on all floors/levels of a building) divided by the total area of the site.

General Plan: The General Plan is a document prepared under provisions of State law that describes and documents a community's decisions concerning it future.

Goal: An ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning policies and implementation measures are directed. General expressions of community values and, therefore, somewhat abstract in nature. They are often not quantifiable, time-dependent, or suggestive of specific actions for achievement.

Governor's Office of Planning and Research (OPR): California State's comprehensive planning agency. It studies future research and planning needs and provides guidance to state partners and local communities, with a focus on land use and community development, climate risk and resilience, and economic development.

Greenbelt: A strip of land reserved for open space or park land between two developed areas, often providing pedestrian or bicycle connections between the developed areas.

Gross Developable Acres: Land designated as residential use excluding overhead power lines and their easements, areas within the designated 100-year floodplain, and for the Low- and Medium- Density Residential land use designations any right-of-way and landscape corridors associated with collector and arterial roadways.

Gross Income: Total income before taxes or other deductions.

Groundwater Recharge Zones: Areas where stormwater infiltrates through permeable soils or exposed rock fractures to recharge aquifers.

Group Quarter: A complex that houses non-related groups of people (e.g., orphanages, convalescent homes, etc.).

Historic: Associated with an important local, state, or national event or representing an outstanding example of an architectural period.

Homeowner Household: Housing costs of middle to above moderate-income households should not exceed the maximum percentage of gross income allowed by mortgage lenders for qualifying home buyers, estimated at 35 percent; maximum housing costs for low-income households, including principal, interest, taxes, and insurance, should not exceed 30 percent of gross household income.

Housing Costs: Principal, interest, taxes, and insurance payments paid by the homeowner; rent payment and utilities paid by the renter.

Impact Fee: A fee charged by a public agency as compensation for additional services or costs that will be incurred as a result of a particular development project. California law specifies that impact fees must not exceed the estimated reasonable cost of providing the service for which the fee is charged.

Implementation: Implementation is everything that is done to carry out an adopted General Plan. Organized set of actions or activities carried out in response to adopted policy or to achieve certain objectives.

Implementation Strategy: Proactive programs to be undertaken by City staff during buildout of the 2050 General Plan.

Important Farmland: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance as determined by the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). Note: FMMP applies these designations based on technical soil ratings and current land use.

Important Visual Resources: These include native oaks equal to or greater than six inches diameter at breast height, oak woodlands, and stream corridors.

Income Categories: The City recognizes five income categories:

- **Very low** – Household income is 50 percent or less of the median income for a household of similar size.
- **Low Income** – Household income is between 50 and 80 percent of the median income for a household of similar size.
- **Middle Income** – Household income is between 80 and 100 percent of the median income for a household of similar size.
- **Moderate Income** – Household income is between 100 and 120 percent of the median income for a household of similar size.
- **Above Moderate Income** – Household income is greater than 120 percent of the median income for a household of similar size.

Indirect Source: A facility, building, structure, installation, or combination thereof, that generates or attracts mobile sources, thereby resulting in emissions.

Infill Development: Projects that can be served by connecting to existing municipal water and sewer trunk lines that are present in the vicinity of the subject project.

Insurance Services Office (ISO) Rating: A measure of a fire department's effectiveness in fighting area fires. This rating is based on the facilities and equipment, personnel, and quantity of water available for firefighting.

Labor Force: Residents of a community who are either working or actively looking for work, regardless of the work location.

L_{dn}. Day-Night Average Sound Level: The average equivalent sound level during a 24-hour day obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

L_{eq}. Equivalent Sound Level: The sound level containing the same total energy as a time varying signal over a given sample period. L_{eq} is typically computed over one, eight, and 24-hour sample periods.

L_{max}: The maximum sound level recorded during a noise event.

Ln: The sound level exceeded "n" percent of the time during a sample interval. L10 equals the level exceeded ten percent of the time (L90, L50, etc.).

Level of Service (LOS): A way of describing perceived traffic flow, measured primarily at the intersection of two or more streets where there are traffic controls (stop signs, signal lights, etc.). The most common way to express LOS is by assigning a letter from "A" to "F." LOS "A" represents free flow conditions, while LOS "F" represents the most congested traffic conditions (long lines at intersections to total gridlock).

Liquefaction: Process by which loose, sandy soil with a high water content is shaken as a result of earthquake activity and loses its ability to act as a solid surface and to support structures.

Low Impact Development: Development techniques intended to address stormwater management through surface detention and infiltration that mimic natural systems rather than constructed piped systems. Strategies also include the preservation/protection of environmentally sensitive site features, such as riparian buffers, wetlands, steep slopes, and woodlands.

Material Recovery Facility (MRF): System that will separate and recover waste products for recycling, reuse, or conversion to energy resources.

Median Income: The income level at which 50 percent of total households earn more and 50 percent of the households earn less.

Minerals: Any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances, including, but not limited to, coal, peat, and bituminous rock, but excluding geothermal resources, natural gas, and petroleum. Gold, sand, gravel, clay, crushed stone, limestone, diatomite, salt, borate, potash, etc., are examples of minerals.

Mineral Resource Zone (MRZ): A land classification created by the California Geological Survey used to designate sites with known deposits of commercially viable mineral or aggregate material.

Mitigate: To ameliorate, alleviate or avoid to the extent reasonable or feasible. According to CEQA, mitigations include: a) avoiding an impact by not taking a certain action or parts of an action; b) minimizing an impact by limiting the degree or magnitude of the action and its implementation; c) rectifying an impact by repairing, rehabilitating, or restoring the environment affected; d) reducing or eliminating an impact by preserving and maintaining operations during the life of the action; e) or, compensating for an impact by replacing or providing substitute resources or environments.

Mitigation Fee: A fee assessed on a source of pollutants that is based on the amount of pollutants emitted. Such a fee can be assessed either in lieu of or in addition to emission offset requirements.

Mixed-Use: Sites combining more than one use as an integrated project and sometimes in the same building, such as office, residential, commercial, or services.

Multi-Family Unit: A complex containing three or more family living units, including group quarters.

Multi-Modal (Transportation): A system or facility that accommodates more than one method for people to travel for example, not only individual cars, but also pedestrians, bicycles, and public transportation).

National Oceanic and Atmospheric Administration (NOAA): An agency within the United States Department of Commerce that forecasts weather, monitors oceanic and atmospheric conditions, charts the seas, conducts deep sea exploration, and manages fishing and protection of marine mammals and endangered species in the country. NOAA provides information such as weather warnings and forecasts, as well as historical data through the National Weather Service.

Neighborhood: An area with a distinct identity owing to natural or artificial boundaries, the character of land uses in that area, and transportation patterns. A neighborhood may or may not have precise boundaries.

Net Acre: Assumes developable land after roadways, highways, easements, and other encumbrances are extracted.

Nitrogen Oxides (NO_x): A combination of nitric oxide (NO) and nitrogen dioxide (NO_2). NOx is typically generated during combustion processes and is a major contributor to smog formation and acid deposition.

Noise Exposure Contours: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and L_{dn} contours are frequently utilized to describe community exposure to noise.

Non-Attainment Area: An area identified by the EPA and/or the California Air Resources Board as not meeting either the national or California ambient air quality standards for a given pollutant.

Non-Renewable Natural Resources: Inanimate resources that do not increase significantly with time and whose use diminishes the total stock (e.g., minerals, fossil fuels and fossil water).

100-year Floodplain: Area that has a one percent chance of being flooded in any given year. Over the long term, the area will be covered with flood waters on an average of once every 100 years.

Open Space: Land or water that is unimproved and devoted to: managed production of resources; the preservation of natural resources; outdoor recreation; and/or public safety.

Opportunities: Opportunities are existing or future situations that provide an effective way to respond to an issue.

Ozone (O3): A pungent, pale-blue reactive gas consisting of three oxygen atoms. Ozone is the product of the photochemical process involving solar energy and is a major component of photochemical smog.

Ozone Layer: A layer of ozone 12 to 15 miles above the earth's surface that helps filter out harmful ultraviolet rays from the sun. It may be contrasted with ground level ozone that forms at the earth's surface and is harmful to human health.

Ozone Precursor Emissions: The combined emissions of reactive organic gases (ROG) and nitrogen oxides (NO_X) that form in the presence of sunlight to form ozone.

Para-Transit: Refers to transportation services that operate vehicles such as buses, jitneys, taxis, and vans for senior citizens and/or mobility-impaired.

Passive Parkland: Passive parkland is typically informal, often undeveloped or relatively less developed space that requires minimal development. Passive parkland offers less structured recreational activities that require little or no specialized facilities or management, such as walking and jogging, hiking and nature walks, wildlife viewing and bird watching, painting, picnicking, and photography.

Peak Hour/Peak Period: For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours duration.

Planning: Planning is thinking and doing something about the future now.

PM10: An air pollutant consisting of solid or liquid matter such as dust, soot, aerosols, fumes, and mists less than ten microns in size. PM_{10} causes visibility reduction and adverse health effects.

Policy: Decision-making guide for the City in managing land use change and other decisions related to projects, plans, codes and standards, and investments.

Pollutant Emissions: The amount (usually stated as a weight) of one or more specific compounds introduced into the atmosphere by a source or group of sources.

Reactive Organic Gases (ROG): Any gaseous compound containing carbon except methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, carbonates, ammonium carbonates, and halogenated hydrocarbons. ROG are one of the two classes of compounds (the other is NO_X) that are precursors to the formation of ozone.

Renewable Natural Resources: Resources that can be replaced by natural ecological cycles or sound management practices (e.g., forests and plants).

Renter Household: Maximum rent for very low and low-income households should not exceed 30 percent of gross household income; maximum rent for middle-income households should not exceed 35 percent of gross household income; moderate and above moderate-income households are determined not to require rental housing assistance and should pay whatever they decide to be appropriate.

Rideshare: A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Riparian Habitat: Referring to the wildlife and vegetation associated with a river or stream.

Sensitive Receptors: Those people or things which are most susceptible to adverse effects. For instance, sensitive receptors to noise and air pollutants might include schools, day care centers, and health care facilities.

Shall: That which is obligatory.

Should: A less rigid directive than “shall;” a directive to be honored and followed if possible, in the absence of compelling reasons for departure from a policy.

Single-Family Dwelling: A freestanding unattached dwelling or a maximum of two attached independent dwellings.

Solid Waste: Term used to describe the mixture of items discarded by agricultural, residential, and non-residential activities.

Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and

very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Special-Status Species: Plant and animal species that are typically listed (State and Federal) as endangered, rare, and threatened, plus those species considered by the scientific community to be deserving of such listing.

Specific Plan: A tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan elements or a portion thereof.

Sphere of Influence (SOI): All territory within an agency's existing incorporated boundaries and other areas outside its incorporated boundaries recognized by LAFCO as bearing relationship to the jurisdiction's planning efforts. Sphere of influence areas outside incorporated boundaries are considered likely to be annexed by the jurisdiction.

State Responsibility Areas: Areas of the State where the responsibility for prevention and suppression of nonstructural fires is a State responsibility and under the jurisdiction of the State Board of Forestry.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted to various non-residential land uses.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Control Management/ Measures (TCM): Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. TCM is an umbrella term for parking management, traffic management, and transit management.

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

United States Department of Housing and Urban Development (HUD): One of the executive departments of the U.S. federal government. It administers federal housing, is responsible for national policy and programs that address America's housing needs and enforces fair housing laws at the federal level. HUD awards discretionary funding through grant programs that support HUD initiatives, including Affordable Housing Development and Preservation, Community and Economic Development, Environment and Energy, Fair Housing, Homelessness, Homeownership, Rental Assistance, Supportive Housing and Services.

United States Federal Emergency Management Agency (FEMA): One of the agencies within the U.S. Department of Homeland Security. The agency's primary purpose is to coordinate the response to a disaster that has occurred in the United States and that overwhelms the resources of local and state authorities. Disasters with which FEMA assists include extreme weather events such as snowstorms and hurricanes, natural disasters such as wildfires and tornadoes, and public health events such as the COVID-19 pandemic.

Urban: In the context of development, describing higher intensity non-rural development with a high level of improvements, such as curbs, gutters, sidewalks, storm drains, underground sewer lines, paved roads, and other public improvements.

Urban Land Uses: Includes residential, commercial, and industrial uses, as well as civic uses designed to serve urban land uses.

Vacancy Rate: The number of vacant units expressed as a percentage of total units. This figure serves as a general indicator in determining the adequacy of housing supply relative to demand.

Vehicle Miles Traveled (VMT): A measure of the number of travel miles that are generated by a particular activity or land use. VMT provides a measure of transportation-related impacts (such as air pollutant emissions) generated by a particular project.

Vernal Pools: Small, hardpan-floored depressions in valley grasslands that fill with water during wet winter months.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; the entire region drained by a watercourse.

Wetlands: Areas that are permanently wet or periodically covered with shallow water, such as saltwater and freshwater marshes, open or closed brackish marshes, swamps, mud flats, and vernal pools.

Will: Indicates the intent to act.

Zero Lot Line: A type of development in which one wall of a house coincides with one of the boundaries of the parcel on which it is located.