

# South of Yuba City to O’Banion Road

## Board of Supervisors’ Previous Direction:

Designate Industrial/Commercial (I/C) Reserve for approximately ¼-mile on both sides of Highway 99 from south of Yuba City’s “new” SOI to O’Banion Road. This area encumbers approximately 1,262 acres and could potentially accommodate almost 16.5 million square feet of industrial and commercial uses.

## Screening Considerations:

<b>Water Service</b>	
<ul style="list-style-type: none"> <li>Industrial uses typically need large amounts of water. In addition to water for industrial operations, fire suppression systems are required which necessitate high water flows and significant storage. It is difficult to provide for high water demand over a large (1,260+ acre) area through individual private wells. The levels of water required could result in competing groundwater drafting with other industrial and nearby agricultural uses.</li> <li>Arsenic is known to exist in the groundwater within Area B.</li> <li>The most feasible way to support a large amount of new industrial use in Area B is through extension of a public water system. This could be created and administered by the County, but would be more efficient and cost effective if extended from Yuba City.</li> </ul>	<p><b>The most feasible and cost effective way to provide water service to new industrial land within Area B is through extension of a public water system from Yuba City.</b></p>
<b>Sewer Service</b>	
<ul style="list-style-type: none"> <li>Industrial uses often generate large amounts of wastewater. This wastewater requires a high level of treatment before it can be discharged. The use of individual septic and treatment systems for industrial uses over a large (1,260+ acre) area is not feasible.</li> <li>The most efficient way to convey, treat, and discharge wastewater to new industrial uses in Area B is through extension of a public sewer system. This could be accomplished most cost effectively if extended from Yuba City.</li> </ul>	<p><b>The most feasible and cost effective way to convey, treat, and discharge wastewater from new industrial land within Area B is through extension of a public sewer system from Yuba City.</b></p>
<b>Flooding/Storm Drainage</b>	
<ul style="list-style-type: none"> <li>Industrial uses typically need to have below ground storm drain systems. In addition, the large amount of impervious surfaces associated with industrial uses results in increased runoff volumes and peak flows, necessitating the need for large detention basins in the area. For these reasons, it is not feasible to use roadside open drainage ditch systems over a large (1,260+ acre) area, and master planned drainage systems are required.</li> <li>Area B is currently mapped within the 100-year floodplain. The least impacted areas would need to be elevated 5 to 6 feet to allow for development, while others would need to be elevated higher. In accordance with SB 5, 200-year flood protection will be required for urban (industrial) uses. Future levee improvements to provide flood protection to all or a portion of Area B are not certain and long-term at best.</li> </ul>	<p><b>Industrial uses would require below ground master planned storm drain systems with large detention basins.</b></p> <p><b>Area B is currently mapped within the 100-year floodplain, with some areas considerably below projected flood levels.</b></p>
<b>Other Considerations</b>	
<ul style="list-style-type: none"> <li>There is a scattering of existing uses/buildings in Area B providing potential reuse opportunities.</li> <li>The ultimate development of over 1,260 acres of industrial/commercial uses in Area B will result in a substantial number of new vehicle trips on Highway 99. Trips to and from the south (I-5 and Highway 20), however, do not need to travel through Yuba City.</li> <li>Caltrans will limit direct access to Hwy 99, requiring internal roadway systems to allow cross access.</li> <li>There are no railroad tracks adjacent to Highway 99 in Area B that would complicate vehicular access.</li> <li>Upgraded fire protection services may be needed for Area B.</li> </ul>	<p><b>Area B has scattered existing buildings providing reuse opportunities, and vehicle trips to/from the south will not travel through Yuba City.</b></p> <p><b>Access to Highway 99 would be an issue, and upgraded fire protection is needed.</b></p>

## Options:

1. Retain all of Area B in I/C Reserve and study it in the alternatives analysis.
2. Reduce the size and/or capacity of the I/C Reserve in Area B. Based upon the above screening considerations, a smaller area adjacent to Yuba City would be the most feasible.
3. Eliminate the I/C Reserve, but provide for reuse of existing structures with industrial or commercial uses within Area B.
3. Redesignate Area B (or portion thereof) as a “Future Study Area”. While no uses or capacity would be allocated or analyzed in the alternatives analysis, this would signify the County’s intent that Area B be subject to study for potential development in the future. At the appropriate time in the future, the most feasible approach for the development of Area B would be to prepare a specific plan for the area including water, wastewater, stormwater, and transportation master plans and other required documents.
4. Eliminate the I/C Reserve in Area B and revert to existing uses indicating that future development of the area is not anticipated within the horizon of the updated General Plan (2030), or that if development is planned it should be via future annexation to Yuba City.