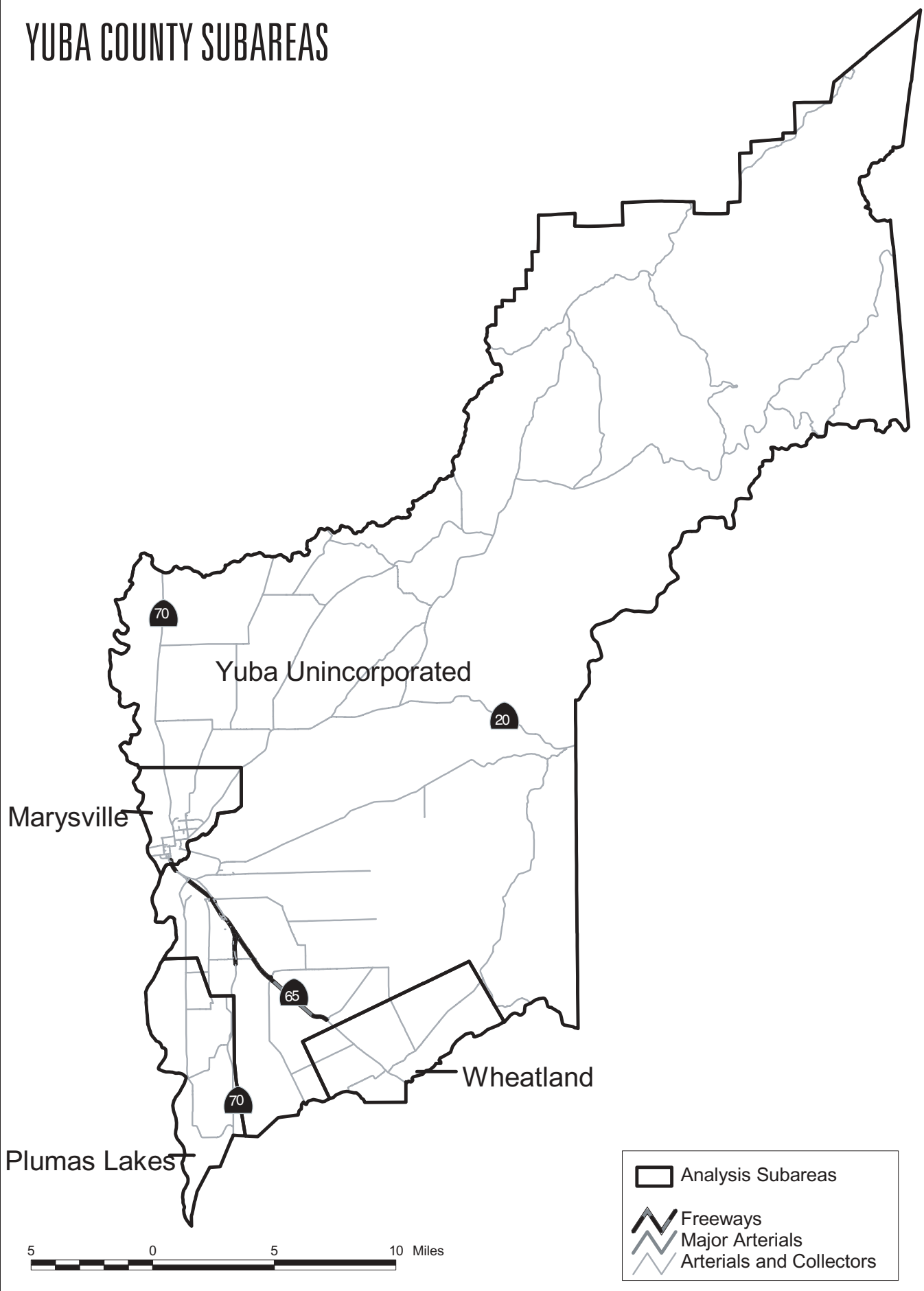


# YUBA COUNTY SUBAREAS



# Yuba County

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	45,266	82,438	50,299	49,901
Growth in Housing Units: 2000-2050	60,345	72,449	39,971	42,843
Balance of Jobs/Housing Growth	0.75	1.14	1.26	1.17
<b>New Housing Growth through 2050 (by type):</b>				
Rural Residential (Existing 23%)	12%	1%	1%	1%
Large Lot Single Family (Existing 55%)	81%	26%	36%	36%
Small Lot Single Family (Existing 1%)	1%	52%	42%	43%
Attached Products (Existing 20%)	6%	22%	20%	20%
<b>Total Housing Product Mix through 2050:</b>				
Rural Residential	15%	6%	9%	9%
Large Lot Single Family	74%	33%	43%	43%
Small Lot Single Family	1%	40%	27%	28%
Attached Products	10%	21%	20%	20%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0% jobs	2% jobs	2% jobs	2% jobs
Dwelling Units	0%	6%	6%	6%
<b>Type of Trips:</b>				
Auto	95.9%	92.6%	92.1%	91.8%
Transit	0.1%	0.4%	0.4%	0.3%
Bike and Pedestrian	3.9%	7.0%	7.6%	7.9%
Vehicle Miles Traveled				
Per Day Per Household	52.0	30.8	35.3	38.0
Pct. Vehicle Hours in Heavy Congestion	12%	12%	8%	17%

## MAJOR SIMILARITIES—ALL SCENARIOS

- Housing remains mostly detached single family.
- Beale AFB assumed to remain active.
- The Highway 65 corridor receives additional development, mostly industrial jobs.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Jobs/housing balance gets better than in scenario A.
- Much more community-serving retail and office is added.
- Detached housing shifts from 99% large lot single family and 1% small lot single family in Scenario A to 35-50% small lot single family products.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- The outward expansion of growth declines from B to C to D.
- In Scenario D, no new entitlements for development are allowed in the floodplains.

## Yuba County Transportation Project Summary

COUNTY	TYPE	DESCRIPTION	A		B		C		D		
			MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	MTP	POST MTP	
Yuba	ROAD	Add interchange, Algodon Rd at Route 70, 2 lanes	1		1		1		1		
		Add interchange, Feather River Blvd at Route 70, 2 lanes	1		1		1		1		
		Build new 3rd Feather Riv. bridge, Sutter Co. to Route 70/McGowan			1						
		Build new 3rd Feather River bridge, Sutter Co. to Route 70	1								
		Build new 3rd Feather River bridge, Sutter Co. to Route 70/Erle Rd.								1	
		Build new 4-lane expwy Route 65, Wheatland bypass	1		1		1		1		
		Build new 4-lane expwy Route 70, Sutter Co. to McGowan	1		1		1		1		
		Build new 4th Feather River bridge, Sutter Co. to Erle Rd		1							
		Build new Loop Rd, east side of Wheatland		1		1			1		1
		Build new Route 70 connector, Route 20 to Route 70 North, 2 lanes							1		
		Build new Route 70 expwy, Marysville to Butte Co., 2 lanes	1		1						
		Marysville bypass Route 70, 2 lanes	1		1						
		Marysville bypass on east levee, Rte 70 to Rte 20, 4 lanes							1		
		Marysville bypass, widen Route 70 to 4 lanes, Rte. 65 to Rte. 20		1		1					
		Replace & widen 5th St. bridge to 4 lanes, Marysville to Yuba City				1					1
		Replace & widen 5th St. bridge to 6 lanes, Marysville to Yuba City							1		
		Widen Feather River Blvd interchange to 4 lanes at Route 70 (N)				1			1		1
		Widen McGowan Pkwy to 6 lanes, Feather River Blvd to Route 65				1			1		
		Widen McGowan Pkwy to 6 lanes, Rte. 70 to Route 65									1
		Widen new 3rd Feather River bridge and approach roads to 4 lanes				1					
Widen Route 20, Route 70 to Marysville bypass				1							
Widen Route 70 to 4-lane expwy, Marysville to Butte Co.		1				1		1			
Widen Route 70 to 6-lanes in Marysville, 1st St. to 9th St.	1		1		1		1				
Widen Route 70 via E St./B St. to 6 lanes thru Marysville									1		
	ROAD Total										
Yuba Total			8	4	8	7	6	6	7	5	

# Marysville

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	44	1,573	1,092	-1,106
Growth in Housing Units: 2000-2050	3,257	9,435	6,807	1,120
Balance of Jobs/Housing Growth	0.01	0.17	0.16	-0.99
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 1%)	2%	0%	0%	0%
Large Lot Single Family (Existing 46%)	80%	0%	0%	8%
Small Lot Single Family (Existing 1%)	1%	50%	39%	30%
Attached Products (Existing 52%)	16%	50%	61%	62%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	1%	0%	0%	0%
Large Lot Single Family	60%	15%	19%	39%
Small Lot Single Family	1%	34%	24%	7%
Attached Products	37%	51%	57%	54%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	15%	20%	N/A
Dwelling Units	0%	7%	10%	59%
<b>Type of Trips:</b>				
Auto	94.2%	83.4%	84.4%	83.3%
Transit	0.7%	2.3%	1.9%	1.8%
Bike and Pedestrian	5.1%	14.3%	13.7%	14.9%
Vehicle Miles Traveled				
Per Day Per Household	31.4	24.9	25.1	24.7
Pct. Vehicle Hours in Heavy Congestion	7%	25%	16%	19%

## MAJOR SIMILARITIES—ALL SCENARIOS

Vacant parcels in and around downtown develop mostly as residential.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- E Street and Yuba/B Street corridors redevelop as low density mixed-use.
- Housing grows much more than employment.
- Jobs/housing balance is poor for the growth increment.
- The re-investment of the Yuba/B St. corridor replaces many light industrial jobs with office and retail.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

Overall growth declines from B to C to D reflected by varying levels of growth in the north part of the city. In scenario D there is no growth in the floodplain, north of the city.

# Wheatland

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	2,718	19,571	16,058	9,410
Growth in Housing Units: 2000-2050	17,585	21,456	11,905	10,540
Balance of Jobs/Housing Growth	0.15	0.91	1.35	0.89
<b>New Housing Growth Through 2050(by type):</b>				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 72%)	99%	26%	58%	39%
Small Lot Single Family (Existing 3%)	0%	58%	33%	48%
Attached Products (Existing 25%)	1%	16%	9%	13%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	98%	28%	59%	41%
Small Lot Single Family	0%	56%	31%	45%
Attached Products	2%	16%	10%	14%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
<b>Type of Trips:</b>				
Auto	95.7%	94.9%	94.6%	94.9%
Transit	0.0%	0.2%	0.3%	0.2%
Bike and Pedestrian	4.3%	4.9%	5.1%	4.9%
Vehicle Miles Traveled				
Per Day Per Household	48.8	26.2	26.8	31.4
Pct. Vehicle Hours in Heavy Congestion	28%	17%	6%	21%

## MAJOR SIMILARITIES—ALL SCENARIOS

- Wheatland fills in its Sphere of Influence except for areas affected by the Beale noise contours.
- Housing remains mostly detached single family.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

- Jobs/housing balance gets substantially better than scenario A.
- A hospital and medical offices are included in the plan.
- Much more community-serving retail and office is added.
- A light industrial park is added to the east side of the city.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

In scenario D, no development is allowed in the floodplains thereby leaving vacant a large area in the south-east part of the city and lands along Dry Creek and Grasshopper Slough.

# Plumas Lakes

SCENARIO	A	B	C	D
Growth in Jobs: 2000-2050	11,830	16,735	9,106	8,935
Growth in Housing Units: 2000-2050	14,723	15,076	14,298	17,932
Balance of Jobs/Housing Growth	0.80	1.11	0.64	0.50
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 0%)	0%	0%	0%	0%
Large Lot Single Family (Existing 100%)	93%	74%	53%	53%
Small Lot Single Family (Existing 0%)	1%	26%	41%	33%
Attached Products (Existing 0%)	6%	0%	7%	13%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	0%	0%	0%	0%
Large Lot Single Family	94%	76%	56%	56%
Small Lot Single Family	1%	24%	38%	31%
Attached Products	6%	0%	6%	13%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	0%	0%	0%
Dwelling Units	0%	0%	0%	0%
<b>Type of Trips:</b>				
Auto	95.6%	94.4%	93.4%	93.6%
Transit	0.0%	0.2%	0.2%	0.2%
Bike and Pedestrian	4.4%	5.4%	6.4%	6.2%
Vehicle Miles Traveled				
Per Day Per Household	45.4	26.4	28.8	33.6
Pct. Vehicle Hours in Heavy Congestion	1%	3%	1%	10%

## MAJOR SIMILARITIES—ALL SCENARIOS

- The specific plan area builds out.
- No re-urbanization occurs.
- Housing is largely in lower density products.

## MAJOR SIMILARITIES—SCENARIOS B, C AND D

See above

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- Scenario D is unique in that no building was permitted in the floodplains. Subsequently, Plumas Lakes absorbs much of the housing displaced in other urban areas of the county.
- Jobs/housing balances decline from B to C to D as employment drops from B to C and D reflecting changes in scenario themes.
- The percentage of attached housing increases from B to C to D.
- Net residential densities rise slightly from B to C to D.

# Unincorporated Yuba County

<b>SCENARIO</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
Growth in Jobs: 2000-2050	32,254	44,559	24,034	32,662
Growth in Housing Units: 2000-2050	24,780	26,095	6,961	13,573
Balance of Jobs/Housing Growth	1.30	1.71	3.45	2.41
<b>New Housing Growth Through 2050 (by type):</b>				
Rural Residential (Existing 33%)	30%	3%	6%	3%
Large Lot Single Family (Existing 54%)	61%	6%	2%	15%
Small Lot Single Family (Existing 1%)	1%	63%	64%	51%
Attached Products (Existing 12%)	8%	28%	28%	31%
<b>Total Housing Product Mix Through 2050:</b>				
Rural Residential	31%	14%	25%	19%
Large Lot Single Family	58%	24%	38%	36%
Small Lot Single Family	1%	39%	20%	24%
Attached Products	10%	22%	17%	21%
<b>Growth through Re-Investment in 2050:</b>				
Jobs	0%	4%	3%	2%
Dwelling Units	0%	14%	28%	14%
<b>Type of Trips:</b>				
Auto	94.3%	87.7%	86.1%	92.5%
Transit	1.2%	3.2%	4.9%	2.5%
Bike and Pedestrian	4.5%	9.1%	8.9%	5.0%
Vehicle Miles Traveled				
Per Day Per Household	66.6	44.6	48.0	58.0
Pct. Vehicle Hours in Heavy Congestion	9%	6%	7%	17%

## MAJOR SIMILARITIES—ALL SCENARIOS

- The Highway 65 corridor receives additional development, mostly industrial jobs.
- Area between Olivehurst and Linda along HWY 65 urbanizes to varying degrees, mostly residential.
- Beale AFB remains active and no residential development is allowed in its noise contour.

## MAJOR SIMILARITIES— SCENARIOS B, C AND D

Growth through re-investment in Olivehurst and Linda.

## MAJOR DIFFERENCES SCENARIOS B, C AND D

- In scenario B, there is a large amount of housing in the HWY 65 corridor giving a better jobs-housing balance.
- In scenario D, no development is allowed in the floodplains.