



November 1, 2005

Ms. Nancy Kays, Senior Planner  
Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

Subject: Bicycle and Pedestrian Grant Application

Dear Ms. Kays,

The City of Wheatland is very pleased to submit this application for a Bicycle and Pedestrian Grant to the Sacramento Area Council of Governments. As the mayor of the City of Wheatland, I am proud to authorize the submittal of this application in order for the City to obtain funding for the preparation of the *City of Wheatland Bike Master Plan*.

Over the past two years, Wheatland has been hard at work updating its General Plan, and after many public workshops and steering committee meetings, the City has a draft policy document and land plan. During this process, the City considered the SACOG Blueprint project as an important guide for land use and transportation policies.

The Draft General Plan Policy Document, Transportation and Circulation Chapter outlines a series of goals and policies for non-motorized transportation. Most notable, Implementation Program 2.8 identifies that the City shall prepare a Bike Master Plan. Although the General Plan is not yet adopted, the City would like to build upon the public participation process in place for the General Plan and begin work preparing the *City of Wheatland Bike Master Plan*.

The City of Wheatland appreciates your consideration of this grant application. Should you have any questions or require further information, please feel free to contact Mr. Tim Raney, AICP, Planning Director, c/o Raney Planning & Management, Inc., 1401 Halyard Drive, Suite 120, West Sacramento, CA 95691 or (916)372-6100.

Sincerely,

Enita Elphick  
Mayor

## PROJECT SUMMARY TABLE

Project Title	<i>City of Wheatland Bike Master Plan</i>
Lead Applicant (Project Sponsor)	City of Wheatland
Lead Person and Contact Information	Tim Raney, AICP Planning Director Raney Planning & Management, Inc. 1401 Halyard Drive, Suite 120 West Sacramento, CA 95691 (916) 372-6100 fax (916) 372-6111 e-mail: timraney@raneymanagement.com
Partner Organizations	None
Grant Type	Plan/Non-Capital
Bicycle and Pedestrian Funds Requested	\$35,412
Overall Total Project Costs	\$40,000
Local Match and Other Funds	\$ 4,588
Minimum Amount to Conduct Project	\$26,559
Project Description	The City of Wheatland is requesting the grant in order to prepare a citywide Bike Master Plan. Building upon the current General Plan Update process, the City hopes to develop the Bike Master Plan in order to establish a comprehensive bike system and design new development to foster walking and bicycling.

## NARRATIVE PROJECT DESCRIPTION

### *Background Information:*

The City of Wheatland's Sphere of Influence (ultimate size) is 2 miles north of the Bear River in the 7 miles between Camp Far West Road and ACE Hardware. The Sphere of Influence totals approximately 10,000 acres. The City's current General Plan was completed in 1980 with updates to the Land Use and Circulation Elements in 1986. The Housing Element was updated in 1992. In 1990, the City completed a Specific Plan for the vacant parcels within the City limits. The current incorporated area of the City of Wheatland is approximately 500 acres. The 1980 Wheatland General Plan projected a development potential of 1,500 dwelling units with a projected population of 4,300.

The City of Wheatland is experiencing a considerable amount of population growth and the City is anticipating that this trend will continue for the next few years. Therefore, the Wheatland City Council has determined that the City's General Plan should be updated to provide a guide for the next 20 years. Over the past two years, Wheatland has been hard at work updating its General Plan, and after many public workshops and steering committee meetings, the City has a draft policy document and land plan. During this process, the City considered the SACOG Blueprint project as an important guide for land use and transportation policies.

The Draft General Plan Policy Document, Transportation and Circulation Chapter, outlines a series of goals and policies for non-motorized transportation. Most notable, Implementation Program 2.8 identifies that the City shall prepare a Bike Master Plan. Although the General Plan is not yet adopted, the City would like to build upon the public participation process in place for the General Plan and begin work preparing the *City of Wheatland Bike Master Plan*.

### *Uses of Grant Funds*

The City would use the grant funds for the preparation of the *City of Wheatland Bike Master Plan*. The preparation of the Plan would include an extensive public outreach program building upon the steering committee concept used for updating the General Plan. A series of meetings would be held in order to determine the community's interests and goals regarding non-motorized transportation. Based upon the community feedback, a Plan would be developed that would identify a program designed to encourage and maximize the potential number of bicyclists within the community.

The Plan would contain an introduction, a listing of goals and objectives, and bicycle facility standards and guidelines. The Plan would also contain an implementation and funding section which would identify capital improvements necessary to meet the goals and objectives. Timing for such a plan is critical for the City of Wheatland as several developments within the General Plan study area are awaiting adoption of the General Plan in order to move forward in the development process. The City wants to ensure that the new developments are designed in a manner that facilitates the use of bicycles and pedestrians.

Although only preliminary, the City anticipates that the major goals of the Bike Master Plan would include developing educational programs for schools, local organizations, and businesses regarding bicycle safety and bicycle routes, providing bike lanes along all arterial and collector

streets, and coordinating with surrounding jurisdictions to create a continuous and interconnected bikeway network. The City will also ensure that the goals developed for the Bike Master Plan are consistent with the goals and policies currently being finalized in the Draft General Plan Policy Document pertaining to non-motorized transportation.

#### *Screening Criteria*

The preparation of a Bike Master Plan for the City of Wheatland does not meet the Screening Criteria in the Guidelines, which includes the project being listed in the *Regional Bicycle, Pedestrian, and Trails Master Plan*. However, similar planning projects are listed in the Master Plan, and a total of only four are included in the Plan. An additional noteworthy point is that these four planning projects are listed as high priority. The proposed *Wheatland Bike Master Plan* would be the fifth planning project listed for the regional plan. Because the City of Wheatland has been in the process of updating its General Plan over the past two years, capital projects have not yet been clearly identified for the City. The preparation of a Bike Master Plan for the City at this stage in the process is essential. A Bike Master Plan would enable the City to identify citywide capital projects consistent with the goals included in the Plan, which would be constructed as new development occurs consistent with the City's updated General Plan. As mentioned above, timing for a Bike Master Plan is critical for the City of Wheatland as several developments within the General Plan study area are awaiting adoption of the General Plan in order to move forward in the development process. Identifying key projects designed to facilitate safe and efficient bicycle transportation throughout the City of Wheatland would enable the City to require new development projects to include these key capital projects within their project design.

#### *Ranking Criteria*

The *Wheatland Bike Master Plan* is not a capital project; therefore, the specific goals for capital projects listed in the Guidelines do not apply. Specific goals for non-capital projects and programs are also included in the Guidelines, and the following discussion details how the *Wheatland Bike Master Plan* would meet the said goals.

The *Wheatland Bike Master Plan* would encourage bicycling in the City at the foundational level of creating a safe, efficient, and interconnected bike trail system throughout the City where none currently exists. In addition, the Bike Master Plan would include goals related to education of the public regarding bicycle safety as well as bicycle routes throughout the City. The medium of this important education effort would include but not be limited to, the provision of literature, such as bicycle route maps, to schools and businesses.

The specific goals stated in the Guidelines for capital projects would be addressed through careful planning in the preparation of the Bike Master Plan. The primary purpose of the Bike Master Plan is in fact to identify capital projects consistent with the goals, included but not necessarily limited to, those contained in the application Guidelines.

The City of Wheatland is nearing the completion of its comprehensive General Plan Update, and the City anticipates a level of growth that has not been previously experienced. The City desires to reasonably increase its staff in order to meet the needs of the growing City. Important to the City is the increase in planning staff who not only have expertise in processing quality

development projects, but also in effectively implementing bicycle plans and coordinating with various parties to ensure that the concepts in the plans get implemented on the ground.

#### *Project Costs and Benefits*

Because the proposed project is not a capital project, a breakdown of project cost does not apply. In addition, because the proposed project is a planning project, the possibility does not exist at this time to determine quantifiable time savings, air quality benefits, etc. Indirect benefits, albeit not quantifiable for this planning project, would include encouraging the public, through bicycle activities, to enjoy the aesthetic quality of the City of Wheatland. In addition, encouraging bicycling activity within the City could indirectly increase the overall health of residents through regular bicycle travel.

#### *Project Need*

As previously stated, the preparation of a Bike Master Plan at this stage in the City's planning process is essential. A Bike Master Plan would enable the City to identify citywide capital projects consistent with the goals included in the Plan. These projects would be constructed as new development occurs, consistent with the City's updated General Plan.

## **Related Materials**

Attached to this application is the *Transportation and Circulation* chapter of the Draft Wheatland General Plan Policy Document. This chapter includes goals and policies related to non-motorized transportation. Specifically, Implementation Program 2.8 on page 2-12 states that the City shall prepare a Bike Master Plan.

## **Environmental Justice**

As described above, the City anticipates a significant community outreach effort building upon the General Plan Update process. The goal of the City is to create a Bike Plan that will maximize use by the community, and in order to do so, public outreach is a key component. Development of the Plan would use the existing General Plan Steering Committee as a base and build with outreach to the local schools as well as the community organizations. The goal would be to have a cross-section of the Wheatland community represented so that all income groups would equally benefit.

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# CHAPTER 2

## TRANSPORTATION AND CIRCULATION

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A city is both defined and constrained by the network of highways, roads, and railroad that move its residents and goods through and in and out of the city. While Wheatland is not a large city, mobility through the city is hindered by congestion on State Route 65 and the Union Pacific railroad tracks. The General Plan provides for the development of new roads, overpasses, and the widening and improvement of existing roadways to serve new development. It also promotes alternative forms of transportation to reduce air pollution, reduce the need for costly roadway improvements, and facilitate the travel of those who cannot or do not wish to use automobiles for all their trips.

This chapter addresses various transportation issues, including automobile travel and parking, transit, non-motorized transportation (e.g., bicycle and pedestrian travel), and freight movement (truck and rail). It is divided into two major sections. The first, Circulation Diagram and Standards, describes the *Circulation Diagram* and the roadway classification system and standards. The second section includes the goals, policies, and implementation programs related to the various forms of transportation.

### SECTION I CIRCULATION DIAGRAM AND STANDARDS

Wheatland's planned roadway network is designed to meet year 2025 development levels based on the land uses shown on the *Land Use Diagram*. The General Plan seeks to maintain satisfactory traffic conditions while accommodating future growth. The City's most important policy tool for upgrading and maintaining its roadways to provide for effective and efficient traffic movement is the *Circulation Diagram* and its associated standards.

### CIRCULATION DIAGRAM

The *Circulation Diagram* (included as Figure 2-1) depicts the proposed circulation system to support development under the *Land Use Diagram*. This circulation system is represented on the diagram as a set of roadway classifications that have been developed to guide Wheatland's long-range planning and programming. Roadways are systematically classified based on the linkages they provide and their function, both of which reflect their importance to the land use pattern, traveler, and general welfare.

New roadways required to serve new development include an arterial ring-road that will encompass the existing city limits. This new roadway would include an overpasses to circumvent SR 65 and the railroad tracks **in the south, and an at-grade crossing in the north.** New collector streets will link the northern portion of the ring-road

to the southern portion, and also link the ring-road with the Downtown. In addition, several collector streets would be extended to serve new planned residential development on all sides of the city.

## ROADWAY CLASSIFICATIONS

Roadways serve two functions that tend to conflict from a design standpoint: provide mobility and provide property access. High and constant speeds are desirable for mobility, while low speeds are more desirable for property access. A functional classification system provides for specialization in meeting the access and mobility requirements of the development permitted under the General Plan. Local streets emphasize property access; arterials emphasize high mobility for through-traffic; and collectors attempt to achieve a balance between both functions.

Figure 2-1, the *Circulation Diagram*, presents the official functional classification of existing and proposed streets, roadways, and highways in Wheatland. The hierarchy of the functional classifications in the city consists of principal arterials, minor arterials, collectors, and local roads and streets as described below. The *Circulation Diagram* depicts the arterial and collector roadway system in Wheatland. All other roadways not identified on the *Circulation Diagram* are classified as local streets.

***Principal Arterials*** emphasize mobility with limited access. These include freeways, expressways and those arterials that are specifically designed to provide a high level of mobility with limited access to adjoining properties.

***Minor Arterials*** interconnect with and augment the principal arterial system while providing a somewhat lower level of travel mobility due to less stringent access limitations.

***Collectors*** provide a balanced function of land access and mobility within residential neighborhoods and commercial and industrial areas.

***Local Roads and Streets*** have a primary function to provide direct access to abutting lands and connections to the higher order functional classifications.

Table 2-1 lists the City's standards for the right-of-way required for local, collector, and arterial streets. Note that these standards apply only to City streets; state highways are not subject to local standards.

TABLE 2-1 STREET RIGHT-OF-WAY AND SECTION WIDTH		
Street Classification	Right-of-Way*	Street Section*
Local	44' to 50'	34' to 40'
Collector	50' to 90'	40' to 74'
Arterial	80' to 150'	64' to 115'
*The right-of-way and street section widths will vary within this range depending on the number and type of vehicular lanes and the number and type of pedestrian/bicycle facilities planned.		

# GOALS, POLICIES, AND IMPLEMENTATION PROGRAMS

This section describes the goals, policies, and implementation programs guiding the development and maintenance of the city’s transportation network. The goals and policies of this section are organized topically according to the following categories, each of which relates to a particular aspect of the transportation system.

- Street and Roadway System
- Regional Coordination
- Residential Streets
- Automobile Parking
- Transit Facilities and Services
- Non-motorized Transportation
- Road and Rail Freight Movement
- Airport Overflight Zones

## STREET AND ROADWAY SYSTEM

**MORE INFO...**

*Level of Service (LOS)* is a way of measuring traffic conditions, with A being the best conditions and E the lowest satisfactory performance. (See full definition in glossary)

Future growth in Wheatland will require the development of a bypass to SR 65 (see Goal 2.B), new roadways, and widening/improvements of existing roadways. To maintain the city’s small-town qualities and ensure smooth-flowing conditions on City roadways, the General Plan establishes Level of Service (LOS) C or better as the roadway standard for most areas, with Level of Service D or better in more heavily-traveled areas, and includes provisions for the funding of new roadways to serve new development.

### GOAL 2.A

To provide for the long-range planning and development of the City's roadway system to ensure the safe and efficient movement of people and goods.

### POLICIES

- 2.A.1. The City shall plan, design, and regulate the development of the City's street system in accordance with the functional classification system described in this chapter and reflected in the *Circulation Diagram* and the City's street standards and specifications.
- 2.A.2. The City shall develop and manage its roadway system to maintain LOS "C" or better on all roadways, except within one-quarter mile of state highways. In these areas, the City shall strive to maintain LOS "D" or better.

- 2.A.3. The City shall identify economic, design and planning solutions to improve existing levels-of-service currently below the LOS specified above. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand.
- 2.A.4. The City shall assure that new development effectively links both sides of State Route 65 and the railroad tracks at the north and south ends of town.
- 2.A.5. The City shall strive to meet the level of service standards through a balanced transportation system that provides alternatives to the automobile and by promoting pedestrian, bicycle, and transit connections between employment areas and major residential and commercial areas.
- 2.A.6. The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.
- 2.A.7. The City shall **proactively** pursue financing in a timely manner for all components of the transportation system, particularly an eastern alignment of the State Route 65 bypass, to achieve and maintain adopted level of service standards.
- 2.A.8. The City shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.
- 2.A.9. The City shall limit private access along arterial streets wherever possible.
- 2.A.10. The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system.
- 2.A.11. The City shall ensure that highways and arterial streets within its jurisdiction provide for the efficient flow of traffic. Therefore, the following shall be undertaken:
- Minimize the number of intersections along arterials.
  - Reduce curb cuts along arterials through the use of

common access easements, backup lots and other design measures.

- Provide grade separations at all major railroad crossings with arterials, **except for an at-grade crossing of the major arterial in the north.**
- Extend arterials over waterways, railroads and through developed and undeveloped areas to provide for the continuous flow of through traffic and appropriate area access.

**IMPLEMENTATION PROGRAMS**

2.1. The City shall establish and maintain the *Street Master Plan* consistent with the updated General Plan

Responsibility: City Council  
City Engineer

Time Frame: FY 2006-2007  
Ongoing maintenance

2.2. The City shall prepare a *Major Projects Financing Plan*.

Responsibility: City **Manager**  
City Engineer

Time Frame: FY 2006-2007

**R**EGIONAL  
COORDINATION

The reduction of regional traffic congestion in Downtown Wheatland is important to the quality of life and small-town character of Wheatland. At the same time, State Route 65 provides good regional connections which facilitate economic development. The General Plan calls for improvements to the regional transportation system, most notably **an eastern bypass** to State Route 65.

**GOAL 2.B**

To coordinate City planned transportation and circulation improvements with county, state, and federal transportation systems, and to promote the financing and construction of a bypass to State Route 65.

## POLICIES

- 2.B.1. The City shall complete a study of **the eastern SR 65 bypass alignment** to reduce the use of Wheatland streets for this regional connection, and shall provide corridor protection for the selected route.
- 2.B.2. The City shall continue its cooperative participation in the activities and plans of the Sacramento Area Council of Governments (SACOG) and Yuba-Sutter Transit.
- 2.B.3. The City shall cooperate with Yuba and Placer Counties in the development of bypass location and funding options for SR 65.
- 2.B.4. The City shall ensure that Plan **Lines** for future roadways on the fringe of the city are prepared in coordination with the County and/or Caltrans, as appropriate.
- 2.B.5. The City shall work with the County, SACOG, Caltrans, and other jurisdictions and agencies to maximize additional funding for transportation facilities.

## IMPLEMENTATION PROGRAMS

- 2.3. The City shall complete a study of the **eastern alignment** for the SR 65 bypass, consistent with the updated General Plan.

Responsibility: City Engineer  
Planning **Director**

Time Frame: FY 2005-2006

- 2.4. The City shall initiate the formation of a Joint Powers Authority to fund construction of the State Route 65 bypass.

Responsibility: City Council  
City Manager  
City Engineer

Time Frame: FY 2005-2006

# RESIDENTIAL STREETS

The General Plan seeks to protect the quality and safety of residential neighborhoods from high-volume and high-speed traffic. Policies of this Plan also encourage walking and bicycling in existing and new neighborhoods through maintenance of streets and sidewalks and by promoting the design of new neighborhoods that provide for direct pedestrian/bike routes through grid and modified grid street patterns, and along open space corridors.

## GOAL 2.C

To protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.

## POLICIES

2.C.1. The City shall consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhoods.

2.C.2. The City shall promote street, alley, and sidewalk maintenance to encourage their safe use.

2.C.3. The City shall consider future needs for street and sidewalk maintenance in approving new development.

2.C.4. The City shall require ADA compliance for existing and proposed street sidewalks.

2.C.5. The City shall promote elderly friendly roadways, including the use of bikeways for golf carts and motorized wheelchairs.

## IMPLEMENTATION PROGRAMS

2.5. The City shall investigate methods of providing for street and sidewalk maintenance in existing neighborhoods.

Responsibility: City Engineer  
Planning Director

Time Frame: FY 2006-2007

2.6. The City shall investigate methods of providing elderly friendly roadways that meet ADA compliance.

## AUTOMOBILE PARKING

Responsibility: City Engineer  
Planning Director

Time Frame: FY 2007-2008

The General Plan requires that new development provide for adequate and appropriately-located parking. Parking requirements are implemented primarily through the City's *Zoning Ordinance*.

### GOAL 2.D

To provide a sufficient amount of convenient, available, accessible, safe, and attractive parking to serve existing and new development throughout the city as needed.

### POLICIES

- 2.D.1. The City shall require provision of adequate off-street parking in conjunction with new development. Parking shall be located behind new development and shall be easily accessible and visible from the street system. The adequacy and appropriateness of parking requirements in the *Zoning Ordinance* shall be periodically reevaluated.
- 2.D.2. The City shall require that parking lots be designed for maximum pedestrian safety and convenience, motorist convenience and safety, and handicapped access.
- 2.D.3. The City shall continue to implement *Zoning Ordinance* parking standards that establish minimum and maximum number of spaces for parking lots.
- 2.D.4. The City shall require new parking lots to be designed to minimize visual impacts on public roadways and neighboring areas.
- 2.D.5. The City shall allow shared parking where different adjacent uses generate peak parking demand at different times.

## **T** RANSIT FACILITIES AND SERVICES

The availability of a good transit system provides alternatives to automobile use, and is especially important for those who cannot or do not drive. As Wheatland grows, the potential for transit use and the need for transit will increase. Policies of the General Plan support the enhancement of the existing transit system, especially in connection with new development.

### **GOAL 2.E**

To promote a safe and efficient transit system to reduce congestion, improve the environment, and provide viable non-automotive means of transportation in and through Wheatland.

### **POLICIES**

- 2.E.1. The City shall work with Yuba-Sutter Transit to **implement** bus transit services that are timely, cost-effective, and responsive to growth patterns and existing and future transit demand.
- 2.E.2. The City shall consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.
- 2.E.3. The City shall consider families' needs in transportation planning efforts and shall promote safe and convenient methods of transportation between school, home, retail shopping, and child care.
- 2.E.4. **The City shall encourage the creation of rail transit to link Wheatland with Marysville/Yuba City and the Sacramento Area.**

## **N**ON- MOTORIZED TRANSPORTATION

Non-motorized transportation includes pedestrian and bicycle travel. Making it easier for Wheatland residents and workers to bike or walk not only reduces automobile trips, with benefits for air quality, but it also promotes greater community interaction, one of the small-town qualities the General Plan seeks to preserve and enhance. Non-motorized transportation also reduces the demand for street and road widening and maintenance and also reduces the demand for parking areas and related land required for development.

Policies of the General Plan seek to establish a comprehensive bike

system and design new development to foster walking and bicycling.

## **GOAL 2.F**

To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation for both transportation and recreation.

## **POLICIES**

- 2.F.1. The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools, parks, retail shopping, and residential neighborhoods.
- 2.F.2. The City shall require developers to finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development, as appropriate.
- 2.F.3. The City shall encourage the development of adequate, convenient, and secure bicycle parking at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the Downtown, and in other locations where people congregate.
- 2.F.4. The City shall consider the needs of bicyclists when new roadways are constructed and existing roadways are upgraded.
- 2.F.5. The City shall consider the needs of bicyclists when determining street widths.
- 2.F.6. The City shall develop safe and pleasant pedestrian ways. To this end, the City shall ensure sidewalks are wide enough for pedestrian convenience.
- 2.F.7. The City shall cooperate with the schools in maintaining and updating the Safe Routes to School program.
- 2.F.8. The City shall require crosswalks and other pedestrian safety measures be designed and installed according to City of Wheatland Ordinances.
- 2.F.9. The City shall encourage major employment centers (50 or

more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

2.F.10. The City shall ensure that bikeways are maintained in a manner that promotes their **local and regional** use.

**IMPLEMENTATION PROGRAMS**

2.7. The City shall revise the *Zoning Ordinance* to incorporate bicycle parking standards into its parking requirements.

Responsibility: Planning **Director**

Time Frame: FY 2006-2007

**2.8. The City shall prepare a *Bike Master Plan*.**

Responsibility: **Planning Director  
City Engineer**

**Time Frame: FY 2007-2008**

**AIRPORT OVER-FLIGHT ZONES**

**MORE INFO...**

*Overflight zones* for Wheatland are established by SACOG in coordination with Beale Air Force Base. These zones determine the area where noise levels exceed a 65 Community Noise Equivalent Level (CNEL). This level is assumed unacceptable for most residential development.

Wheatland is situated close to Beale Air Force Base. Proximity to this airport provides benefits to the city in terms of employment and economic development. Airports can also create noise and safety concerns, requiring careful planning in connection with flight operations and changes in airport activity. Policies in this section allow for convenient and efficient airport operations while minimizing any negative effects on Wheatland.

**GOAL 2.G**

To support the continued operation of Beale Air Force Base and its associated facilities while ensuring compatibility between urban development in Wheatland and aircraft operations.

**POLICIES**

2.G.1. The City shall work closely with appropriate agencies, including Beale Air Force Base and the Sacramento Area Council of Governments (SACOG), to ensure compatibility of land uses that fall within overflight zones.

2.G.2. The City shall **work with Beale Air Force Base to coordinate changes to their flight patterns with land use decisions.**

REVISED DRAFT