CITY OF BIGGS

GENERAL PLAN

ADOPTED APRIL 8, 2014

TABLE OF CONTENTS

Introduction

Land Use Element

Circulation Element

Conservation, Open Space & Recreation Element

TABLE OF CONTENTS

TABLES

Land Use Element

Circulation Element

Conservation, Open Space & Recreation Element

Noise Element

Community Enhancement Element

FIGURES

Land Use Element

Circulation Element

Conservation, Open Space & Recreation Element

Noise Element

Public Health and Safety Element

Community Enhancement Element

INTRODUCTION

I. General Plans

Every city and county in the state of California is required to prepare and maintain a comprehensive, long-term general plan to guide its future (California Government Code Section 65300). The general plan must cover a local jurisdiction's planning area and address the broad range of issues associated with the jurisdiction's development. The General Plan for the City of Biggs includes policies providing standards and guidance for land use decisions by the Planning Commission and the City Council.

II. Community Overview

Physical Location

The City is located in the fertile farmlands of the Sacramento Valley about an hour north of Sacramento. Known as the "heart of rice country," Biggs is approximately 25 miles south of Chico and 25 miles north of Yuba City, just off State Route 99, at an elevation of 93 feet. Biggs is approximately 4 miles north of Gridley.

Community Character

Biggs typifies the image of a rural, small American town. The population of approximately 1,700 allows most residents to know each other in passing, and many residents have spent most or all of their lives in the city.

Among the most attractive qualities of Biggs are the relatively quiet and safety, the high quality of education offered through the Biggs Unified School District, and the affordability of homes in the community. The qualities of a safe and friendly community make Biggs a pleasant place for families and those seeking a peaceful place to live.

History

Biggs is a primarily residential community located approximately one-half mile from State Route 99. The main entrance into town is lined with orchards and passes several attractive homes and the classic architecture of the Biggs Unified School District Administration building. The mature shade trees lining the City's primary east-west street (B Street) provide a wonderful canopy and set the relaxed tone for the community.

Located in the southwest portion of Butte County, the town was founded in 1871 by Mr. A. M. Pitts and Lewis Posey. It was named Biggs Station after Major Marion Biggs, a prominent local political leader. After two serious fires in the summer of 1878, a community water system was constructed. The town was rebuilt with brick commercial buildings and the word "Station" was dropped from the town name. By 1882, the town had 600 inhabitants and 280 registered voters.

Purpose

This document is the General Plan (also referred to as the "Plan") for the City of Biggs. It incorporates by reference the Housing Element (prepared and periodically updated separately) and any future elements to be adopted by the City as an element of the General Plan. The General Plan affects current and future generations, which requires that the Plan take a long-term perspective. Typically, general plans look 10 to 20 years into the future. This plan addresses planning through the year 2030.

The General Plan is the City's "constitution" for development. It is an effort by the City to consider and respond in advance to the needs and expectations of its residents concerning future development. This constitution is framed within the legal framework established by the State and is based on knowledge of opportunities and constraints affecting the City of Biggs. The General Plan is implemented through a series of "goals," "policies," and "actions" designed to resolve and/or direct significant community issues.

The General Plan is also regularly referred to by individuals and businesses contemplating potential development activity within the community. The document explains what the community expects from new development and where development should occur. Goals in the General Plan also aid the City Council in seeking grants and other funding to address local issues and needs.

The General Plan has four main purposes:

- To enable the Planning Commission and the City Council to reach agreement on long-range development policies.
- To provide a basis for judging whether specific private development proposals and public projects are in harmony with City policies.
- To allow other public agencies and private developers to design projects that are consistent with City policies or to seek changes in those policies through the process of amending the General Plan.
- To provide an agreement between the City and outside agencies for development in unincorporated portions of the planning area.

III. Scope of the General Plan

The City Limits

The General Plan is more effective on the lands over which the City of Biggs has jurisdiction: land within the city limits. The incorporated area of the community represents the boundaries of the City at the time the particular update of the General Plan is adopted. This Plan adopts land use designations for land outside of the City but which is expected to be annexed in the future. As

annexations occur, land use designations in the City's General Plan Land Use Diagram for areas outside the city limits will apply.

The Sphere of Influence

The Butte County Local Agency Formation Commission (LAFCo) has adopted a Sphere of Influence for the City of Biggs. A sphere of influence is established to represent a city's ultimate service limits and is the area in which the city has planning concerns related to the provision of community services and the management of related resources. To aid in future planning, the City of Biggs General Plan provides land use designations and policies for all of the land within the City's Sphere of Influence.

IV. Legal Basis & Requirements of the General Plan

State law requires that the Plan be comprehensive and that specific subjects or "elements" be addressed in the Plan. The required elements as specified by Government Code Section 65302(a) through (g) are:

Land Use	Housing	Open Space	Safety
Circulation	Conservation	Noise	

Some elements like the open space element encompass a number of planning issues, while others, such as the noise element, address a more specific topic. Because local conditions vary, the relevance and importance of each issue will differ from city to city. The General Plan needs only to address each required element to the extent that it is applicable to the City of Biggs, as long as the minimum requirements of the law are satisfied.

State law also allows the local jurisdiction to include additional, or "optional," elements to address specific issues of concern, as well as to combine required and optional elements as deemed appropriate (Government Code Section 65303). This General Plan combines the Open Space and Conservation Elements into a single element, merging it with a Recreation Element, and adds a Public Facilities & Services Element, a Community Enhancement Element, and an Economic Development Element.

Consistency with Other City Regulations

The General Plan provides the basis for all of the City's regulations, policies, and programs that relate to issues addressed in the Plan. In addition to requiring that the Plan be internally consistent, the State requires vertical consistency. This means that the City's zoning and subdivision ordinances, and any other plans that address development, must all be consistent with the General Plan. In addition, all development approvals and public projects must be consistent with the General Plan.

The State's General Plan Guidelines provide the following rule for defining consistency:

> *An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.*

This rule clarifies that consistency does not require all subsequent City actions to be specifically anticipated by the General Plan. Because the Plan is both broad and long-range, there are many circumstances where future City actions will be addressed only briefly in the Plan and refined by subsequent action. Due to the complexity of the General Plan and the need for flexibility, interpretations of the goals, objectives, and programs may result in the appearance of conflicts. The City Council is the interpreter of the General Plan.

V. General Plan Elements

Each General Plan element contains a brief discussion of the legal requirements; goals, policies, and actions to address required topics; and narrative text as necessary to provide an understanding of the issues addressed. The following terms apply within this General Plan:

Goal:

An achievement to which an effort is directed. The goal states an ideal resolution of the issue under consideration.

Policy:

A specific statement in the form of text or diagram that helps to clarify and define the goal statement.

Action:

A specific measure that is readily quantifiable and helps move toward attainment of the goal.

Each goal is numbered to allow easy reference when using the General Plan. The numbering system does not imply a ranking or priority of the goals, policies, and actions.

While the topics that must be addressed within the General Plan are clearly specified by state law, the organization is determined by each jurisdiction based on local conditions and issues of significance. The following are descriptions of the elements of the Biggs General Plan.

Land Use

The Land Use Element provides guidance for the physical form of the community. This element contains the Land Use Diagram, which identifies the existing and proposed land uses within the City. The Land Use Diagram is supported by descriptions of allowed uses and development densities for each land use designation. Additionally, the land use diagram identifies those areas where the City anticipates growth in the future, with the intent of avoiding incompatible land use changes by neighboring agencies and jurisdictions.

Circulation

The Circulation Element provides a framework to guide transportation planning throughout Biggs and its planning area. The Circulation Element is coordinated and consistent with the portions of the Land Use, Community Enhancement, Public Facilities & Services, and Public Health & Safety Elements that address topics directly related to circulation and transportation. Discussion topics in the Circulation Element include the roadway network, road improvement standards and guidelines, road maintenance, pedestrian and bicycle circulation, the railroad, and public transit.

Housing

The Housing Element establishes policies in an effort to ensure all segments of the community are provided an opportunity for decent and affordable housing. As housing elements must be updated every five years per state law, this element was prepared and adopted separately in May 2010. The next update of the housing element will occur in 2014.

Conservation, Open Space & Recreation

Typically, this is a broad-ranging element; many conservation, open space, and recreation topics are addressed in other sections of the General Plan. This section addresses managed resource production (agriculture and mineral extraction), biological resources, air quality, and water resources. A description of natural resources in the vicinity of the city is provided.

Noise

The primary purpose of the Noise Element is to clarify policies and standards by which the local government can limit the exposure of the community to excessive noise levels. Technical data relating to mobile and fixed sources is collected into a set of noise control policies and programs. The policies of the element are to be used as a basis for land use decisions.

Public Health & Safety

Issues discussed in the Public Health & Safety Element include emergency preparedness, flood hazard, fire and police protection, geologic hazards, hazardous materials and waste management, and rail service–related hazards.

Community Enhancement – Optional Element

The Community Enhancement Element sets forth the City's vision on issues related to urban form and community design and establishes policies and programs to guide public improvements and private development. This element encourages and promotes those aspects of the city that are valued and desired by residents and which make Biggs a unique community with a positive memorable character.

Public Facilities & Services – Optional Element

The Public Facilities & Services Element provides policies to address the community's need for infrastructure, sewer and wastewater systems, and other community services, as well as describing the status of public faculties and services within the planning area.

Economic Development – Optional Element

The Economic Development Element addresses efforts that the City will take to bring additional primary industries, jobs, and other types of industry to Biggs, as well as efforts the City will take to protect existing jobs in the city.

VI. General Plan Implementation

The City of Biggs must meet a broad range of challenges and obligations with limited financial resources. Many of the programs described in this General Plan address situations that have evolved over a number of years and will not be easily resolved.

Since financial limitations are the primary constraint in addressing many of the issues that face the City, it is imperative that the City seek economically feasible strategies for implementing General Plan programs. Such strategies will include seeking funding assistance through state and federal grant programs. Some issues will be more easily resolved by working in conjunction with other local agencies to achieve mutual goals.

VII. General Plan Amendments

State law provides for up to four amendments to the General Plan each year. An amendment may include several "changes" to the General Plan. Amendments to the General Plan require compliance with the Government Code and environmental laws before they can proceed.

LAND USE ELEMENT

The City of Biggs maintains its small-town character through sound planning, orderly growth, and good design. Biggs' structure recognizes the city's compact, grid-based urban form and supports the agricultural land uses surrounding the city through the maintenance of firm urban edges, incorporation of agricultural buffers, and support for agricultural industry. The city's form enhances non-vehicular circulation opportunities and supports the circulation system. New developments are integrated into and strengthen the existing fabric of the community, and opportunities for new commercial and employment-generating land uses are available.

I. Introduction

The Land Use Element provides the central framework for the General Plan and serves as a guide for policymakers, city staff, landowners, developers, and the general public on the desired pattern of development in the city. The Land Use Element describes both the existing and future pattern of the city and provides the foundation for how Biggs will grow and develop over time. While the cornerstone of the Plan is the Land Use Diagram that graphically depicts the desired land use pattern of the city, the goals, policies, and actions set the course and provide direction for how that vision is to be achieved.

Legal Basis and Requirements

Government Code Section 65302(a) requires that the General Plan include:

> *A land use element which designates the proposed general distribution and general location and extent of all uses of the land including 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 disposal facilities, and other categories of public and private uses of land. The land use element 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. The land use element shall identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to those areas.*

While the Land Use Element is often viewed as the heart of the General Plan, the General Plan is also required to maintain consistency between the other individual elements of the Plan. Because of the nature of topics addressed in the Land Use Element, all other elements of the General Plan overlap land use issues and topics to varying degrees.

The Circulation Element addresses the transportation network that allows people, vehicles, and goods to move freely from one land use area to another. The Housing Element addresses the availability, type, and condition of housing within the community. The Public Health & Safety Element considers issues of flooding and other community hazards. The Noise Element considers conflicts between noise-generating and noise-sensitive land uses. The Community Enhancement Element, an optional element, addresses land use–related issues that contribute to the community's character and create a desirable urban environment, including community recreation. The Public Facilities & Services Element considers the physical facilities that provide drainage, domestic water, and wastewater treatment services within the community.

This element is composed of five sections. Section I, Introduction, discusses the content of the element, documents existing land uses and community demographics, and provides projections for land use demands in Biggs through the year 2030. Section II, Issues and Opportunities, identifies and addresses various land use–related opportunities and constraints. The Land Use Plan, Section III, describes the land use classification structure that is employed by the element and will guide future development. This section also contains the Land Use Diagram for Biggs. Section IV, Goals, Policies, and Actions, establishes land use goals and policies for the city that will assist in achieving and facilitating the vision outlined in this Plan, and the actions in this section outline the various steps that need to be taken to help realize the element's vision. Finally, Section V, Special Planning Areas, provides greater depth and discussion regarding the various issues and opportunities that exist in defined areas of the city.

The City of Biggs desires to be a vibrant city that provides its residents with a range of living, shopping, and employment opportunities. This element seeks to provide a framework for the use of land in and around the city that helps to achieve this vision. The element seeks to move Biggs forward by providing for a sustainable land use pattern that recognizes both the opportunities and the constraints that exist in the city and sets forth a responsible and reasonable policy structure to ensure that future growth is consistent with the ity's vision and integrated into the existing community.

Overview

Biggs is located in Butte County in the Sacramento Valley of Northern California, approximately 60 miles north of Sacramento. The city encompasses approximately 413.9 acres, or 0.65 square miles. There are currently 540.6 total acres, or 0.84 square miles, within the Biggs Sphere of Influence. The Planning Area encompasses 4,627 acres, or 7.23 square miles. The California Department of Finance reported the 2013 population of the city at 1,692.

TABLE LU-1: JURISDICTIONAL AREAS

Jurisdiction	Total Acres	Square Miles
City Boundary	413.9	0.65
Sphere of Influence	540.6	0.84
General Plan Planning Area	4,627	7.23

Source: City of Biggs, PMC, 2014

Biggs was incorporated in 1903 as a general law city intended to serve the agricultural commerce in the vicinity. The town was originally founded in 1871 by Mr. A.M. Pitts and Lewis Posey. It was named Biggs Station after Major Marion Biggs, a prominent local political leader. Situated approximately one-half mile west of State Route 99 along the mainline of the Union Pacific Railroad line, the city's location has allowed it to serve as a support community for the abundant agricultural activities occurring in the area. At the same time, its rural location off of the main highway allowed it to retain its compact, small-town environment. Biggs has no state highways within its jurisdiction. Rather, arterial streets and rural roadways serve to connect Biggs to regional highways, neighboring communities, and surrounding lands.

The majority of Biggs' residents are deeply rooted in the area, and many have spent most or all of their lives in Biggs. The city's small population allows for a compact, tightly knit community composed primarily of single-family residential dwelling units arranged around a grid street pattern.

LAND USE SETTING

Existing Land Uses

The city limit of Biggs encompasses an area of about 414 acres that is predominantly residential in use. By comparison, employment-generating uses, commercial land, and vacant land available for development within the city make up less than 16 percent of the total area of the city.

By far the largest land use in Biggs is residential. Most of the housing consists of single-family dwellings, and there are no mobile home parks and no multi-story, multiple-family dwelling unit developments in the city. More details on the condition of the local housing stock are provided in the Existing Conditions Report and the Housing Element of this General Plan.

Commercial and industrial land uses in Biggs have been in a state of decline for a number of years. This change is due to a number of factors. Large retail stores have been developed in the surrounding cities and have drawn shoppers from Biggs to Oroville, Chico, Yuba City, and Gridley. Several retail stores in Biggs have experienced significant decreases in sales, forcing some stores out of business and leaving vacant store fronts in the city's previously vibrant commercial area.

The industrial base in Biggs for many years has been rice processing and drying and agricultural support uses. The limited employment options in the city have resulted in the outward movement of residents and have limited the commercial development opportunities that often result from a strong employment base.

Public uses include Biggs Elementary School, Biggs High School, numerous churches, city buildings, the US Post Office, and city parks.

Biggs currently has limited infill and redevelopment opportunities within the existing city limits and Sphere of Influence. The 2009–2014 City of Biggs General Plan Housing Element, published and adopted in 2010, listed a total of 16 vacant residential parcels within the city boundary, totaling 10.2 acres.

The results of this situation have led to significant interest and pressure for the city to facilitate development of land outside of the current city limits. The City Council, various landowners, and some of the city's residents have expressed interest in the possibility of extending the current Sphere of Influence and Planning Area to take advantage of growth opportunities presented by the city's unique location, topography, and visual, scenic, and natural resources.

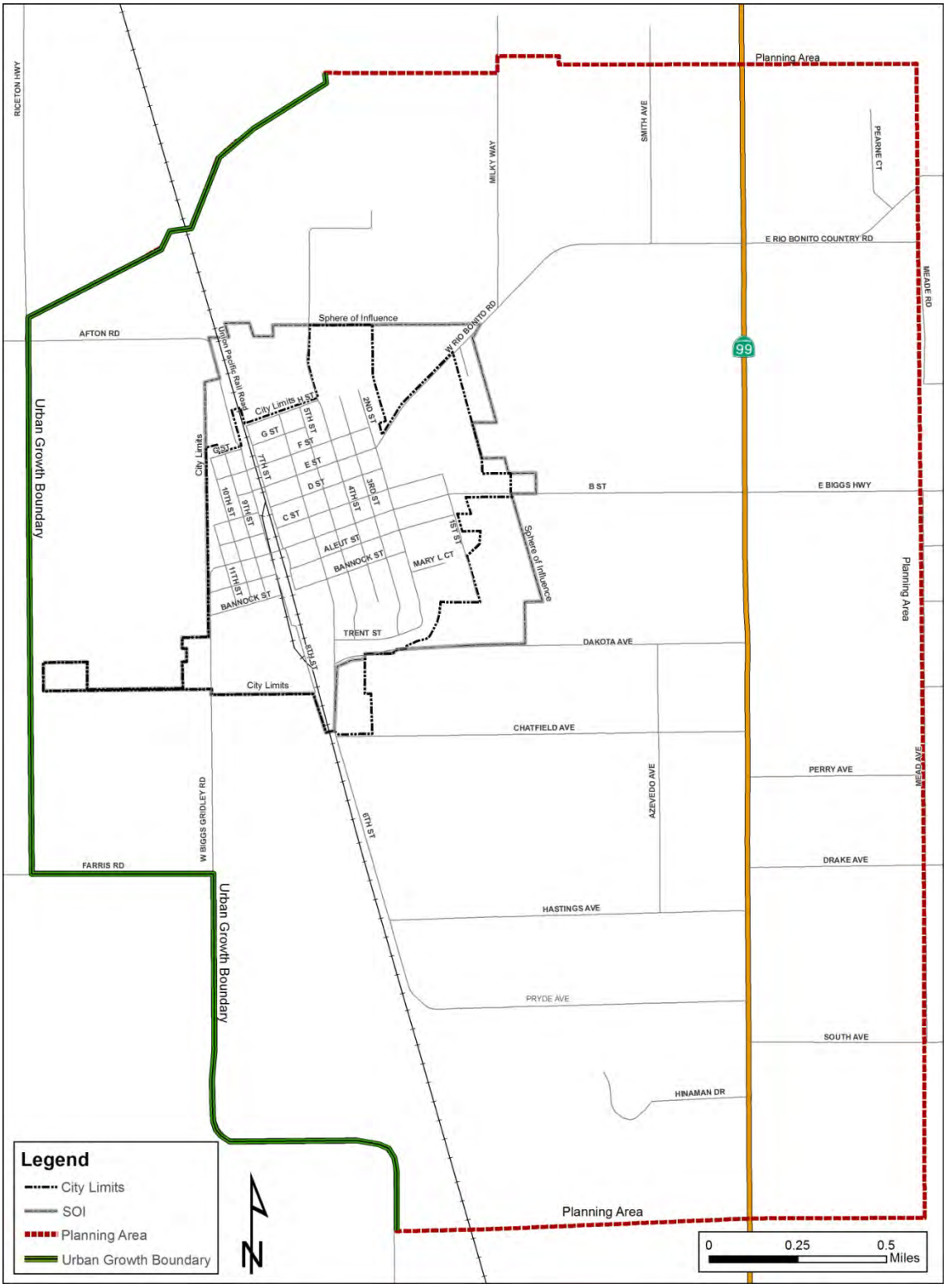
Planning Boundaries

Various boundaries are established to define the level of authority of the local agency. With regard to land use planning for a city, these boundaries are the city limits, the Sphere of Influence, and the Planning Area.

Within the city limits, the city is the primary land use authority and is responsible for the review and approval of land use proposals. The Sphere of Influence includes surrounding lands where the city is likely to expand in the near future. Review and approval of land use proposals in the sphere rests with the decision-making body of the surrounding county. However, county decision-makers are encouraged to consider the plans of a city when reviewing development proposals within the city's Sphere of Influence. The planning area is a boundary that is defined by the city and encompasses those lands where the city has interests and concerns. A city has little authority on land use decisions for land that is within its planning area, but outside of its Sphere of Influence.

City of Biggs boundaries for these areas are depicted on **Figure LU-1**.

FIGURE LU-1: PLANNING BOUNDARIES



Population and Demographics

Forecasts of the amount of land required to meet a community's demand for urban expansion form the basis for long-range land use planning decisions. Such forecasts tend to rely on a combination of information on historic growth rates and somewhat uncertain projections of market and economic factors.

The 1977 Biggs General Plan anticipated that the growth rates of the 1960s and early 1970s would continue. This led to a belief that the population of Biggs would increase from a 1975 level of 1,377 persons to 2,200 by 1995. In fact, the population in 1995 population was 1,640, and it has increased only slightly to 1,692 as of 2013. The 2013 population figure represents a decrease from the city's year 2000 population of 1,793. As described in the following tables, Biggs has generally enjoyed a steady rate of growth. However, the growth rate for the period from 1990 through 2000 was the lowest since Biggs incorporated in 1903.

Table LU-2 shows the population growth in Biggs since 1980. Between 1990 and 2000, the city's overall population increased by 13.4 percent, which equals a 1.3 percent average annual increase. This growth rate was higher than that for Butte County during the same period, which was 1.0 percent. The population has decreased since the year 2000.

TABLE LU-2: HISTORIC POPULATION AND GROWTH – CITY OF BIGGS

Year	Population	Change	Percentage Change	Annual Percentage Change
1980	1,413			
1990	1,581	168	11.9%	1.2%
2000	1,793	212	13.4%	1.3%
2010[1]	1,707	-86	-4.8%	-0.5%
2013[1]	1,692	-15	-0.9%	-0.3%

Source: US Census Bureau 1980, 1990, 2000, 2010
1. California Department of Finance 2013

Projected Population

Table LU-3 identifies the future population of Biggs as projected by the Butte County Association of Governments (BCAG) in their Long-Term Regional Growth Forecast 2010-2035 report. These projections form the basis for anticipating land required to meet future development needs.

During the decade of 1980 to 1990, the population growth rate was about 1.3 percent per year on average. Utilizing a longer 30-year historical growth term extending from 1970 through 2000, the city population grew at a rate of approximately 1.45 percent annually. The Long-Term Regional Growth Forecasts report published by BCAG in January of 2011 evaluated a range of potential growth scenarios utilizing annual growth rates ranging from 3.3 percent to 4.1 percent average annual growth. Utilizing these growth scenarios, it is projected that the city will potentially double in population size by the year 2035. **Table LU-3** shows the potential increase in population based on the three growth rate scenarios utilized in the Growth Forecast Report.

TABLE LU-3: PROJECTED POPULATION GROWTH SCENARIOS

LOW GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010–2035	Annual Growth Rate 2010–2035
1,787	2,086	2,624	3,043	3,521	4,059	2,272	127%	3.3%

Source: BCAG 2011

MEDIUM GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010–2035	Annual Growth Rate 2010–2035
1,787	2,139	2,774	3,267	3,830	4,465	2,678	150%	3.7%

Source: BCAG 2011

HIGH GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010-2035	Annual Growth Rate 2010–2035
1,787	2,191	2,919	3,485	4,132	4,860	3,073	172%	4.1%

Source: BCAG 2011

Projected Housing Demand

Utilizing the population projections provided by the Butte County Association of Governments and as depicted above in **Table LU-3**, the projected new housing demand for the City of Biggs would be as shown on **Table LU-4**.

TABLE LU-4: HOUSING NEED PROJECTION

LOW GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010–2035	Annual Growth Rate 2010–2035
634	740	931	1,080	1,249	1,440	806	127%	3.3%

Source: BCAG 2011

MEDIUM GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010–2035	Annual Growth Rate 2010–2035
634	759	984	1,159	1,359	1,584	950	150%	3.7%

Source: BCAG 2011

HIGH GROWTH SCENARIO

2010	2015	2020	2025	2030	2035	Total Increase 2010–2035	Percentage Increase 2010–2035	Annual Growth Rate 2010–2035
634	777	1,036	1,236	1,466	1,724	1,090	172%	4.1%

Source: BCAG 2011

It is noteworthy that the growth rates assumed in these projections are optimistic. Based on the city's historical growth rates and acknowledging the current market conditions, such growth rates may not be reflective of future growth trends. Unless regional conditions change significantly in coming years, an average growth rate of 1 percent to 1.5 percent annually is more likely. However, planning for a slightly higher rate of growth ensures that the General Plan will accommodate development should economic conditions in the region improve and helps to ensure the availability of land to accommodate future conditions.

Currently, Biggs could accommodate approximately 18–20 infill dwelling units in existing neighborhoods. The North Biggs Estates subdivision added 57 new residential lots and construction is expected to start on the residences in 2014.

Idenitified development areas surrounding the city are described in Section V of this element, Special Planning Districts. Using the growth accommodation projections contained in the Special Planning District narratives, it is estimated that the potential exists for up to 70 new single-family homes to be built in the North Area Residential District and that 111 single-family homes may be built in the South Area Residential District. These development areas contain sufficient land to accommodate the allowed dwelling units. Additionally, the North Area Residential District will accommodate an unknown number of attached dwelling units on land designated as High Density Residential. Designation of the High Density Residential land satisfies the Regional Housing Needs Allocation numbers contained in the adopted Biggs Housing Element.

Nonresidential land use types required to meet the needs of the community include public (schools, parks, wastewater treatment, flood control, etc.), industrial, and commercial.

Public uses will be accommodated on land outside the city and primarily on land designated as Agriculture. The Biggs Unified School District owns 30 acres of undeveloped land (in addition to the high school farm) adjacent to the existing school site. This area will meet the school's needs and may also allow development of new parkland. Additional parks will be developed in areas designated for residential development. Expansion of the wastewater treatment plant, if necessary, will occur on agricultural land to the west of designated urban uses.

Expansion of commercial and industrial uses has been quite slow in recent years. This General Plan assumes that between 10 to 30 acres of new industrial development could occur by 2020. Commercial development assumed under this Plan includes intensified uses along B Street and the need for 5 to 10 acres of new commercial development within the city limits to accommodate the projected increase in overall city population.

II. Issues and Opportunities

This section of the element identifies and addresses primary land use issues identified during the development of the General Plan and the public outreach process. Policy guidance is found in Section IV of this element.

Since the time of its incorporation, Biggs has maintained the grid-based street and block pattern that defines its current form. Streets and blocks are generally laid out in an evenly spaced pattern using a

rectilinear orientation moving away from the railroad tracks in the center of the city. The result of this pattern is a highly walkable, highly connected urban fabric that allows for multiple circulation options for pedestrians, bicyclists, and vehicles. Biggs' large urban lot sizes promote substantial property setbacks and allow for design features such as detached sidewalks and street planting strips while maintaining room for ample front yards. The traditional grid form also serves to focus development in an "outward-looking" orientation. The use of the traditional grid-based block and street pattern is accommodated by the city's flat terrain and limited topographical and natural landform impediments.

Recent developments both inside of the city and in surrounding communities have been moving away from the traditional grid-based design system to a land form pattern that incorporates curvilinear and cul-de-sac streets and makes use of common area open spaces and varied lot sizes and orientations. This recent movement away from a more traditional or structured urban form to layout that incorporates a more organic form also results in developments that are focused "inward" with development oriented toward the interior of the project.

This shift in development layout will require the city to pay heightened attention to ensure that new developments are integrated into the existing urban fabric and that new development does not become isolated from the existing developed areas of the city. Additionally, attention will need to be paid to make sure that adequate circulation and transportation linkages are maintained and that the newer areas of the city retain the essential character qualities that residents of Biggs have valued.

Biggs is now and has always been a city that values, supports, and complements the agricultural community that surrounds it. Due to the city's location in an active and thriving agricultural area, any outward expansion of the city will necessarily transition the use of land from active agriculture to urban development. As a result, the city will need to pay particular attention to issues of land use compatibility and will look to ensure that new development minimizes the impacts of growth on the agricultural community that has supported Biggs since its beginnings. Through the use of land use buffers and transitions, sensible design, and a planned and methodical pattern of expansion, the impacts to surrounding agriculture can be minimized.

This Plan recognizes both the opportunities that outward expansion onto undeveloped lands offers and the constraints that expansion into active agricultural areas brings. This Plan proposes a hard urban-agricultural edge along the city's west side that seeks to responsibly allow for the use of land in close

proximity to the city's existing urban infrastructure and municipal services while providing for a transition of land use on the outer-edge of the city that recognizes the need for the continued use of agricultural lands in that area. Additionally, the land use plan incorporates agriculturally supportive land use classifications that accommodate existing agricultural operations within the city limits and that place a value on agricultural service areas which can enhance the feel and value of the community.

Commerce and Employment-Generating Development

The nature of commercial development has changed dramatically in the last 30 years. Services that were traditionally located in central urban core or "downtown" areas have vacated these areas in search of more lucrative locations, often along major transportation corridors offering better access and enhanced visibility. Traditional family-oriented and small businesses have been replaced with "big box" and regional-serving commercial centers with an array of commercial service offerings in a common location.

This Plan recognizes both the importance of revitalizing and enhancing the urban core of the city and the value and necessity to accommodate regional-serving commercial and employment uses in high visibility and easily accessible locations in the city. The Land Use Diagram and policy orientation of this Plan seek to accommodate the need for a strong and vibrant downtown core, along with additional commercial service and employment-generating land use locations along major transportation routes. This Plan provides for both of these options and utilizes a land use concept that focuses nonresidential land use at important transportation hub locations. Industrial land uses are located to take advantage of existing municipal infrastructure as well as land use compatibilities with existing uses and the opportunities presented by the railroad tracks.

Urban Growth and Annexation

As described elsewhere in this element and in the General Plan Update Existing Conditions Report supporting this Plan, future growth opportunities are constrained by the small size of the city and the city's Sphere of Influence as well as the highly developed nature of the existing city. The analysis undertaken as part of the preparation of the city's Housing Element identified only a limited number of urban infill opportunities remaining within the existing city limits for new residential development and only one undeveloped infill site for new commercial development. As a result of the limited options remaining in the city for new development, the city will need to look beyond its existing developed core for new opportunities. The outward development of the city presents numerous challenges related to the installation of municipal services and infrastructure to support new development as well as procedural and policy issues related to updating municipal services plans

and the city's Sphere of Influence, including annexation of property and the undertaking of the necessary environmental analysis documents. Undertaking the necessary efforts to achieve the vision of this Plan will take a focused commitment by the city along with the necessary resources to achieve the goals of this General Plan.

However, along with the procedural and policy issues that result from the need to expand in an outward direction come the potential benefits to the city resulting from new commercial and employment-generating uses. Because new development will need to be planned "from the ground up," the city is in a desirable position of being able to ensure that future projects advance the goals and objectives of this Plan and are designed in a way that enhances the overall city.

Transportation Linkages

As Biggs grows from a small, densely populated city of under 2,000 people to become a city approximately twice its current size, the movement of people in and around the city will be a key issue. Walking, cycling, public transit, and driving will all be important modes of travel. Residents, employees, and visitors should have transportation choices in moving throughout the community and traveling to communities in the region. Streets will be designed to offer circulation choices to all modes of travel, a system of off-street trails will connect the city, and transit opportunities will be expanded to offer additional circulation options. Land use and transportation planning will go hand in hand to ensure transportation options are integrated into the future of the city.

III. The Land Use Plan

Land Use Classification Descriptions

State planning law requires that the land use element of a general plan include a statement of the standard population density, building intensity, and allowed uses for the various land use designations in the plan (Government Code Section 65302(a)). The city's land use designations are generally described below and mapped on the Land Use Diagram (**Figure LU-2**). **Table LU-5** includes information on the permitted density ranges and floor area ratios, if applicable, for each designation. The Biggs Municipal Code provides detailed land use and development standards for development.

With this General Plan, a variety of new land use designations have been established to reflect the more mixed and, in some cases, more intense land uses envisioned for Biggs. New mixed-use designations provide the opportunity for a combination of residential, commercial, and office uses on a single site, depending on the designation.

Agricultural Categories

A – Agriculture

This land use designation encompasses areas inside of the city's Planning Area, but outside of designated urban development areas. The principal land use in this area is agricultural production.

AC – Agriculture Commercial

This land use designation allows for the growing and sales of agricultural products grown, produced, or processed on-site. The intent of this designation is to encourage farms within the Planning Area to continue in operation by allowing for fruit and vegetable stands, field crops, flower sales, product sales, etc. The principal land use in this area remains agriculture; however, direct agriculturally supporting commercial uses may be permitted.

AI – Agriculture Industrial

This land use designation allows for more intensive agricultural processing such as rice mills, hulling operations, dairies, and similar agricultural product processing. The principal land use remains agriculture; however, direct agriculturally supporting industrial uses may be permitted.

Residential Categories

LDR – Low Density Residential

This designation allows for single-family homes, second dwelling units, and other compatible uses. This land use designation would be expected to result in the form of detached dwellings on individual lots. The designation has generally been applied to areas slightly removed from higher-density core areas or in areas where a transition of density is desirable.

MDR – Medium Density Residential

This designation allows for a variety of residential living environments, including single-family detached dwellings on small lots, townhomes, duplex residences, multi-story dwellings, and other compatible uses. The expected urban form would be higher-density dwelling units on individual or commonly held parcels or lots. This designation has generally been applied to the developed core area of the city and areas located adjacent to higher-intensity core areas.

HDR – High Density Residential

This designation allows for a broad variety of housing types, including single-family detached, zero-lot-line single-family, duplex, triplex, and four-plex units, townhouses, apartments, and condominiums. The expected urban form would be higher-density dwellings on commonly held parcels or lots. This designation has generally been applied to areas of higher-intensity land use and in areas serviced by existing or planned collector or arterial roadways.

MU – Residential Mixed Use

This designation is intended to encourage a mix of residential dwelling types and densities, professional office, and light commercial uses. This designation has generally been applied in areas of higher-intensity land use and in locations served by planned collector or arterial roadways.

Commercial Categories

DMU – Downtown Mixed Use

This designation encompasses areas primarily in the city's downtown along B Street and west of Fourth Street. This designation encourages the use of second and subsequent floors of commercial buildings as residential and professional office space. The primary land use will be commercial with supporting residential or professional office uses.

C – Commercial

This designation is intended to provide for both local- and regional-serving commercial uses. Uses expected in this designation include commercial services, restaurant, entertainment, office, and other compatible uses. This designation has generally been applied to areas of higher-intensity land use and in areas serviced by existing or planned collector or arterial roadways.

Industrial Categories

LI – Light Industrial

This designation is intended to include industrial and some commercial operations and facilities that produce little or no external noise, odors, glare, air pollution, fire hazards, or safety hazards. Uses expected in this designation include storage facilities, indoor warehousing, and goods manufacturing or assembly.

HI – Heavy Industrial

This designation is intended to include heavy industrial and some heavy commercial operations and facilities that may involve external noise, odors, glare, air pollution, fire hazards, or safety hazards. Some other commercial uses may also occur.

Other Categories

P – Public

This designation includes uses such as parks, schools, libraries, police stations, parks, wastewater treatment plants, community buildings, or other public facilities.

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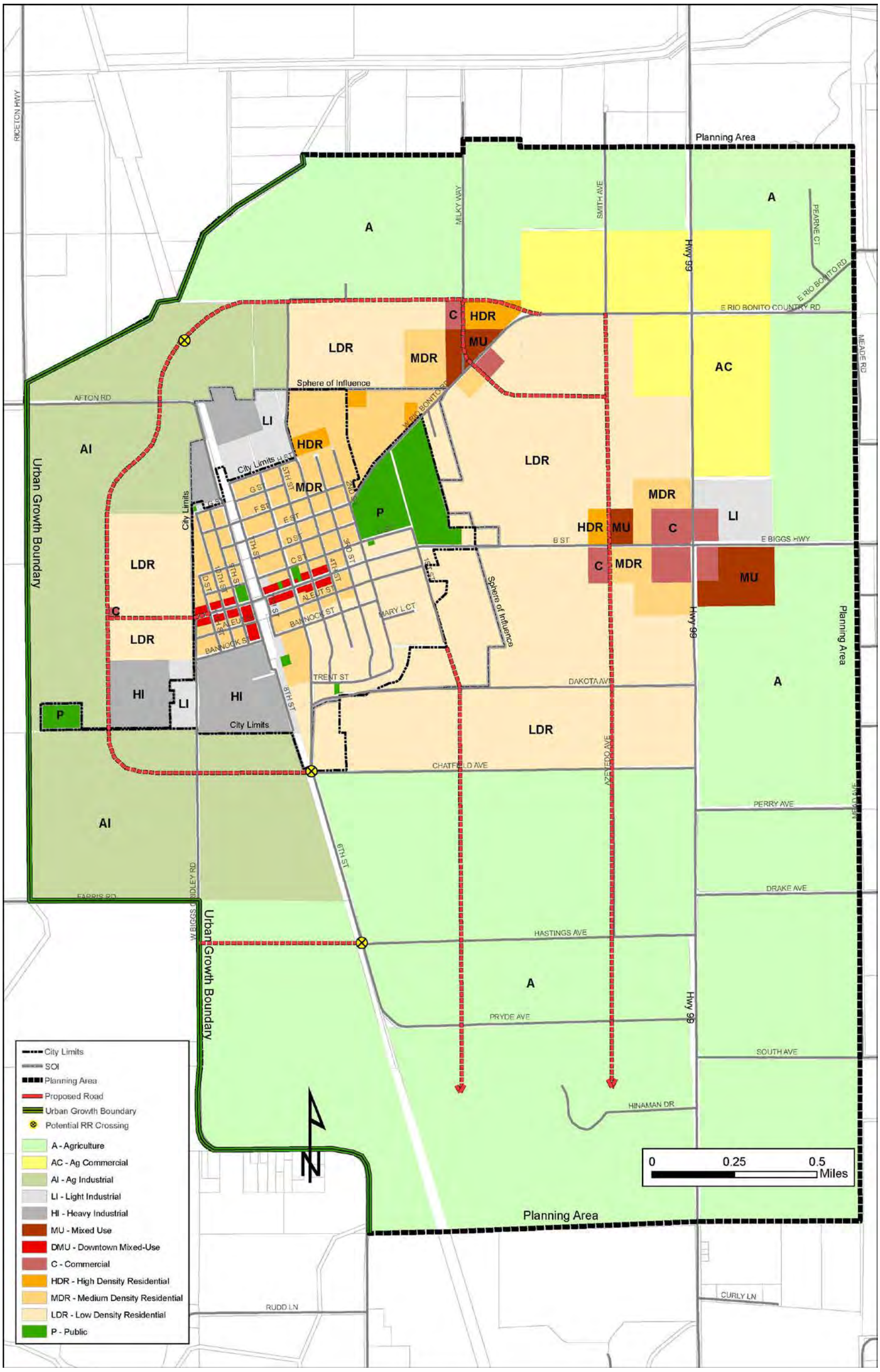
FIGURE LU-2: LAND USE DIAGRAM



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Land Use Density and Intensity Standards

California planning law requires that density and intensity standards be presented for each land use designation contained in the General Plan. These standards are intended to describe the desired size of buildings in relation to the size of parcels of property and the intended number of dwelling units on each acre of land. Specific development standards, including setbacks, street frontage requirements, and building height, are not generally included in the General Plan but are generally included in the city's Zoning Ordinance.

Residential development is regulated according to density, which is expressed in the number of dwelling units per gross acre. Nonresidential development is regulated according to development intensity. This General Plan provides floor area ratios, described as the physical area of a building divided by the area of a parcel of land. Additionally, the City of Biggs uses a combination of maximum lot coverage and building height to regulate the intensity of nonresidential development.

Allowable density and intensity for each General Plan land use designation is described on **Table LU-5**.

TABLE LU-5: ALLOWABLE DENSITY AND INTENSITY STANDARDS

Land Use Designation	Residential Density Units per Gross Acre [1]	Nonresidential Intensity [2]		
		Floor Area Ratio	Maximum Lot Coverage	Maximum Building Height
Agriculture	1 du per 10 gross acres		5%	50 feet
Agricultural Commercial	1 du per 10 gross acres		10%	60 feet
Agricultural Industrial	1 du per 10 gross acres		40%	65 feet
Low Density Residential	0–6 du/ac		40%	30 feet
Medium Density Residential	6–12 du/ac		50%	30 feet
High Density Residential	12–25 du/ac		60%	35 feet
Residential Mixed Use	6–16 du/ac			
Downtown Mixed Use	16–25 du/ac	.25–1.5		

Land Use Designation	Residential Density Units per Gross Acre [1]	Nonresidential Intensity [2]		
		Floor Area Ratio	Maximum Lot Coverage	Maximum Building Height
Commercial		.25–.70		
Light Industrial		.10–.50		
Heavy Industrial		.10–.65		
Public			90%	

1. Gross acreage and net acreage are commonly used measurements of area in planning and zoning. A gross acre is all land (inclusive of streets and rights-of-way) designated for a particular use. Net acreage is the area of a parcel exclusive of streets, rights-of-way, and other areas not normally within lots. Gross acreage is utilized in this Plan to regulate density.
2. Please refer to the Zoning Ordinance contained within the Biggs Municipal Code for specific development standards for guidance on lot size, lot coverage, building height, and other development standards.
Note: It is noted herein that individual parcel lot coverages may exceed the maximum lot coverage listed in the table above when developed as part of a larger project meeting the lot coverage/intensity standards of the applicable land use designation.

General Plan/Zoning Consistency

The Zoning Ordinance serves and the primary tool for implementing the city's General Plan land use policies. State planning law requires the Zoning Ordinance to be consistent with the General Plan. Each General Plan land use designation must have one or more corresponding zoning districts, and the development standards and land use regulations contained in the Zoning Ordinance must reflect the policy statements in the General Plan. While the General Plan may be somewhat broad in its discussion of permitted land uses and development intensities, zoning provisions must identify specific regulations so that property owners and developers can determine how particular properties can be used and developed. **Table LU-6** identifies the relationship between land use categories and zoning districts.

TABLE LU-6: GENERAL PLAN/ZONING CONSISTENCY

General Plan Land Use Category	Zoning Code Designation
A – Agriculture	R-1
AC – Agricultural Commercial	R-1, C-G, M-2
AI – Agricultural Industrial	R-1, M-1, M-2, M-A
LDR – Low Density Residential	R-1, R-2, PD
MDR – Medium Density Residential	R-1, R-2, R-3, PD
HDR – High Density Residential	R-2, R-3, PD
MU – Mixed Use	R-2, R-3, C-D, C-G, C-O, PD

General Plan Land Use Category	Zoning Code Designation
DMU – Downtown Mixed Use	C-G, C-D, C-O, PD
C – Commercial	C-D, C-G, C-O
LI – Light Industrial	C-G, M-1
HI – Heavy Industrial	M-2
Public	P-Q, O-S

Note: In order to fully implement the land use designations contained in this General Plan, the Zoning Ordinance will need to be modified and/or new zoning districts will need to be created.

Land Use Potential

The General Plan establishes the development envelope for buildout of the Planning Area. **Table LU-7** provides a breakdown of the acreage for each land use category in the Planning Area.

TABLE LU-7: GENERAL PLAN LAND USE CATEGORY ACREAGES

Land Use Designation	Planning Area Acreage
A – Agriculture	2,519
AC – Agricultural Commercial	214
AI – Agricultural Industrial	594
LDR – Low Density Residential	819
MDR – Medium Density Residential	179
HDR – High Density Residential	22
MU – Mixed Use	38
DMU – Downtown Mixed Use	10
C – Commercial	36
LI – Light Industrial	58
HI – Heavy Industrial	84
Public	54
Total	4,627

IV. GOALS, POLICIES, AND ACTIONS

Goal LU-1: **Maintain and promote the qualities that make Biggs a desirable community.**

Goal LU-2: **Manage the growth of the city to promote a balanced land use pattern throughout the city.**

Goal LU-3: **Provide for a full range of housing and lifestyle opportunities.**

Goal LU-4: **Promote community design elements that enhance and complement the city as a whole.**

Goal LU-5: **Actively engage in decision-making and public input opportunities on land use, transportation, and resource issues outside of the city limits that have an impact on the city.**

Goal LU-6: **Support efforts to redevelop and revitalize older and deteriorating portions of the city.**

Goal LU-7: **Preserve and protect the viability of agricultural areas surrounding the city and within the Planning Area while promoting planned and sustainable growth.**

GOAL LU-1: MAINTAIN AND PROMOTE THE QUALITIES THAT MAKE BIGGS A DESIRABLE COMMUNITY.

Policy LU-1.1 (Land Use Implementation) – Ensure that individual development projects conform to the overall plan for the community and that consideration is given to the configuration of adjacent areas to be developed in the future.

Action LU-1.1.1 (Land Use Consistency) – Adopt guidelines providing direction for the processing and consideration of amendments to the city's adopted Land Use Diagram.

Action LU-1.1.2 (Development Code Update) – Following the adoption of the General Plan, undertake a comprehensive update to the city Municipal Code to coordinate General Plan and zoning requirements.

Action LU-1.1.3 (Zoning Implementation Program) – Following the adoption of the General Plan and upon completion of the update of the city Municipal Code, revise

zoning designations for specific parcels as necessary to achieve consistency between the General Plan and zoning designations in the city.

Policy LU-1.2 (Design Considerations) – Ensure that individual development projects conform to the community design vision of the General Plan and enhance and reinforce the positive attributes of the city.

Action LU-1.2.1 (Design Review) – Following the adoption of the General Plan, adopt a formal Design Review process including design standards and guidelines.

Action LU-1.2.2 (Design Review-Interim Conditions) – Prior to the adoption of a formal Design Review program, apply the Design Guidelines presented in the Community Enhancement Element when reviewing development projects.

Policy LU-1.3 (Small-Town Character) – Require new development to promote the small-town character of Biggs through the use of site and building design elements.

Policy LU-1.4 (High-Quality Development) – Promote high-quality, efficient, and cohesive land utilization that minimizes negative impacts and environmental hazards on adjacent neighborhoods and infrastructure and that preserves existing neighborhoods from encroachment by incompatible land uses.

Action LU-1.4.1 (Disclosure of Project Impacts) – Incorporate enhanced notification and public awareness requirements into the Zoning Ordinance to ensure that residents and landowners are aware of potential impacts to property as a result of new development.

Action LU-1.4.2 (Mitigation of Environmental Hazards) – Actively work with landowners and project proponents to seek ways to minimize or mitigate project-related environmental hazards.

Policy LU-1.5 (Agriculture/Urban Interface) – Continue to promote the use of undeveloped land for active agricultural purposes by ensuring the new development does not unnecessarily or prematurely encroach or convert viable, productive, and active agricultural lands. Design criteria for buffers should be as follows:

- **Require a minimum 100-foot-wide physical separation, which may include roadways, pedestrian/bicycle routes, storm water basins, canals and sloughs, and open spaces between the agricultural use and any habitable structure.**

- **Require the use of vegetative plantings to reduce issues related to dust, noise, aesthetics, and air quality.**

- **Where possible, minimize the use of structural features such as barrier walls to mitigate land use incompatibilities.**

Action LU-1.5.1 (Agricultural/Urban Interface) – Update the city's Zoning Ordinance or include within a future design review program, guidelines and standards for the buffering of incompatible land uses.

Policy LU-1.6 (Public Services) – Direct growth to areas having existing public facilities and services or to areas where new facilities and services can be provided in a manner that benefits the existing residents of the city.

GOAL LU-2: MANAGE THE GROWTH OF THE CITY TO PROMOTE A BALANCED LAND USE PATTERN THROUGHOUT THE CITY.

Policy LU-2.1 (Land Use Diagram) – Update and maintain the Land Use Diagram to designate the location and extent of each land use designation within the Planning Area to address the evolving needs of the city.

Policy LU-2.2 (Managed Growth) – Manage the growth of the city to balance land uses and provide a mix of uses to meet the needs of the city.

Action LU-2.2.1 (Land Use Mix) – As part of the city's Annual Report process, evaluate and review the mix of land uses in the city to ensure that a balance of uses exists as the city grows and to ensure that the Land Use Diagram adequately accommodates changing market conditions and regulatory changes.

Action LU-2.2.2 (Land Use Diagram) – Regularly update the city's Land Use Diagram and related maps with the latest parcel information from the Butte County Assessor's Office. Updates to parcel lines, when no changes in land use have been made, shall not be considered amendments to the General Plan.

Policy LU-2.3 (Fiscal Responsibility) – Develop a fiscally sound strategy to encourage a mix of land use types and intensities the meet the city's needs and provides a sufficient tax base to maintain desired community service levels.

Action LU-2.3.1 (Land Use Mix) – As part of the city's Annual Report process, review the Land Use Diagram to ensure that adequate nonresidential land use opportunities exist in the city to provide opportunities for the development of employment-generating and commercial service uses.

Policy LU-2.4 (Jobs-Housing Balance) – Pursue a strong jobs-housing balance, with opportunities for a diverse job base and a mix of housing opportunities.

Action LU-2.4.1 (Strategic Planning) – Strategically identify, target, and pursue new business and industry that would diversify the city's employment base and create opportunities for new business development options.

Policy LU-2.5 (Special Planning Areas) – Proposed development shall maintain the integrity of the city's Special Planning Areas and shall recognize the vision and intent of each district.

Action LU-2.5.1 (Periodic Review) – Periodically review the vision and intent of each of the city's Special Planning Areas to ensure that the vision and intent of each area reflects the city's current vision for the area.

Action LU-2.5.2 (Periodic Review) – New development within a Special Planning Area shall provide information describing how the project relates to and conforms to the city's vision for the area as described in this Plan.

Action LU-2.5.3 (Implementation) – Following the adoption of the General Plan, review the city's Municipal Code to identify impediments and opportunities to the implementation of the vision of each of the Special Planning Areas.

GOAL LU-3: PROVIDE FOR A FULL RANGE OF HOUSING AND LIFESTYLE OPPORTUNITIES.

Policy LU-3.1 (Land Use Balance) – Maintain an adequate land supply providing for a mixture of residential living options to support the projected needs of the city.

Action LU-3.1.1 (Periodic Review) – Periodically review the city's Land Use Diagram to ensure land is appropriately designated to accommodate a full range of residential living options in the city's Planning Area. When necessary, consider amendments to the Plan to provide balance and opportunity within the city.

Policy LU-3.2 (Housing Diversity) – Actively work to provide a diversity of housing types to meet the needs of persons of all income levels and ages.

Action LU-3.2.1 (Zoning) – The city shall zone an adequate supply and mix of developable residential land to accommodate future housing needs.

GOAL LU-4: PROMOTE COMMUNITY DESIGN ELEMENTS THAT ENHANCE AND COMPLEMENT THE CITY AS A WHOLE.

Policy LU-4.1 (Project Design) – New development shall incorporate planning and design elements that enhance the community character and integrate new development with existing developed areas of the city.

Action LU-4.1.1 (Traditional Neighborhood Design) – Utilize traditional neighborhood design elements in the design and layout of new residential developments.

Policy LU-4.2 (Urban Forest) – Require the planting of native and locally appropriate trees in all new developments to provide shade and visual interest.

Action LU-4.2.1 (Street Tree Program) – Explore options related to the establishment of a street tree planting program.

Policy LU-4.3 (Downtown Redevelopment) – Encourage the continued redevelopment of the city's historic downtown core area, and consistently apply downtown design guidelines and streetscape plans.

Action LU-4.3.1 (Downtown Action Plan) – Continue to work with local partners and to pursue grant funding to establish programs to assist merchants and property owners in the downtown core area to revitalize and enhance the appearance of commercial buildings.

Policy LU-4.4 (Revitalization) – Improve the character and quality of existing development through the revitalization of blighted and underutilized development.

Action LU-4.4.1 (Infrastructure) – Seek improvement to existing infrastructure in residential areas of the city that are aging or that are not consistent with the city's current standards.

Action LU-4.4.2 (Streetscape Enhancement) –Consider the implementation of a streetscape enhancement project on B Street to define the city's downtown core area and to enhance the aesthetic and functional elements of the downtown area.

Policy LU-4.5 (Land Assembly) – Support the assembly of land for new development where the fragmentation of parcels or the limited size of existing parcels acts as a deterrent to new development.

GOAL LU-5: ACTIVELY ENGAGE IN DECISION-MAKING AND PUBLIC INPUT OPPORTUNITIES ON LAND USE, TRANSPORTATION, AND RESOURCE ISSUES OUTSIDE OF THE CITY LIMITS THAT HAVE AN IMPACT ON THE CITY.

Policy LU-5.1 (Regional Planning) – Continue to participate in ongoing regional planning activities to ensure that the city's interests are represented in matters of regional concern.

Action LU-5.1.1 (Agency Participation) – Designate city staff as appropriate to continue the city's active participation in regional planning and programming activities for which the city's interests need to be represented.

Policy LU-5.2 (Regional Dialogue) – Coordinate with regional and local planning agencies and jurisdictions to set land use, transportation, and environmental policies and cooperate in the implementation of programs and developments consistent with the city's General Plan.

Action LU-5.2.1 (Working Relationships) –Establish and maintain open working relationships with BCAG, Butte County, and the City of Gridley to facilitate a coordinated approach to land use planning and environmental policy that affects each agency.

Policy LU-5.3 (Annexation) – Pursue the annexation of lands within the city's Sphere of Influence.

Action LU-5.3.1 (Annexation) – Actively pursue annexation of lands outside of the city limits to allow for coordinated, long-term planning and to reduce the potential for the approval of incompatible uses on unincorporated land adjacent to the city.

Action LU-5.3.2 (Annexation) – Actively engage landowners within the city's Sphere of Influence and Planning Area in discussions regarding the annexation of property into the city to provide additional opportunities for commercial and employment-generating land uses.

Action LU-5.3.3 (Municipal Services Review) – Following the update to the General Plan, work with the Butte County Local Agency Formation Commission to update the city's Municipal Services Review (MSR) document and Sphere of Influence.

GOAL LU-6: SUPPORT EFFORTS TO REDEVELOP AND REVITALIZE OLDER AND DETERIORATING PORTIONS OF THE CITY.

Policy LU-6.1 (Preservation and Restoration) – Encourage the preservation and restoration of historic structures and important community features.

Action LU-6.1.1 (Preservation and Restoration Programming) – Enact programs for rehabilitation and repair of existing sound residential, commercial, and industrial buildings and community landmark features.

Action LU-6.1.2 (Blight Removal) – Develop a more active program to remove blight and seriously substandard buildings, including methods for more effective enforcement of city ordinances.

Action LU-6.1.3 (Agency Assistance Programming) – Explore options for the establishment of programs to assist efforts to renovate and restore aging structures and community landmark features in the city.

Policy LU-6.2 (B Street Commercial District) – Direct new commercial service uses to the existing commercial core of B Street between Fifth and Seventh streets.

Action LU-6.2.1 (New Commercial Uses) – Work with new commercial land uses to pursue the reuse of underutilized sites in the city's downtown commercial core area prior to considering new commercial use areas.

Action LU-6.2.2 (Building and Site Reuse) – Actively work with property owners in the city's downtown commercial core to determine the feasibility of reusing the existing buildings and to explore options to remove inadequate or dilapidated buildings where reuse and rehabilitation is not feasible.

Policy LU-6.3 (Study Implementation) – As feasible, implement the findings and suggested improvements from the city's Downtown Visual Master Plan and the Downtown Action Plan to assist in the rehabilitation of the B Street commercial core area.

Action LU-6.3.1 (Physical Infrastructure) – Actively pursue funding opportunities to enhance the physical and aesthetic functions of the city infrastructure elements in the downtown area.

Policy LU-6.4 (Land Use Compatibility) –Consider commercial uses within residential zones only when such uses are in the interests of the community as a whole and are supported by locally affected property owners.

GOAL LU-7: PRESERVE AND PROTECT THE VIABILITY OF AGRICULTURAL AREAS SURROUNDING THE CITY AND WITHIN THE PLANNING AREA WHILE PROMOTING PLANNED AND SUSTAINABLE GROWTH.

Policy LU-7.1 (Compact Growth) – Promote compact city growth and phased extension of urban services to discourage sprawl and encourage development that improves agriculture and important public places.

Action LU-7.1.1 (Annexation Policy) – Adopt annexation policies consistent with the General Plan policies to guide the timing of growth and expansion within the Planning Area.

Policy LU-7.2 (Agricultural Tourism) – Promote agricultural tourism and capitalize on opportunities that are presented by the presence of local agricultural operations.

Action LU-7.2.1 (Promotion) – Working in partnership with local residents, businesses, economic development partners, and farmers, produce materials that promote the City of Biggs as a city that values local agricultural businesses and seek opportunities to partner with local agriculturalists to promote Biggs.

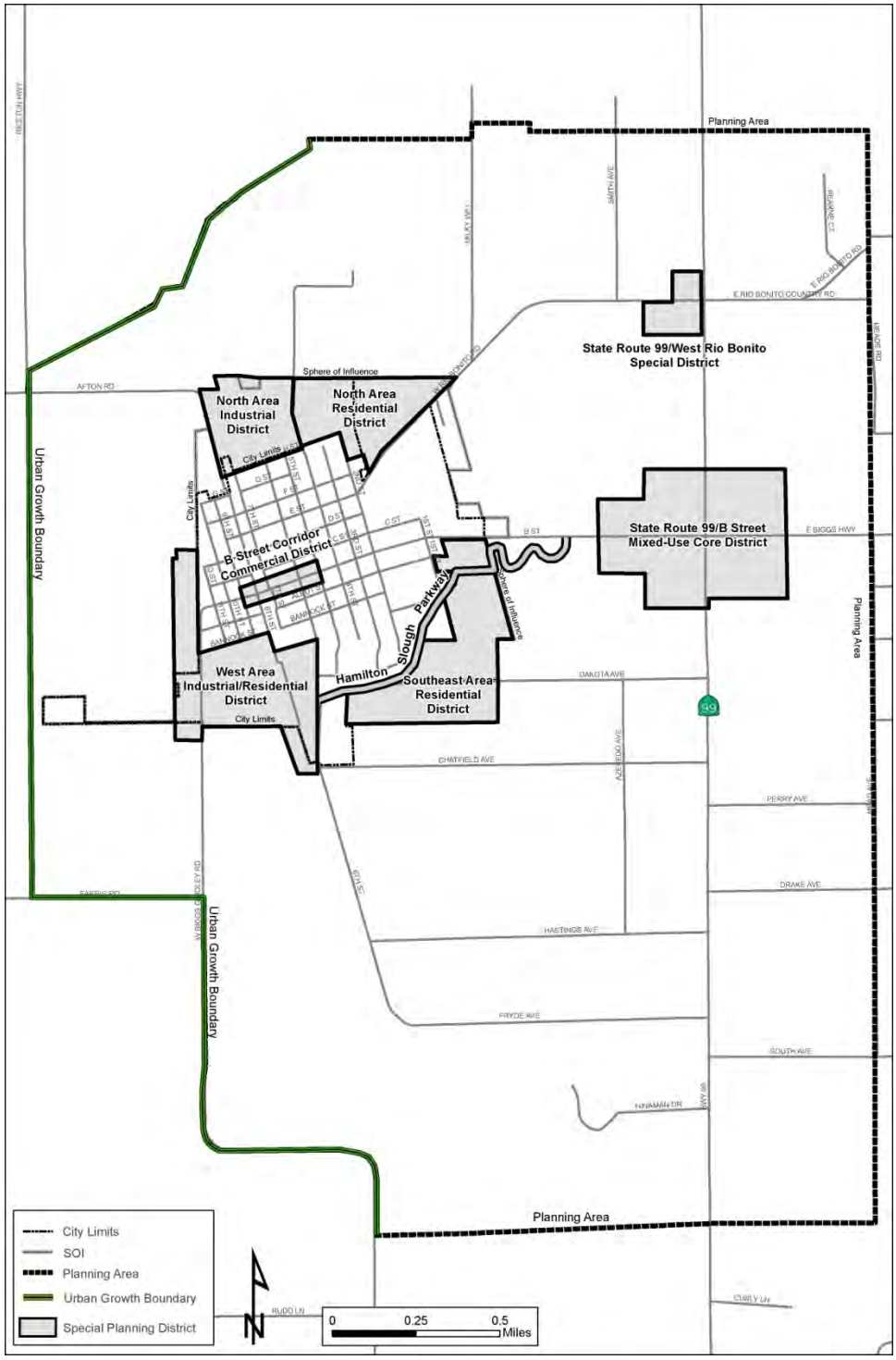
V. Special Planning Areas

Planning districts have been defined in this General Plan to document the major planning areas that may be developed during the term of this General Plan. Additionally, the general character and anticipated uses envisioned by the city are described for each special district. The eight Special Planning Districts are graphically depicted on **Figure LU-3**.

The Special Planning District narratives are envisioned as supplemental information intended to provide additional details about specific areas of the city and to provide an enhanced level of information for the areas described. The narrative descriptions are intended to portray uses the city would encourage within the given area. For purposes of development, the base General Plan designations depicted on **Figure LU-2** provide the applicable land use designation and the parcel-specific zoning designation describes the appropriate uses.

The following discussions address general development constraints. One constraint, drainage, will apply to all new development. Channels carrying runoff from Biggs are at full capacity downstream of the city. Therefore, all new development must contribute to facilities to retain runoff so as to avoid increasing the rate of runoff leaving the community. Specific plans for such drainage facilities will be prepared by the city, and appropriate fees or other requirements will be applied to all new development.

FIGURE LU-3: SPECIAL PLANNING DISTRICTS



B Street Corridor Commercial District

Setting

The B Street Corridor Commercial District forms the downtown core of the community and includes virtually all the commercial businesses within the existing city limits of Biggs. Significant historic structures along B Street include the Colonia Hotel, the Biggs Carnegie Library, and the Sacramento Valley Bank Building.

Commercial uses along B Street have been in a state of decline for more than 20 years due to a variety of conditions. Currently, numerous buildings on the south side of B Street are not occupied by active businesses and have fallen into a state of disrepair and dilapidation.

Constraints

The most immediate constraint in the establishment of new businesses along B Street is the lack of available spaces for purchase or rent. Limited vacant land is located on the north side of B Street and could accommodate new construction. The underutilized buildings along the south side of B Street represent the greatest potential for creating new business sites. However, the condition of these buildings is a concern, and some of the structures may require significant improvements to meet current earthquake safety standards.

B Street Corridor Commercial District Vision

The city envisions the B Street Corridor remaining as the primary business district of Biggs. Ideally, businesses will occupy all structures or properties along B Street between Fifth and Seventh streets, possibly extending further east or west as well, and will provide basic goods and services to meet the needs of the community.

Of particular interest is the restoration of the Colonia Hotel and reuse of the Brinks building, which is located next to the Colonia.

North Area Residential District

Setting

The North Area Residential District is located north of H Street, east of Fourth Street, and northwest of Rio Bonito Road. This district is currently in primarily agricultural uses, interspersed with rural residential home sites. The North Area Residential District is designated on the General Plan as an area dominated by low- and medium-density residential land uses in the north and west area and having one of two mixed-use core areas on its northeast side. The mixed-use core area has been identified in the area surrounding the existing intersection of Rio Bonito Road and Milky Way Drive. This core area is envisioned as a predominantly residential area allowing for medium- to high-density residential development with limited commercial and mixed-use land uses. The mixed-use core area of the district is located at the intersection of three roadways identified as collector roads on the Circulation Diagram.

Constraints

Historically, drainage concerns have been the major development constraint in this area. The existing drainage channel (Lateral K), which conveys water from the Biggs Unified School District high school site, north along Second Street, and around the northern boundary of Biggs, represents an area of concern due to historical flooding and water backflow. This channel currently operates at near to full capacity during major storms as waters in the canal area ultimately drained into Hamilton Slough west of the city. During major storm events, water is occasionally unable to drain from Lateral K into Hamilton Slough due to downstream flooding and capacity issues and backs up in the canal. Undergrounding of this channel, along with downstream realignment actions, may be required prior to full development of this area. Historically, the area located at the northern end of Second and Third streets, directly adjacent to the North Area Residential District, experienced drainage and flooding issues. Recent modifications to the water flow structures in this area have minimized these issues; however, downstream capacity issues still remain. These drainage issues will most likely need to be addressed prior to significant development activity occurring in this area.

Providing wastewater treatment service to this area may also be problematic due to the distance to the treatment plant and limited capacity in collection lines. Prior to development, project proponents in this area will be required to provide documentation of collection and treatment facility capacity and specific improvements that will be required to provide wastewater treatment service.

North Area Residential District Vision

The city envisions this area to be developed in primarily residential uses as an extension of existing neighborhoods to the south. The City of Biggs approved the North Biggs Estate residential subdivision in this area in 2006, which extended roadway and utility infrastructure into the area and provided for future roadway connections to continue the integration of the North Area Residential District into the existing city pattern. This project, while undeveloped at the time of the development of this Plan, serves as the first step in opening up future development opportunities in the area.

The Biggs Unified School District owns land directly across Rio Bonito Road from this area, and the relationship between the proposed residential development and the existing and proposed school sites is considered a positive attribute.

Southeast Area Residential District

Setting

The Southeast Area Residential District is located generally south and east of the existing city limits and outside of the developed area of the city. This area includes land east of First Street and south of B Street, and wraps around the southeast corner of Biggs to encompass properties adjacent to Dakota Avenue.

Constraints

Drainage, infrastructure availability, and circulation are the major development constraints in this area. Hamilton Slough is located directly north of Dakota Avenue along the westernmost section of the road. Immediately north of Hamilton Slough are the Pichotta and Southfield Manor subdivisions.

Reclamation District (RD) 833 has expressed strong concern over residential development immediately adjacent to Hamilton Slough and has indicated that Hamilton Slough is currently operating at full capacity during major storm events. As such, RD 833 has indicated that no new peak storm flows can be accommodated in the channel. Historically, RD 833 has indicated a desire to see that Hamilton Slough be placed underground to accommodate an engineered solution to the conveyance of storm water and agricultural discharge waters in the area; however, engineering, environmental, and cultural resource constraints make this request highly unlikely. Additional consultation with RD 833 will be required to address storm drainage issues in this area. However, the city will explore the possibility of expanding the Hamilton Slough corridor to provide a recreational parkway and nature reserve while addressing the concerns of the reclamation district in this area.

Access to undeveloped or underdeveloped parcels in this area may also offer a constraint to development in the Southeast Area Residential District. First Street has not been constructed or planned as a typical urban street, and adequate right-of-way is currently unavailable to make the necessary improvements to widen and upgrade the street. Additionally, First Street does not cross Hamilton Slough on its south end, thereby limiting circulation options to B Street only at this time. Additionally, Dakota Avenue, a rural local street in the unincorporated county area, is also an underdeveloped roadway having right-of-way and street improvement limitations.

The Southeast Area Residential District does not currently have any developed municipal infrastructure within its boundaries. Potentially significant constraints exist relative to extending water and sewer lines to the area due to the presence of Hamilton Slough and existing capacity issues in service and collection lines located in the developed area of the city to the west. Any future development in this area will be required to provide detailed engineering plans addressing the extension and provision of municipal services to this area.

Southeast Area Residential District Vision

The city envisions this area developed with primarily low-density residential uses as an extension of existing neighborhoods to the north and west and to provide a buffer to the larger unincorporated farm properties located to the south and east. Eventually, Sixth Street will become one of the major entries to the city. The city anticipates the replacement of the existing bridge structure crossing Hamilton Slough within the life of this Plan, which would reduce existing traffic congestions issues entering and exiting Biggs from the south. Development in this area should support and contribute to the design elements of street design and landscaping that create attractive community entries.

Ultimately, development in this area should extend the established grid of the city streets and should provide roadway connections between B Street and Dakota Avenue.

West Area Industrial/Residential District

Setting

The West Area Industrial/Residential District is located in the southwest portion of Biggs and is adjacent to the Union Pacific Railroad tracks on its eastern edge, wrapping around the southwest and western edge of the city. The developed properties in this area are currently utilized for primarily public facilities, heavy industrial, and agricultural industrial purposes.

Constraints

Development in this area is relatively unconstrained. Potential concerns include noise generated by the railroad and the dust, noise, and heavy truck traffic generated by the SunWest Milling facilities in the area. However, the industrial uses anticipated for this area are not highly sensitive to the existing environmental constraints. Additional concerns in this area include odor and capital facilities buffering concerns related to the city's wastewater treatment plant.

Portions of this area that are adjacent to existing or future residential uses will be limited to industrial and agricultural industrial uses which will not adversely impact the neighboring residential uses.

West Area Industrial/Residential District Vision

The city envisions this area developed with industrial, agricultural industrial, and low-density residential uses. This development is intended both to provide jobs and revenue to Biggs and to buffer existing and future residential uses from the noise and dust–related impacts of existing and future industrial uses and railroad activity. The portion of the district allowing for low-density residential development is intended to provide a transition of density from the existing developed area of the city, utilizing the proximity of the area to existing municipal infrastructure to allow for the extension of utilities to serve new development. New residential development in this area will need to incorporate site design and planning elements that address land use compatibility concerns with the industrial and agricultural industrial uses planned to the south and west.

The city supports the creation of a new road crossing of the Union Pacific Railroad tracks in the area south of town (see Figure LU-2: Land Use Diagram and Figure CIRC-3: Circulation Diagram). This southern crossing would improve access to industrial areas and would reduce heavy truck traffic within the city.

North Area Industrial District

Setting

The North Area Industrial District located north of H Street, east of the Union Pacific Railroad tracks and west of Fourth Street, is dominated by the existing Red Top Rice Growers rice drying facility, which has been active for more than 50 years. Existing development in this district consists primarily of the Red Top Rice facility, agricultural operations, and limited rural residential development within the unincorporated county area.

Constraints

Major constraints in this area include noise and dust impacts from the Red Top Rice Growers facility, the Union Pacific Railroad, and drainage issues related to the RD 833 Lateral K canal that provides flood control to the north Biggs area.

North Area Industrial District Vision

The city envisions this area to be developed with a combination of light and heavy industrial uses that are not negatively affected by the noise and dust conditions of the area. Industrial uses would serve to buffer existing and future residential uses located to the south and east from the existing rice drying facility and agricultural operations to the north. New industrial development would generally consist of light industrial uses limited to uses having minimal exterior operations and lower noise, lighting, and dust attributes.

As with all development in the city, increases in surface runoff resulting from new development will be retained in storm water detention facilities. Additionally, North Area Industrial District development will contribute to improving existing drainage channels located within the area.

State Route 99/West Rio Bonito Special District

Setting

The State Route 99/West Rio Bonito Special Planning District is located to the north and south of West Rio Bonito Road and to the west of State Route 99. This land is in use for agricultural and agricultural commercial purposes, with limited rural residential development supporting the agricultural uses.

Located along State Route 99, this district serves as one of the primary gateways to Biggs, and it is anticipated that this area will eventually be annexed to Biggs. Therefore, the city has an interest in ensuring that the form and character of development in this area is consistent with the city's long-term vision.

Annexation of land in this district is viewed as possible during the horizon of this General Plan. As such, the city maintains an active interest in the activities that occur in the area and desires to see them develop in a manner consistent with this Plan.

Constraints

The primary constraint to development in this area is related to its distance from existing development and municipal services. While some development may occur prior to extension of services, full development as envisioned by the city will not occur until services are extended and the area has been annexed to Biggs.

State Route 99/West Rio Bonito Commercial District Vision

The city envisions this area developed in agriculturally supportive commercial uses that attract passing consumers and visitors on State Route 99. The character of this area will be one of unique shopping opportunities that, ideally, highlight the local character and agricultural products of the region.

Typical highway commercial will be strongly discouraged in this area. Appropriate uses include shops selling local products and produce. The anchor use of this area will likely be the Bayliss Farms lavender farm, which produces herbs and distills essential oils. Other uses which the city considers appropriate for this area include specialty gardening and hardware shops, a restaurant capable of attracting patrons from surrounding communities, and small-scale professional offices supporting the local agricultural community.

State Route 99/B Street Mixed-Use Core District

Setting

The State Route 99/B Street Mixed-Use Core District is envisioned as an area of primary interest for development within the horizon of this General Plan and is envisioned as a priority area for the expansion of the city. The land area in this district would provide Biggs with a visual window and physical presence on the major regional circulation route in the area, State Route 99, and would open up new developable opportunities having the potential for the development of substantial commercial and employment-generating land uses.

Existing land uses in the area consists primarily of agricultural tree-crop uses along with limited commercial and rural residential uses.

Constraints

The primary constraint to development in this area is related to its distance from existing development and municipal services. While some development may occur prior to extension of services, full development as envisioned by the city will not occur until services are extended and the area has been annexed to Biggs. An additional constraint in this area is related to drainage. Issues related to the discharge of water into Hamilton Slough will need be addressed, and localized drainage impoundment will be required.

State Route 99/B Street Mixed-Use Core District Vision

The city envisions this area as one of the primary areas for the urban expansion of the city within the horizon of this Plan due to the opportunities that are presented by State Route 99 and the circulation options available in the district. The Land Use Diagram envisions this area as being developed with a mixture of medium- and higher-density residential uses, mixed-use development, and commercial service uses. The area within this district is envisioned as providing a full-range of urban living options along with both local and regional-serving commercial and employment opportunities.

Hamilton Slough Parkway

Setting

Hamilton Slough approaches Biggs from the northeast, passes town to the south, and flows on toward southwest Butte County. This waterway serves irrigation and flood control needs of Biggs and surrounding land owners.

Constraints

Constraints to development along Hamilton Slough are of two primary types: conditions which restrict urban development potential and conditions which restrict development of the proposed Parkway.

Urban development constraints include flooding potential related to the channel as well as concerns of increasing overall downstream flows during storm events. The existing vegetation, particularly in the vicinity of the Slough and First Street is the most significant wildlife habitat remaining in the Biggs planning area and will merit special consideration to avoid loss of wildlife resources.

Constraints to development of the Parkway itself are primarily economic. Expansion of the Slough corridor will be required to accommodate Parkway uses. This land is currently in private ownership and acquisition costs may be significant. Additionally, the Slough is under the authority of Reclamation District 833 and coordination with this agency will be required before initiating new uses along the Slough Corridor.

Hamilton Slough Parkway Vision

The initial proposal under consideration by the City is to create a publicly accessible trail that would follow Hamilton Slough from B Street, east of the Biggs Elementary School, to the crossing of the Slough at Sixth Street.

Uses along the Slough would be passive in nature, with a walking/jogging trail passing through an oak woodland and agricultural land setting. Ultimately, uses might be expanded to include a City owned/leased agricultural demonstration site that highlights production and processing of local agricultural goods.

CIRCULATION ELEMENT

CIRCULATION ELEMENT

The City of Biggs provides a circulation system that functions as a well-connected, safe, and efficient system offering residents, visitors, and businesses a range of transportation mode choices and route options. Bikeways, pedestrian improvements, and transit are integrated throughout the system. The city's streets will function as aesthetically attractive public spaces that serve to efficiently circulate traffic while recognizing the City's fiscal constraints.

I. INTRODUCTION

The Circulation Element describes the full-range of transportation systems in the City of Biggs and its Planning Area. Circulation refers to the ability to move people and goods safely and efficiently about the city. A well-functioning circulation system is important to the overall success of the City and is an important consideration to Biggs' quality of life. This element seeks to guide the City in its development of a circulation system that recognizes all modes of travel based on a network of roadways arranged around a modified grid street system. The goals, policies, and actions established herein will guide development of the city's circulation system, including roadways and transit, bicycle, and pedestrian facilities and services.

MULTIMODAL means the movement of people and goods using more than one mode of transportation. The Circulation Element focuses on meeting the needs of all users of the streets for safe and convenient travel through four modes of transportation: vehicles, transit, bicycles, and pedestrians.

The General Plan recognizes that an efficient multimodal circulation system, along with good land use planning, is essential to supporting the goals of economic vitality, a high quality of life, reduced greenhouse gas emissions, and a sustainable community. The Circulation Element establishes a multimodal transportation network that accommodates vehicles, transit, bicycles, and pedestrians. This network is intended to enhance mobility for the entire community and all user groups.

Overview

Biggs is located approximately one-half of a mile west of State Route 99 (SR 99), a primary north–south highway serving local, regional, and interstate users. The city has connections to SR 99 at B Street and at Rio Bonito Road. The connection of B Street and SR 99 has a signalized intersection, while the intersection at Rio Bonito Road is stop sign controlled only.

Biggs' circulation system is typical of a small, rural city. Much of the existing street system follows a traditional grid pattern, which allows for efficient movement and good connection

between all parts of the city. B Street and E Street are the primary east–west streets, with both streets having signal-controlled crossings of the railroad tracks. Both streets are designated truck routes. Eighth Street, West Biggs-Gridley Road, and Sixth Street are the primary north–south streets, with Eighth Street providing access to the north and West Biggs-Gridley Road and Sixth Street providing access to the south. Eighth Street, West Biggs-Gridley Road, and Sixth Street are all designated truck routes.

Although the roadway network primarily serves automobile traffic, it also serves a variety of other modes, such as trucks, buses, bicycles, and pedestrians. One of the main characteristics of the roadway network in Biggs is the low volume of traffic, which facilitates easy movement throughout the city. Further, because the topography of the town is flat and the climate agreeable, conditions are optimal for alternative modes of transportation.

There are two main constraints to the existing circulation system. The first is the limited east–west connectivity caused by the Union Pacific Railroad tracks that run north–south bisecting the western portion of the city between Seventh and Eighth streets. Currently, there are three at-grade crossings of the tracks within the city limits at B Street, E Street, and F Street. The second constraint is the limited number of streets that move traffic to the south out of the city. Currently, only Sixth Street and West Biggs-Gridley Road extend in a southerly direction moving traffic across Hamilton Slough on either side of the railroad tracks.

The existing roadway system within and surrounding the city is presented on **Figure Circ-1**.

MODIFIED GRID – A network of streets that is similar to a grid street pattern, except that it is modified to address natural features, existing roadway alignments, and city design and safety goals. This system is based on the maintenance of a grid street system where feasible, with recognition that the implementation of a pure rectilinear street system is not always possible or practical.

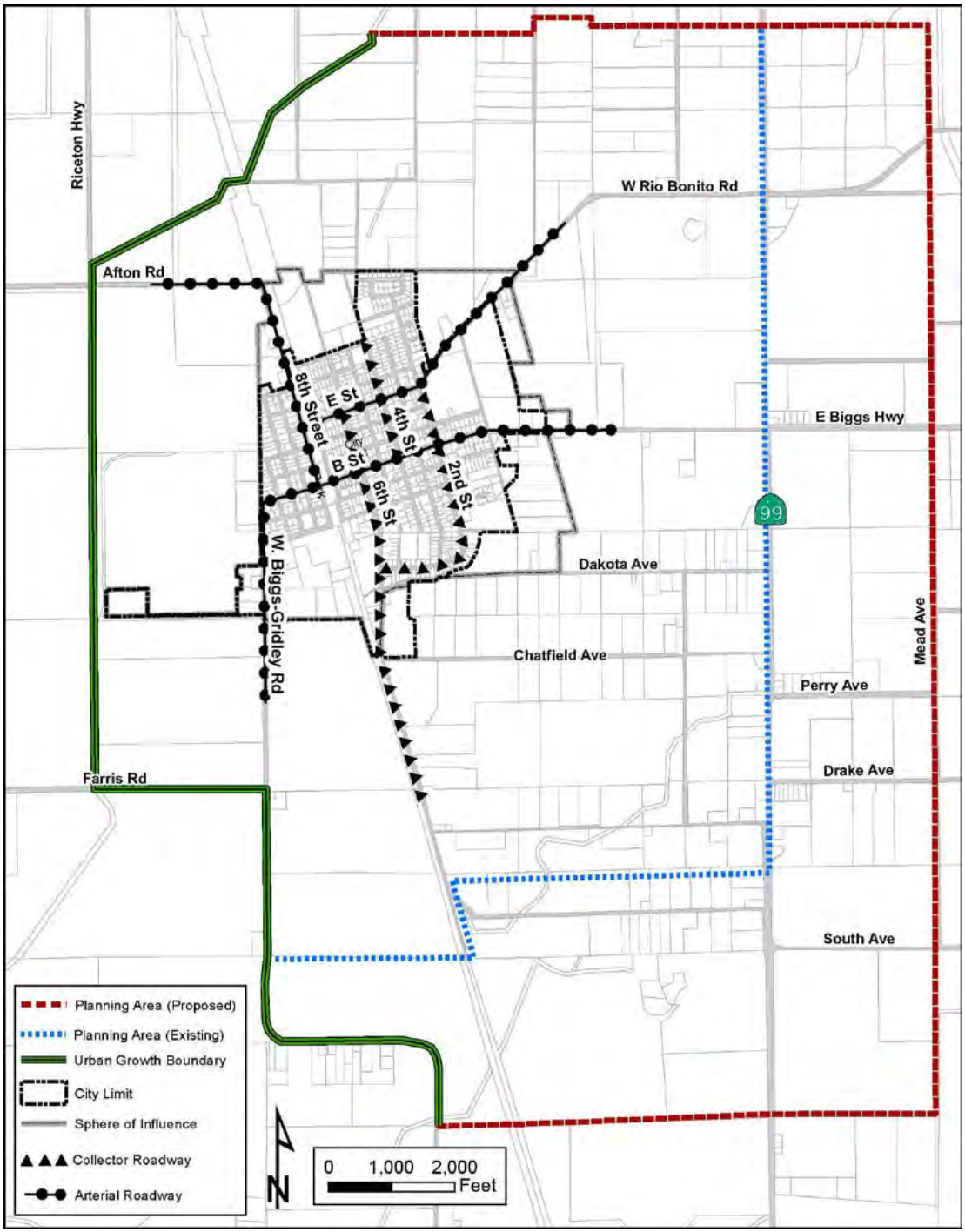
II. Issues and Opportunities

This section of the element identifies and addresses various circulation issues and opportunities known to the city and raised during the General Plan update process. Policy guidance is found in the element's text and maps and the goals, policies, and actions section of this element.

Connectivity

Connectivity between neighborhoods, the downtown, schools, businesses, and shopping areas is critical to good land use planning. Connecting the city through the choice of multiple route options reduces automobile dependence, focuses traffic issues, and reduces overall vehicle miles traveled. Goals, policies, and actions in this element focus on maintaining and enhancing the existing grid-based system of streets and improving connectivity between activity centers, destinations, regional connections, and commerce locations.

FIGURE CIRC-1:
EXISTING ROADWAY SYSTEM



Source: City of Biggs 1998

Complete Streets

The creation of a multimodal circulation network is an important consideration for the city. One of the most effective ways to achieve this goal is to require streets, where appropriate, to be designed as "complete streets" presenting options for movement beyond simply a focus on vehicles. State law (California Complete Streets Act of 2007) requires consideration of complete streets in California general plans. Roadways developed using the principles of complete streets can accommodate vehicles, transit, bicycles, and pedestrians using designs that may include sidewalks or paths, on- or off-street bicycle facilities, vehicle parking and travel lanes, and transit facilities. The complete streets concept seeks to ensure that all residents, regardless of mode of travel, are provided an opportunity to use the city's circulation network. The concept does not, however, dictate a specific street design or mandate that all streets accommodate all modes of travel in the same manner.

Non-Motorized Circulation

Biggs has a limited number of non-motorized circulation options due in part to the city's limited size, geographic positioning, low growth rate, and financial constraints. Residents commonly utilize the city's street system for non-motorized circulation due to low traffic volumes and limited options for off-street travel. However, over the past ten years, the City has made significant progress toward providing sidewalks, off-street paths and trails, and designated on-street bicycle facilities. The city has recently completed an update to its Bicycle Transportation Plan that identified numerous new potential bike routes, completed a project to install off-street access to Rio Bonito Park, and worked with new development to install the foundations for a future trail leading to the northern parts of the city.

Heavy Truck Traffic

As further described in other parts of this Plan, the primary industry within and surrounding the city is agriculture. Two major rice storage and processing facilities are located within the city and Planning Area. The locations of these facilities result in periodically significant volumes of heavy truck traffic traversing city streets. Both of these facilities are located on the west side of the city. While their locations are convenient for trucks accessing the facilities from the rice fields to the west, heavy truck traffic leaving the

facilities and seeking to access SR 99 results in truck trips traversing the city on B Street or E Street. Both B Street and E Street are located adjacent to schools, traverse residential areas of the city, and often have pedestrians present. Additionally, B Street traverses the city's downtown commercial core where potential hazards associated with on-street parking and additional pedestrian presence creates potential hazards. While significant problems have been minimal to date, the mixing of heavy truck traffic, pedestrians, school zones, and residential neighborhoods is an issue that continues to present itself. To address this issue, the city should continue to be vigilant in enforcing traffic safety laws and look to opportunities to establish new or alternative routes for heavy truck traffic.

The city's existing designated truck routes are presented on **Figure CIRC-2**.

Railroad Tracks

The west-coast mainline of the Union Pacific Railroad bisects Biggs on its west side. While the presence of railroad tracks within a city in not uncommon, the tracks present issues related to safety, noise, and roadway continuity. The city currently has three crossings of the railroad tracks at B, E, and F streets. All three crossings are signal controlled with crossing gates and lights. The existing crossing at F Street is the least used crossing, as F Street is not a major circulation route in the city. The primary issue with the three crossing locations is that all three locations can be, and are occasionally, blocked simultaneously when a train is present. Additionally, if a train stops at the local rice mill to pick up or deliver rail cars, all three crossings can be blocked and thus no access across the track is available. This condition presents an issue for emergency responders and could present a significant traffic issue if the railroad tracks were to be blocked for an extended period of time.

Future Growth and Development

The compact nature of the city's existing form, combined with the relative lack of vacant parcels to accommodate growth and the vision of the General Plan's Land Use Diagram to grow the city outward, presents both issues and opportunities to the circulation system. The opportunities presented by future urban growth include the ability to provide new routes to address existing connectivity and safety issues and to provide additional opportunities for complete streets and non-motorized travel. The issues associated with such growth include issues of maintenance and expense, an increase in the potential for traffic conflicts, and an overall increase in vehicle trips on city streets. The result will be that the city needs to continue to plan for and consider the

potential opportunities and issues presented by outward expansion to make sure the future improvements to the circulation system advance the vision of this Plan and conform to the goals, objectives, and actions of this Circulation Element.

III. Existing Roadway Network

The major roadways serving the city are described below.

State Highways

State Route 99 (SR 99) is a north–south two-lane conventional rural highway approximately one-half mile east of the city limits. It is a major route for goods movement, especially agricultural products, through California's north-central valley. Access to SR 99 is provided via B Street and Rio Bonito Road. State Route 99 is a California Department of Transportation (Caltrans) roadway facility.

Existing Major Roadways

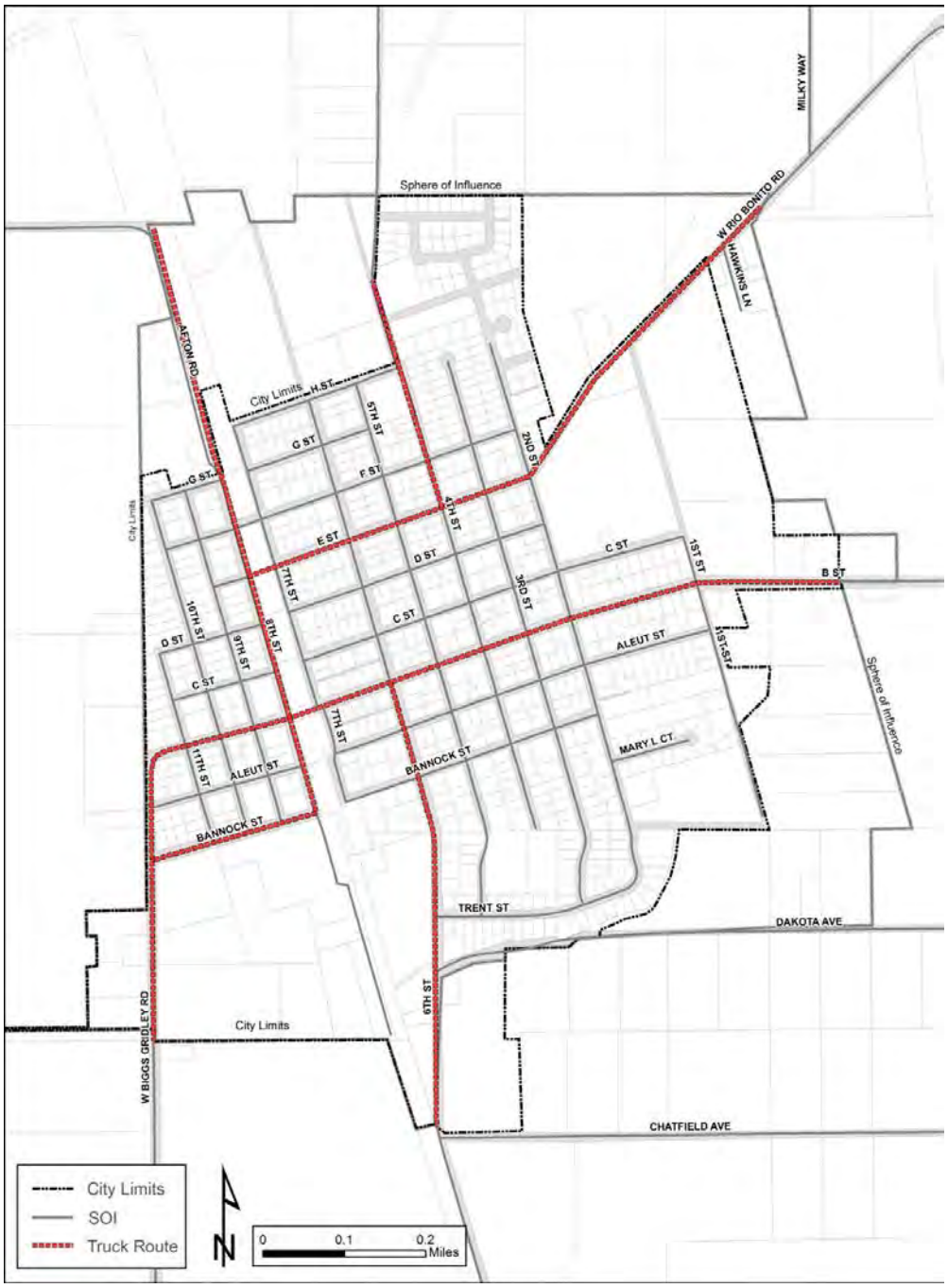
Arterial Roadways

B Street is designated as a two-lane arterial that runs east–west through the city from SR 99 to West Biggs-Gridley Road. B Street also serves as a designated truck route through the city. On-street angled parking is provided between Sixth and Seventh Streets through the main downtown commercial area. On-street parallel parking is available on the remaining portions of the street.

E Street is designated as a two-lane east–west arterial that extends from West Rio Bonito Road to Ninth Street. It also serves as a designated truck route through the city. Parallel on-street parking exists along the entire length of the street, except for the north side of the street between Fifth and Sixth Streets where a combination of on-street angled and on-street perpendicular parking is provided. E Street has a Class II bike lane on both sides of the street from Second Street to Eighth Street.

Eighth Street runs parallel to and on the west side of the Union Pacific Railroad tracks and operates as a two-lane arterial from Afton Road on the north to Bannock Street. Eighth Street is a designated truck route and accommodates nearly all of the heavy truck traffic on the west side of the city. Eighth Street has a Class II bike lane along its eastern edge from B Street to E Street.

FIGURE CIRC-2:
TRUCK ROUTES



West Biggs-Gridley Road runs parallel to and on the west side of the Union Pacific Railroad tracks and operates as a two-lane arterial street from its transition from B Street on the north to the point where it exits the city limits on the south. West Biggs-Gridley Road is a designated truck route and accommodates all of the heavy truck traffic on the west side of the city entering or exiting Biggs to the south and on the west side of the railroad tracks.

Collector Roadways

Sixth Street is a two-lane north–south collector through the center of Biggs that extends from H Street south until it leaves the city. Sixth Street is a designated collector roadway south of E Street. Sixth Street continues to the south of the city where it connects to various county roadways accessing SR 99 to the east. Sixth Street is the only city street to extend in a southerly direction across Hamilton Slough. On-street parallel parking is provided from E Street to Bannock Street. Sixth Street south of B Street is a designated truck route.

Fourth Street is a two-lane north–south collector street extending northward from its current terminus south of Bannock Street to a point where it exits the city to the north and continues to Ditzler Road. Fourth Street is a designated collector roadway between B Street and its northern exit point from the city at Lateral K.

Second Street/Trent Street is a two-lane collector street having a north–south orientation until its transition to Trent Street north of Hamilton Slough where it becomes an east–west-oriented street connecting to Sixth Street. Second Street extends from the North Biggs Estates development project in the northern to its transition to Trent Street south of Mary L Court. Second Street become Trent Street and continues its connection to Sixth Street.

The existing roadway system within and surrounding the city is presented on **Figure CIRC-1.** The city's existing designated truck routes are shown on **Figure CIRC-2**.

IV. Transportation Planning Context

Local transportation planning is a complex and coordinated effort involving multiple agencies. This section of the element identifies several documents and transportation planning agencies that are important to understanding the context of the Circulation Element.

Highway Capacity Manual

Published by the Transportation Research Board of the National Academies, the Highway Capacity Manual contains concepts, guidelines, and methodologies for computing the capacity and quality of service of various facilities including freeways, local roadways, and intersections, as well as the effects of transit, pedestrians, and bicycles on the performance of these facilities.

State Transportation Planning

Caltrans establishes minimum design standards for several types of transportation facilities, including roadways, trails, and bicycle paths. Local governments are generally required to meet or exceed relevant Caltrans standards with locally adopted plans when they occur within the city. Caltrans also prepares Transportation Concept Reports as a first step in the planning process to determine how a highway will deliver the targeted level of service and quality of operations over a 20-year period.

Regional Transportation Planning

The Butte County Association of Governments (BCAG) is the agency that manages local and regional public transit as well as prepares and implements regional transportation plans in Butte County. The BCAG 2035 Regional Transportation Plan (RTP) is the long-range regional planning document that identifies and programs roadway improvements throughout Butte County. The RTP does not focus on local transportation needs. BCAG is also responsible for implementing Senate Bill 375, which requires development of a Sustainable Communities Strategy that links the RTP with state greenhouse gas reduction goals. The Butte County General Plan also includes transportation plans and policies for roadways, transit, bike, and pedestrian improvements in areas surrounding Biggs.

Local Transportation Planning

This element is supported through various implementing documents, including local street design and improvement standards in the Municipal Code. The city is committed to working collaboratively with federal, state, and regional agencies and jurisdictions to implement all transportation laws and regulations and to provide an efficient circulation system for all modes of transportation.

V. ROADWAY CLASSIFICATION

This section of the Circulation Element describes how Biggs' circulation system will classify and accommodate all modes of travel within and outside of the community.

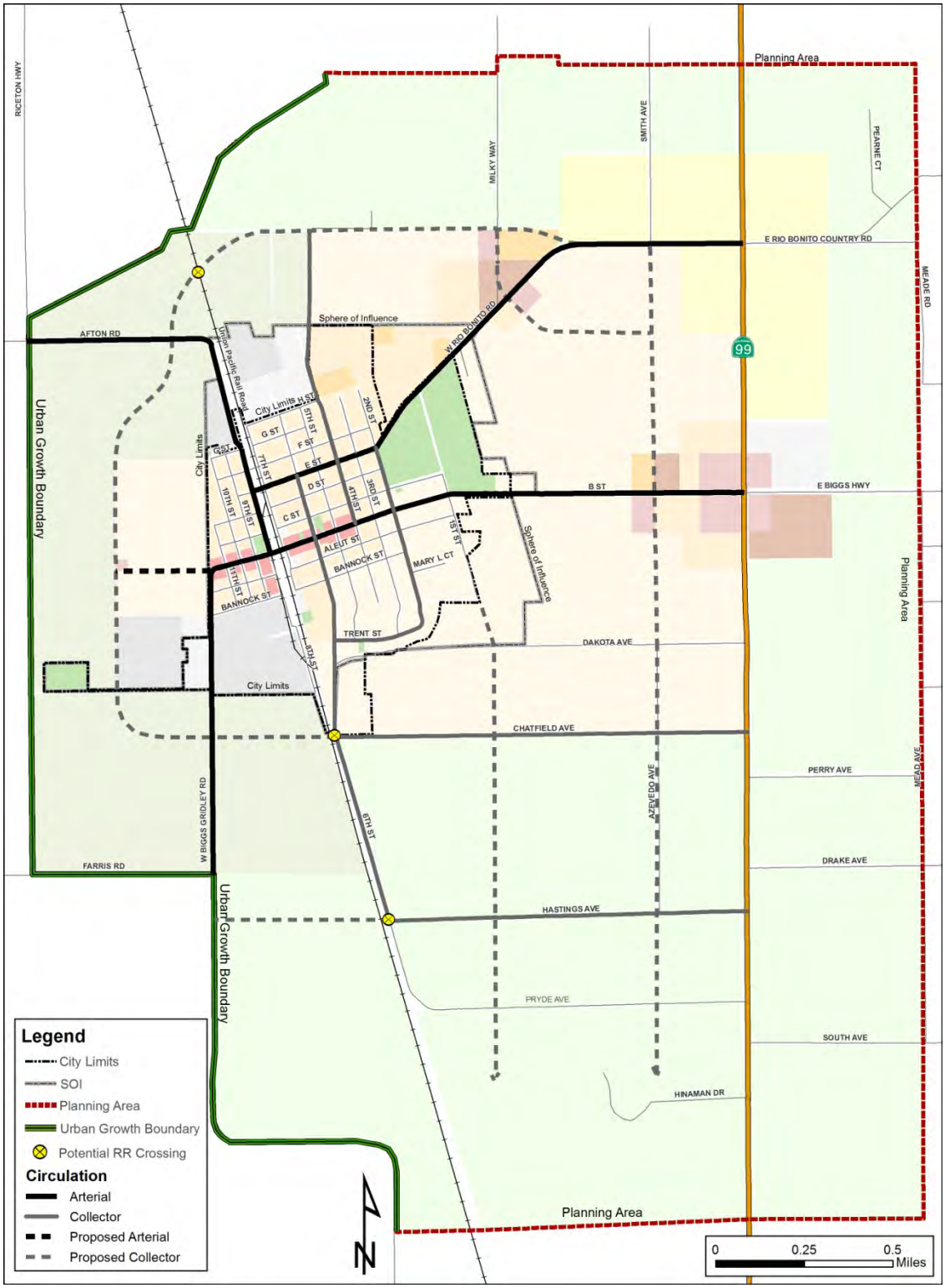
The Circulation Diagram, **Figure CIRC-3**, depicts roadways that support the Land Use Diagram. Where appropriate, new connections will be located and designed as multimodal links between neighborhoods, businesses, schools, and employment areas. The figure is not intended to show exact alignments of future roadways, but rather to show general connections that would be refined through future study and environmental review. Goals and policies address system connectivity and complete streets, as well as flexibility in street design.

Table CIRC-1 describes the different classes of roadways in the city.

TABLE CIRC-1:
STREET CLASSIFICATIONS

Street Classifications	
	**Arterials.** The primary function of an arterial street is to move larger volumes of traffic through the city and between destination points. Arterials are generally larger streets providing for up to four travel lanes, but may have fewer lanes. On-street parking may be provided but can be limited where traffic conflicts may exist. Driveway access should be minimized where possible, consistent with the primary function of arterials to move traffic. Bike lanes, medians, park strips, sidewalks, and transit facilities may also be accommodated within the right-of-way. Arterial streets are often designated truck routes.
	**Collectors.** Collector streets generally provide a link between local streets and arterials. Collectors provide two travel lanes. On-street parking is generally permitted. Driveway access is allowed, but may be minimized where necessary. Bike lanes, park strips, sidewalks, and transit facilities may also be accommodated within the right-of-way.
	**Local Streets.** The primary function of local streets is to provide direct access to adjacent properties. Local streets normally provide two travel lanes, landscaped park strips, sidewalks, and on-street parking. Bike lanes are not included because local streets have narrow street widths, carry low traffic volumes, and are considered to be bicycle-friendly.

FIGURE CIRC-3: CIRCULATION DIAGRAM



In June of 2011, the City of Biggs adopted the revised Biggs Area Bicycle Transportation Plan (BTP) that identifies existing and proposed bicycle facilities citywide. The purpose of the BTP is to improve and encourage bicycle and pedestrian transportation in the city and to allow the city to pursue funding opportunities through Caltrans. The BTP identifies the current and future needs of bicyclists and establishes goals and policies for planning and implementing bicycle facilities within the city. The BTP anticipates the development of three types of bicycle facilities in the city, which are defined as follows:

- **Class I Bicycle Paths** provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal interruption by motorists. Class I bikeways typically have a minimum of 8 feet of pavement with 2-foot graded shoulders on either side. These bikeways must also be at least 5 feet from the edge of a paved roadway.
- **Class II Bicycle Lanes** provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Class II bicycle lanes are typically a 5-foot striped and signed lane.
- **Class III Bicycle Routes** provide designated areas where bicycles share the road with other modes of travel (such as vehicles). Class III routes are typically signed as such.

For pedestrians, sidewalks exist on a majority of streets within the city. Pedestrian facilities comprise paths, sidewalks, and pedestrian crossings.

Transit

Public transportation services in Biggs are provided by the regional B-Line system, managed and operated by the Butte County Association of Governments (BCAG). The B-Line provides a range of services from commuter routes throughout the county to local service routes in and around larger communities, such as Chico. Park-and-ride locations promote and support the B-Line system.

Biggs is also serviced by the Butte College student transport bus. The city is exploring expansion of the Gridley Golden Feather Flyer to assist Biggs' seniors in visiting Gridley.

Comprehensive transit services are critical to the success of Biggs' transportation system, as they serve the needs of various segments of the population, including students, workers, shoppers, the elderly, youth, and the disabled community.

Goods Movement

The railroad system and state highway system combine to provide the major transportation network for the movement of goods in California and the region. Each system is discussed below as it relates to operation and service of transporting freight to or within Biggs.

Rail Freight Transportation

Biggs is served by the Union Pacific Railroad that parallels Eighth Street. Commonly transported commodities include chemicals, food and food products, truck trailers and containers, forest products, grain and grain products, metals and minerals, and automobiles and commodities. On an average day, approximately 24 trains pass through Biggs on the Union Pacific tracks. The SunWest Mill has the city's only off-track rail siding.

Highway Freight Transportation

All interstates and some roadway segments of the state highway system are included in the National Network for Service Transportation Assistance Act of 1982 (STAA). State Route 99 and B Street are designated as terminal access routes by the STAA while E Street is a locally designated truck route.

VI. Level of Service

Level of service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (no congestion) to F (high levels of congestion), is assigned. LOS E generally represents "at capacity" operations. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving as well as speed, travel time, traffic interruptions, and freedom to maneuver. The LOS grades are generally defined as follows:

- **LOS A** represents free-flow travel for vehicles. Individual users are virtually unaffected by others in the traffic stream.
- **LOS B** represents stable flow, but the presence of other users in the traffic stream begins to be noticeable.

- **LOS C** continues to represent stable flow, but it is the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- **LOS D** represents high-density, stable flow, but approaching unstable conditions.
- **LOS E** represents unstable operating conditions at or near the capacity level where maneuverability is severely limited.
- **LOS F** is used to define forced or a breakdown traffic flow where unsignalized and signalized intersections exceed 50 and 80 seconds of delay, respectively.

The existing LOS was calculated for 22 of the city's roadway segments and three segments of State Route 99. Existing roadway traffic volumes were compared to daily LOS capacity thresholds from the existing General Plan. The daily thresholds for city streets shown in **Table CIRC-2** refer to the "environmental capacity" of the roadway that takes into account the vehicle friction of the roadways caused by on-street parking maneuvers, heavy vehicle traffic, and the residential nature of the city streets. The daily thresholds for SR 99 are based on the Highway Capacity Manual (Transportation Research Board 2000) used by BCAG in the Regional Transportation Plan.

The General Plan identifies LOS C as the minimum acceptable level of service. The State Route 99 Transportation Corridor Concept Report (Caltrans 2010) identifies that the concept LOS for SR 99 in proximity to Biggs is LOS E.

TABLE CIRC-2: DAILY LEVEL OF SERVICE VOLUME THRESHOLD BY ROADWAY CLASSIFICATION

Roadway Classification	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
City of Biggs[1]						
Local	–	–	1,500	>1,500	–	–
Collector	–	–	2,500	>2,500	–	–
Arterial	–	–	5,000	>5,000	–	–
SR 99						
Major Two-Lane Highway[2]	<1,200	1,210	2,910	7,910	16,010	20,510

[1]*City of Biggs General Plan 1997–2015, 1998*
[2]*Transportation Research Board 2000*

The Highway Capacity Manual is the prevailing measurement standard used throughout the United States.

Roadway Operations

The existing roadway LOS was calculated by comparing existing traffic counts collected in November 2008 to the LOS capacity thresholds shown in **Table CIRC-2**. **Table CIRC-3** summarizes the existing traffic counts and level of service on study roadways in the city and the Biggs Planning Area. As shown in **Table CIRC-3**, the study roadway segments within the city operate at an acceptable level of service.

TABLE CIRC-3
ROADWAY LEVEL OF SERVICE – EXISTING CONDITIONS

Roadway Segment	Existing Conditions			
	Classification	Lanes	Volume	LOS
1. East Biggs Highway – SR 99 to Biggs Avenue	Arterial	2	2,342	A–C
2. B Street – First Street to SR 99	Arterial	2	2,315	A–C
3. B Street – First Street to Second Street	Arterial	2	2,264	A–C
4. B Street – Second Street to Seventh Street	Arterial	2	2,440	A–C
5. B Street – Eighth Street to Eleventh Street	Arterial	2	1,990	A–C
6. Dakota Avenue – Sixth Street to SR 99	Local[1]	2	291	A–C
7. Chatfield Avenue – Sixth Street to SR 99	Local[1]	2	203	A–C
8. West Rio Bonito Road – SR 99 to Milky Way	Arterial	2	1,159	A–C
9. E Street – Milky Way to Second Street	Arterial	2	1,093	A–C
10. E Street – Second Street to Fourth Street	Arterial	2	1,074	A–C
11. E Street – Fifth Street to Seventh Street	Arterial	2	901	A–C
12. Bannock Street – Eighth Street to West Biggs Gridley Road	Local	2	170	A–C
13. Second Street – C Street to D Street	Collector	2	721	A–C
14. Second Street – Aleut Street to Bannock Street	Collector	2	448	A–C
15. Fourth Street – F Street to H Street	Collector	2	353	A–C

Roadway Segment	Existing Conditions			
	Classification	Lanes	Volume	LOS
16. Eighth Street – B Street to Aleut Street	Local	2	706	A–C
17. Sixth Street – Aleut Street to Bannock Street	Collector	2	1,113	A–C
18. Sixth Street – Dakota Street to Chatfield Avenue	Collector	2	1,025	A–C
19. Afton Road/Eighth Street – Riceton Highway to F Street	Arterial	2	1,153	A–C
20. Eighth Street – B Street to E Street	Arterial	2	1,269	A–C
21. West Biggs Gridley Road – Bannock Street to Farris Road	Arterial	2	1,890	A–C
22. West Biggs Gridley Road – Farris Road to Rudd Lane	Arterial	2	1,884	A–C
SR 99				
23. SR 99 – Hamilton Road to West Rio Bonito Road	Major 2-Lane Highway	2	11,500	E
24. SR 99 – West Rio Bonito Road to B Street/ Biggs Highway	Major 2-Lane Highway	2	11,800	E
25. SR 99 – B Street/Biggs Highway to Dakota Avenue	Major 2-Lane Highway	2	14,200	E

Source: Fehr & Peers 2008
[1]Classification based on observations.

V. GOALS, POLICIES, AND ACTIONS

Goal CIRC-1: **Develop a circulation system that is adequate to serve transportation demands of new development within Biggs at the city's desired level of service.**

Goal CIRC-2: **Ensure that the circulation system protects residential areas from excessive traffic and considers other modes of travel that contribute positively to the quality of the city.**

Goal CIRC-3: **Undertake the accomplishment of ongoing maintenance of roadways in an efficient and cost-effective manner.**

Goal CIRC-4: **Provide safe, convenient, and attractive routes for pedestrians and bicyclists of all ages throughout Biggs.**

Goal CIRC-5: **Improve the availability and convenience of public transit within Biggs.**

Goal CIRC-6: **Minimize the impacts of the Union Pacific Railroad tracks on the circulation system.**

GOAL CIRC-1: DEVELOP A CIRCULATION SYSTEM THAT IS ADEQUATE TO SERVE TRANSPORTATION DEMANDS OF NEW DEVELOPMENT WITHIN BIGGS AT THE CITY'S DESIRED LEVEL OF SERVICE.

Policy CIRC-1.1 (Circulation Diagram) – New development shall generally conform to the alignments depicted in the Circulation Diagram.

Policy CIRC-1.2 (Right-of-Way Dedication) – New development projects shall dedicate adequate rights-of-way to allow for construction of roadways as designated within this element at the earliest feasible opportunity in the development process.

Action CIRC-1.2.1 (Street Improvement Standards) – Prepare and adopt street design standards that address right-of-way width, materials, and street design and construction standards and include guidelines for roadway phasing and off-site improvements.

Policy CIRC-1.3 (Roadway Funding) – New development shall pay appropriate fees, as established in a City Roadway Master Plan or Development Impact Fee program, to offset impacts to the circulation system.

Action CIRC-1.3.1 (Development Impact Fees) – Periodically review the city's Development Impact Fee program to ensure that fees associated with the program are adequately supporting the city's current street design criteria and Capital Improvement Program.

Action CIRC-1.3.2 (Roadway Capacity) – Establish a city funding mechanism to fund the planned roadway capacity expansion project identified in the Circulation Element.

Policy CIRC-1.4 (New Development) – New development shall pay appropriate fees, as established in a City Roadway Master Plan or Development Impact Fee program, to offset impacts to State Route 99. The fair-share fees shall fund all feasible transportation improvements to reduce the severity of cumulative transportation impacts.

Policy CIRC-1.5 (Street Improvements) – All new streets within Biggs shall be constructed with curb, gutter, and sidewalks. Sidewalks shall be separated from curb by a landscape strip a minimum of 4 feet in width.

Action CIRC-1.5.1 (Street Improvement Standards) – Prepare and adopt street design standards that address the use of curb types, sidewalk type and location, and other street improvements.

Policy CIRC-1.6 (Level of Service Standards) – New development shall provide off-site street improvements as needed to avoid creating significant traffic impacts on streets surrounding the proposed projects. Level of service C has been established as the threshold for acceptable operations, unless maintaining this level of service is determined to be infeasible, undesirable, or would conflict with other goals and policies of this General Plan. Exceptions will be handled on a case-by-case basis.

Action CIRC-1.6.1 (Level of Service Standards) – Prepare and adopt enhanced level of service (LOS) standards for the city's circulation system consistent with the Transportation Research Board's Highway Capacity Manual and local goals, policies, and objectives. The standards should also address multimodal transportation measurement thresholds.

Policy CIRC-1.7 (Parking) – New development shall provide adequate off-street parking spaces to accommodate parking demands generated by new uses.

Action CIRC-1.7.1 (Parking Standards) – Revise existing Zoning Ordinance standards to clearly specify the number of on-site and off-site parking spaces required for residential, commercial, and industrial land uses.

Policy CIRC-1.8 (Private Streets) – Strongly discourage private streets unless the City Council determines that the benefit of the proposed private street is justifiable.

Policy CIRC-1.9 (Alternative Street Standards) – Allow opportunities for the use of alternative street design standards where circumstances warrant modifications.

Action CIRC-1.9.1 (Flexibility of Standards) – Update the Municipal Code to allow innovative and unique modifications to the city's adopted street standards by the City Council where such deviations would support the advancement of the goals and policies of this General Plan.

GOAL CIRC-2: ENSURE THAT THE CIRCULATION SYSTEM PROTECTS RESIDENTIAL AREAS FROM EXCESSIVE TRAFFIC AND CONSIDERS OTHER MODES OF TRAVEL THAT CONTRIBUTE POSITIVELY TO THE QUALITY OF THE CITY.

Policy CIRC-2.1 (Roadway Impact Studies) – New development shall be responsible for conducting a transportation impact study to address potential impacts associated with the proposed project on the existing and planned roadway network.

Action CIRC-2.1.1 (Roadway Impact Studies) – Develop transportation impact study (TIS) guidelines that provide criteria for when a TIS is required, define methodology, and give guidance on report content.

Policy CIRC-2.2 (Alternative Transportation Options) – Consider the inclusion of alternative transportation options in all new developments.

GOAL CIRC-3: UNDERTAKE THE ACCOMPLISHMENT OF ONGOING MAINTENANCE OF ROADWAYS IN AN EFFICIENT AND COST-EFFECTIVE MANNER.

Policy CIRC-3.1 (Efficiency and Cost-Effectiveness) – The city shall establish a comprehensive and cost-effective strategy for identification of road maintenance and improvement projects.

Action CIRC-3.1.1 (Pavement Management System) – Continue to utilize and implement an updated Pavement Management System to address roadway maintenance activities and to allocate resources as necessary to cost-effectively manage the city's circulation network.

Policy CIRC-3.2 (Maintenance Prioritization) – Road maintenance and improvement projects shall generally be prioritized in the following manner:

1) **Conditions that represent a safety hazard shall receive highest priority.**

2) **Conditions that, if not corrected, will result in increasingly costly repairs in the future shall receive secondary priority.**

3) **Conditions that result in nuisance or inconvenience shall receive third priority.**

GOAL CIRC-4: PROVIDE SAFE, CONVENIENT, AND ATTRACTIVE ROUTES FOR PEDESTRIANS AND BICYCLISTS OF ALL AGES THROUGHOUT BIGGS.

Policy CIRC-4.1 (Bicycle System) – Pursue the development of a comprehensive and interconnected bicycle route system in Biggs.

Action CIRC-4.1.1 (Grant Funding) – Continue to pursue grant funding opportunities to enhance the city's bicycle system.

Action CIRC-4.1.2 (Bicycle Transportation Plan Implementation) – As financially feasible, implement the bicycle system improvements outlined in the city's Bicycle Transportation Plan.

Action CIRC-4.1.3 (Bicycle Transportation Plan) – Update the city's Bicycle Transportation Plan every five years to maintain eligibility for grant funding from Caltrans' Bicycle Transportation Account.

Action CIRC-4.1.4 (Regional Partnerships) – Pursue regional partnerships to leverage opportunities for improvements to the regional bicycle system and to enhance the city's and the region's competitiveness for grant-funded programs.

Action CIRC-4.1.5 (Street Improvements) – Ensure that new street improvement projects consider potential impacts to rider safety and convenience.

Policy CIRC-4.2 (Construction and Maintenance) – Require that new development projects provide connections and facilities for bicycles.

Action CIRC-4.2.1 (Bicycle Facilities) – Consider implementation of a program to install bicycle parking facilities within the street right-of-way at key locations in the downtown, near transit stops, and near municipal and community buildings.

Policy CIRC-4.3 (Pedestrian-Friendly Streets) – Ensure that streets in high-traffic areas, near schools, recreation facilities, and public buildings provide pedestrian safety features such as separated or wider-width sidewalks, enhanced pedestrian crossings, signage, and markings.

Action CIRC-4.3.1 (Detached Sidewalks) – Continue to require detached sidewalks for new development projects adjacent to collector and arterial streets.

Action CIRC-4.3.2 (Sidewalk Design) – Discourage the use of curvilinear sidewalks on local streets.

Action CIRC-4.3.3 (Downtown and B Street Pedestrian Enhancements) –Evaluate options and opportunities to install enhanced pedestrian crossing facilities to include special markings, materials, and signage at key locations in the downtown and along B Street, with special consideration given to areas adjacent to schools.

Policy CIRC-4.4 (Pedestrian Hazards) – Identify locations that present hazards to pedestrians and actively pursue remedies to identified hazards.

Action CIRC-4.4.1 (Sidewalk Replacement Program) – Continue the city's sidewalk replacement program to address issues related to pedestrian safety and hazard elimination.

Action CIRC-4.4.2 (Pedestrian Impediment Survey) – Periodically update the city's existing pedestrian impediment survey to identify the types and location of pedestrian mobility constraints and to assist in prioritizing safety and mobility improvements.

Policy CIRC-4.5 (Prioritization of Improvements) – Pedestrian and bicycle improvements shall be prioritized in the following order:

1) **Projects that increase safety for children traveling to and from school.**
2) **Projects that remove barriers to handicapped individuals.**
3) **Projects that increase overall convenience and safety for pedestrians and bicyclists.**

GOAL CIRC-5: IMPROVE THE AVAILABILITY AND CONVENIENCE OF PUBLIC TRANSIT WITHIN BIGGS.

Policy CIRC-5.1 (Promotion of Public Transit Services) – Encourage the use of public transit and actively promote the expansion of transit services to city residents based on user demand.

Action CIRC-5.1.1 (Engagement and Dialogue) – Maintain an active presence in regional transit planning activities and maintain a dialogue with the Butte County Association of Governments (BCAG) and neighboring communities to explore options for enhancing the level and convenience of service provided by the regional public transportation system to Biggs.

GOAL CIRC-6: MINIMIZE THE IMPACTS OF THE UNION PACIFIC RAILROAD TRACKS ON THE CIRCULATION SYSTEM.

Policy CIRC-6.1 (New Rail Crossings) – Consider and explore opportunities for new rail crossings that would increase circulation system safety and reduce heavy vehicle trips on B Street.

Action CIRC-6.1.1 (Southern Rail Crossing) – Investigate opportunities for construction of a new railroad crossing to the south of Hamilton Slough to accommodate a truck route leading from the southwest portion of Biggs to State Route 99.

Action CIRC-6.1.2 (F Street Rail Crossing) – Research and explore options for the exchange of the city's rail crossing at F Street for rights to establish a new rail crossing in a location that enhances emergency response options and circulation system safety.

CONSERVATION, OPEN SPACE & RECREATION ELEMENT

The City of Biggs actively protects the natural environment through preservation and enhancement of open space, natural resources, and agriculture. The city preserves the natural landscape by conserving agricultural land and by providing accessible natural recreation areas for all residents. The community enjoys fresh water, clean air, and numerous recreation options.

I. Introduction

The areas in and around the Biggs and the Biggs Planning Area contain an abundance of open and undeveloped spaces. These open space areas provide habitat and movement corridors for wildlife, as well as options for recreation and education, and help to create the visual aesthetic of the city and enhance the overall quality of life for residents. The Conservation, Open Space & Recreation Element is included in this General Plan to address issues related to open space, including city parks, recreation, and a broad range of natural resource issues.

In addition to discussing open space, parks, and recreation resources, this element will also discuss an important issue to the City of Biggs area: agriculture. Amounting to approximately 4,000 acres, agricultural lands comprise the vast majority of land use within the Planning Area and are the most significant component of the city's economy.

Because agriculture is such an important component of the city's economy and geographic area, conversion of agricultural lands for nonagricultural purposes must be considered carefully and allowed only as a result of logical and orderly planning. It is also important that any farmland conversion results in an efficient use of land so as to minimize the need for further conversion.

Overview

A conservation element and an open space element are required elements of a general plan pursuant to the requirements of Government Code Section 65302(d). This element combines the required General Plan Conservation and Open Space elements as described in Sections 65302(d) and (e) of the Government Code and adds information and policies covering recreation resources in the city. The element provides context and sets goals and policies for the use and acquisition of open space and the protection of biological resources, air quality, water resources, and agriculture. The element is organized into sections addressing the following five topics:

- Open Space and Parks
- Agricultural Resources
- Biological Resources
- Water Resources and Water Quality
- Air Quality

II. Issues and Opportunities

Open Space and Parks

Open space not only functions to preserve habitat and natural resources but also allows visual and physical access to those resources and their associated recreational opportunities. Human beings are drawn to open space as a respite from the built urban landscape. Both developed parklands and undeveloped natural features establish areas around which neighborhoods and cities are often centered or oriented. Open space also may define the edges of a community's urban development and the beginning of areas of agricultural production, resource management, or resource production.

The City of Biggs is in a unique position with respect to its parks, recreation, and open space planning. Citizens benefit from resources provided and developed (or "improved") by the city as well as from a range of additional regional resources including the Oroville Afterbay, the Oroville Wildlife Area, the Feather River, and local wildlife refuges, all located within 10 miles of the city.

While there are a number of challenges with regard to the city's provision and operation of recreation facilities and services, a significant range of opportunities stems from the city's small size and existing recreational assets. These existing facilities, which are detailed below, provide the appropriate amount of recreational lands to meet the needs for parks, recreation, and open space of Biggs' current and future residents.

Existing Facilities

Because of the compact nature of Biggs, all residences in the city are within walking distance (approximately one-half mile) of an existing park. The city currently provides three parks and has one piece of property on which recreation options may exist (see **Table CR-1**). Additional park and recreation facilities in the Biggs area are provided by the Biggs Unified School District. **Figure CR-1** depicts the approximately 10 acres of parks and facilities available to Biggs citizens.

TABLE CR-1:
EXISTING PARK AND RECREATION FACILITIES

Park	Sites	Acreage
City of Biggs Facilities		
Community Parks	Rio Bonito Park	3.0
Neighborhood Parks	Family Park	1.1
Pocket Parks	Downtown Park	0.1
	Trent Street Lot	0.3
Linear Parks	–	0.5
City of Biggs Acreage		5.0
Shared Facilities		
Community Parks	Rio Bonito Park	4.2
Neighborhood Parks	Cork Oak Park	1.0
Pocket Parks	–	0.0
Linear Parks	–	0.0
Other Facilities	Schor's Pool	0.3
Shared Facilities Acreage		5.5
Total		10.5

Source: City of Biggs 2014

City of Biggs Facilities

Family Park: Family Park is located on the west side of the railroad tracks, east of Biggs' downtown. The approximately 1-acre park contains a gazebo, turf areas, picnic tables, a children's play structure, a skate area, and a half-court basketball court.

Downtown Park: The park is 0.1-acre passive recreation area located on the north side of B Street between Sixth and Seventh Streets. Downtown Park features turf areas and seating and is a gathering spot for public events.

Trent Street Lot: The Trent Street Lot is a 0.3-acre parcel located on the south side of the city. The lot has been designated by the City of Biggs as a future playground site. The front portion of the site is currently available to the public as open space; however, no improvements are present.

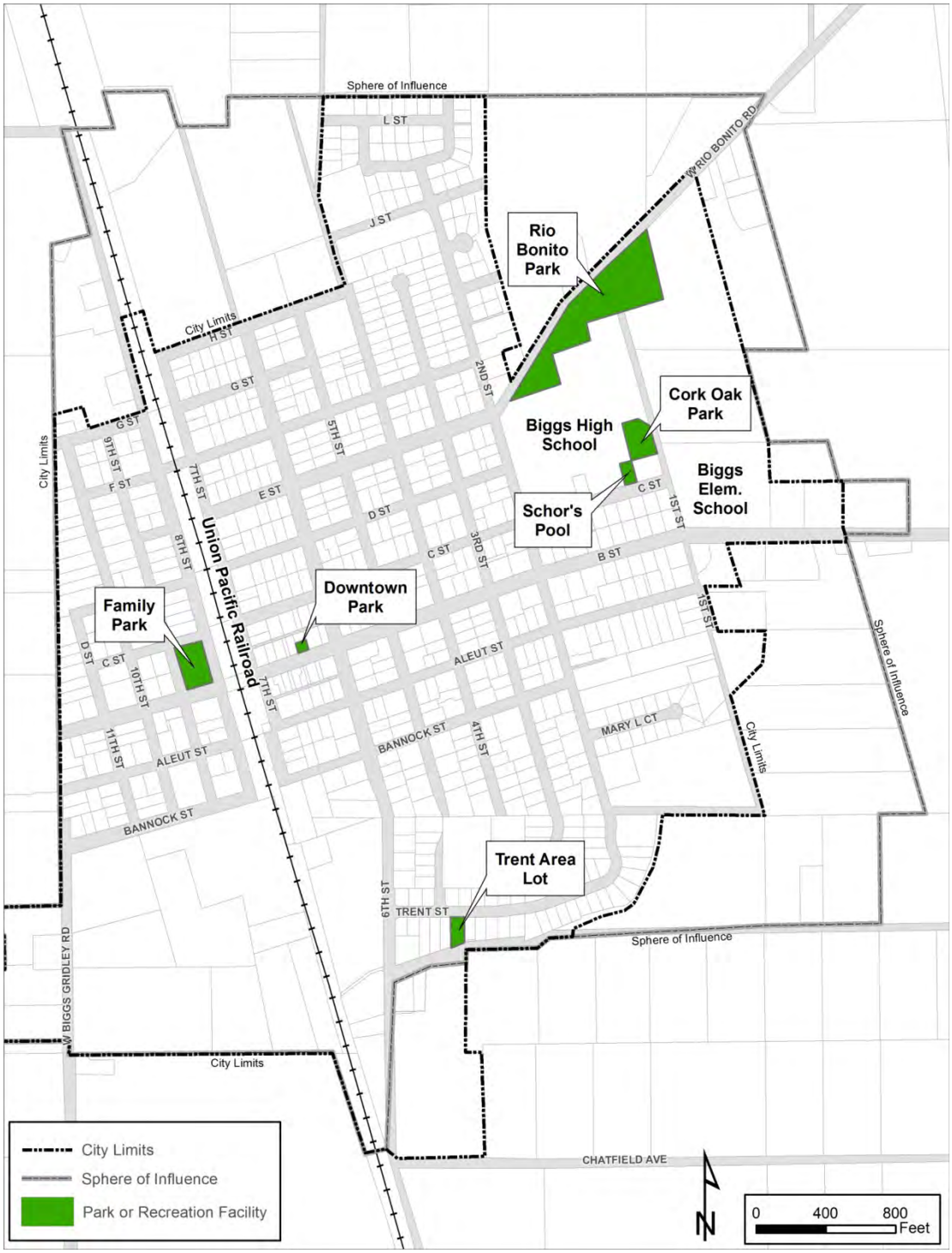
Shared Facilities

Rio Bonito Park: Improved in 2007–2008 through a public-private partnership with SunWest Milling Company and the Biggs Unified School District, Rio Bonito Park is a shared facility on and adjacent to the Biggs High School campus. The 7.2-acre park includes two baseball diamonds, which are used and maintained by the Biggs Unified School District. The city-developed and maintained portion of the site is approximately 3 acres in size and includes bathroom facilities, pedestrian areas, a play structure area, picnic amenities, and a lighted parking area.

Cork Oak Park: This small park is located on the high school campus, adjacent to the community swimming pool (Schor's Pool), and is owned and maintained by the Biggs Unified School District. Approximately 1 acre in size, this park provides picnic tables, horseshoe pits, and turf amid a former cork oak orchard.

Schor's Swimming Pool (CSA 31): County Service Area (CSA) 31 encompasses approximately 85 square miles in western Butte County. CSAs are often established by counties to provide authority and funding for recreational, infrastructure, and other improvements and services in unincorporated areas. CSA 31, which was formed in 1967 to provide swimming pool facilities to the area, operates and maintains Schor's Pool. The pool is located near Biggs Elementary School and Biggs High School on the eastern side of the community.

FIGURE CR-1: PARKS AND RECREATION FACILITIES



Parkland Standards and Needs

The City of Biggs has established a minimum park and recreation land standard of 5 acres of city-owned or joint-use park facilities per each 1,000 city residents as the minimum standard for parks and recreation land and park and recreation land dedication requirements. As detailed in **Table CR-2**, the 2013 population of the city was 1,692, which corresponds to 8.5 total acres of city-operated parkland. The City of Biggs is approximately 3.5 acres short of meeting the city's parkland standard when considering only city-owned parks and recreation facilities. However, when joint-use facilities are included, the city exceeds the park and recreation standard by 2.0 acres. The city estimates that by 2030, the city's estimated population of 3,830 will result in the need for an additional 8.65 acres of parkland to maintain the parkland standard of 5 acres per each 1,000 city residents.

TABLE CR-2: PROJECTED FUTURE PARK NEEDS

Population	Standard (ac/1,000 residents)	Additional Acreage Needed to Meet Standard
Current (2013): 1,692[1]	5.0	0[3]
Projected (2030): 3,830[2]	5.0	8.65[3]

Source: [1]*California Department of Finance 2013*
[2]*BCAG projections – Medium Growth Scenario (Table LU-3)*
[3]*Including Joint-Use Recreation Facilities*

Funding and Financing of Parks

The city's challenge regarding park and recreation amenities is associated with the allocation of limited monetary resources. However, the city has at its disposal various methods not directly associated with the city's General Fund for financing recreation facilities. These include grants, private donations, assessment of fees as a condition of development approval, and establishment of citywide assessment districts. Donations of labor and money from individuals and local service clubs can be used to construct and maintain recreation facilities. Local groups such as Little League, Lions Club, and Parent Teacher Association have traditionally supported recreation facility projects, especially the projects that benefit young people. Grants from the state and federal governments may also be available to finance construction of new recreation facilities or modernize existing resources. Such grants are often used to supplement local funds in order to produce larger or higher-quality projects.

The city currently charges impact fees from development for park and recreation purposes. As new development occurs on vacant and undeveloped parcels in and around Biggs, opportunities will arise to incorporate new parks within and adjacent to these areas and to add acreage to the city's park and recreation system totals.

Future Recreational Facilities and Sites

The city's recreational needs will evolve as Biggs moves forward. As needs change, the city will reevaluate its facilities and locations in order to effectively provide recreational opportunities to the expanding population. Possible facilities and services that the city may consider within the General Plan's horizon include the following:

- Trent Street Lot improvements
- Hamilton Slough greenway improvements
- Cooperation with the Biggs Unified School District to upgrade tennis courts and the community swimming pool
- Restrooms at Family Park
- Community youth/senior center

In addition, the city may examine the possibility of partnering with Butte County and the City of Gridley to provide additional recreational services to citizens. These partnerships could provide opportunities for organized youth activities.

Agricultural Resources

Agriculture has shaped the landscape and culture of Biggs more than any other land use or industry. Totaling approximately 4,000 acres, agricultural uses are the largest use of land within the Planning Area and continue to be a major component of the local and regional economy.

Agriculture and agricultural resources within and around the city extend beyond the growing of crops and are inclusive of commercial and industrial operations supporting the use, as well as the processing, manufacturing, and shipping of agricultural goods.

While few agricultural growing operations are located within the city limits, numerous operations exist nearby and adjacent to the city limits and within the Planning Area. Biggs is in an agricultural transition area, with field and row crops located to the west of the city and grazing land and tree crops located to the east. The primary agriculture-related industries and land uses in and around the city are rice, nuts, citrus, and prunes. Several locations offer farm-fresh produce direct from the grower to the consumer.

Most of the land surrounding Biggs is considered prime agricultural land by the State of California, because it has the best combination of physical and soil characteristics for crop production. In addition to providing direct food production and employment, agricultural land also provides valuable undeveloped spaces and important and valuable wildlife habitat. For more information on agricultural land and products in the Biggs area, please see the Existing *Conditions Report*, Chapter 6.0 Natural, Agricultural & Cultural Resources.

Urban-Agricultural Interface

Protection of viable and active agricultural land is essential to Biggs and is an important consideration in this General Plan. Protection of viable and active agricultural land ensures continued crop production and protects the economic base for the city and the surrounding unincorporated area. Additionally, this Plan establishes standards to protect city residents from potential negative agricultural byproducts, including spray-drift from chemicals, dust, and noise.

This General Plan seeks to minimize potential conflicts between agricultural and urban uses by directing new urban development to vacant land within Biggs prior to expanding the city to accommodate new growth. However, vacant land is limited within the existing city limits, and the available vacant parcels are small in size and often not available for utilization. Because Biggs is surrounded on all sides by agricultural lands, some conversion of agricultural land to urban use is envisioned by this Plan and is inevitable given Biggs' need to accommodate the projected population growth of the city. As outlined in greater detail in the Land Use Element, this General Plan strives to utilize smart growth policies to efficiently use Biggs' land resources and to minimize the need for unnecessary or premature land conversion.

Implementation of the Land Use Diagram of this General Plan will require a well-planned urban-agricultural interface, as Biggs is surrounded by large- and small-scale agricultural activities on all sides. As noted above, this element and the Land Use Element provide policies to address agricultural land conversion, growth planning, and the agricultural-urban interface. These policies include prioritizing infill development within the existing city limits, promoting compatible compact development in new growth areas, establishing buffers areas and "edge" treatments, and promoting the continuation of agricultural activities in the Planning Area and areas surrounding the city. Policy CR-2.2 of this element, and the actions that follow it, establish the City of Biggs' primary policies regarding buffering and the agricultural-urban interface.

This Plan and the policies of this element recognize that a one-size-fits-all approach to the buffering of agricultural operations does not work for the City of Biggs and the agricultural operations that surround it. Rather, the most appropriate approach to buffering will depend on the site-specific nature of a project and the type of agricultural operation that is adjacent to it. A result of a customized approach to the buffering of the agricultural-urban interface area is the recognition that this Plan and this element establish minimum policy standards and present the overall concepts that the city will use when evaluating future projects.

There are certain aspects of this discussion, however, that this General Plan seeks to advance regardless of the specific attributes or location of future projects. A key aspect is the

establishment of an urban growth boundary line west of Lateral K and the Riceton Road alignment and extending from Farris Road on the south to north of Afton Road on the north. Additionally, this urban growth boundary would follow the alignment of West Biggs-Gridley Road south of Farris Road to the southern extent of the city's Planning Area boundary and continue east of the Union Pacific Railroad line to the north. As shown on the Land Use Diagram (**Figure LU-2**) of this Plan, the city would remove from consideration any growth west of this line and all growth potential not agriculturally related or compatible with agricultural operations or directly related to public service to a point east of Lateral K. This Plan advances the location of the urban growth boundary line in the location shown on the Land Use Map, as Lateral K and West Biggs-Gridley Road represent identifiable physical landscape features as well as the point at which large-scale irrigated cropland continues uninterrupted moving west on the valley floor.

This Plan also supports the policy concepts that the presence of an adequate physical separation between developed land and agricultural land is as important as the ownership of the buffer area and acknowledges that buffer areas may not be needed as land continues to develop at the urban edge. This Plan advances those ideas in the actions described under Policy CR-2.2.

Biological Resources

The City of Biggs, its Planning Area, and the areas surrounding it include a rich and diverse range of biological resources. Due to its location in the Sacramento Valley, Biggs is located in an area with high levels of waterfowl activity. However, the developed areas both inside and just outside of the city limits are generally less likely to contain significant wildlife resources or habitat.

There is limited evidence of protected species occurring within the developed areas of Biggs. However, since detailed biological evaluations have generally not been conducted in the vicinity of Biggs, the lack of identified occurrences is not proof of the absence of protected species. While the city's environment is not known to contain threatened or endangered species, various species, including the giant garter snake, the western pond turtle, and the Swainson's hawk, are known to utilize habitats similar to those located within the Biggs Planning Area. Therefore, future development sites may require review by a city-approved qualified individual to determine if species or habitats are present. If potential habitats or species are found, biological surveys may be required to determine the extent, viability, and approach to avoid or potentially mitigate a loss.

Butte Regional Habitat Conservation Plan and Natural Community Conservation Plan

The Butte County Association of Governments (BCAG) is the lead agency in the preparation of the Butte Regional Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP). BCAG is preparing the plan on behalf of its member agencies and will serve as the lead agency for the management and implementation of the plan upon adoption. The HCP/NCCP is a voluntary plan that will provide comprehensive species, wetland, and ecosystem conservation and contribute to the maintenance of biological diversity in Butte County. The intent of the plan is to streamline the environmental mitigation and permitting process for individual covered projects while taking a regional approach to ecosystem and species preservation.

The HCP/NCCP will provide a more streamlined process for environmental permitting that will be inclusive of various state and federal permitting requirements currently acquired individually. Additionally, the plan will provide broad, planning-level mapping of covered species habitat areas and will establish a program to address the handling of each covered species in the plan. The Butte Regional HCP/NCCP document has been prepared with a regional vision and establishes a regional approach to addressing species, habitat, and ecosystem conservation. The plan establishes mitigation strategies for each covered species and establishes a plan implementation strategy and funding approach for the HCP/NCCP's conservation programs.

Water Resources and Water Quality

The primary issues related to water quality in the city and Planning Area are urban storm water runoff, groundwater use and quality, and pollutants from industrial, agricultural, and urban land uses. This element establishes a policy to reduce the water quality effects of urban runoff through treatment of storm water runoff and protection of watercourses. This element addresses the need to protect surface water and groundwater quality and quantity by supporting the use of National Pollutant Discharge Elimination System standards and water system efficiency and effectiveness.

Groundwater Resources

Groundwater represents 100 percent of Biggs' potable water supply; therefore, maintenance of groundwater quality is crucial. Potential sources of groundwater pollutants include chemicals used in the growing and processing of agricultural products, industrial sources, and improper installation of individual septic tank systems in areas containing porous soils and/or high groundwater tables.

The quality of groundwater in the Biggs Planning Area is generally good. The quality of groundwater is often affected by activities that occur outside of the city limits and therefore are beyond the city's ability to fully control. The city's primary method for protecting groundwater quality is the proper maintenance of active wells and the proper abandonment of historic wells. Appropriate well procedures can protect groundwater by ensuring that contaminants do not travel along well shafts to aquifers.

The city can also protect water quality through the land use review and approval process. While it is anticipated that new land uses will be served by the city's wastewater treatment plant, it may be advantageous to allow some uses to proceed with alternative treatment methods, such as pretreatment or package treatment plants. In such cases, it is important for the city to carefully examine the potential for groundwater quality issues that could result. Such scrutiny would also be utilized when examining future projects adjacent to Biggs on county lands through the city's role as an involved agency in the environmental review process.

The city is also an active participant on regional water quality councils and actively participates in regional water quality testing programs and policy discussions.

Surface Water

Surface water quality is regulated by the Central Valley Regional Water Quality Control Board, Region 5 (CVRWQCB). This agency establishes water quality standards for surface water discharge in its Water Quality Control Plan (Basin Plan). Because Biggs relies exclusively on groundwater as its domestic water source, a primary concern is the treatment of surface water runoff and the quality of surface water potentially entering the groundwater system.

The City of Biggs owns and operates a publicly owned wastewater treatment plant, located at 2951 West Biggs-Gridley Road. The facility treats wastewater and releases the treated water

into Reclamation District 833 channels. This discharge method requires that the city operate under a CVRWQCB discharge permit. The standards for the treated wastewater are quite rigorous to prevent pollutants from entering surface water. For more information concerning the wastewater treatment plant, see the Public Facilities & Services Element.

Air Quality and Greenhouse Gases

Protecting air quality is a complex task that must consider local land uses and activities which generate air pollution, as well as pollutants originating outside the region that are transported by weather and wind patterns.

The Biggs Planning Area is located in the Northern Sacramento Valley Air Basin (NSVAB), and air quality is locally regulated by the Butte County Air Quality Management District (BCAQMD). The BCAQMD is responsible for developing and implementing the planning, regulation, enforcement, technical innovation, and education of air quality issues

The NSVAB has been categorized as "moderately nonattainment" for ozone and particulate matter (PM), which means that the region is not meeting state or federal standards for these air pollutants. Butte County is currently in a nonattainment status with respect to the state ozone, PM_{10}, and $PM_{2.5}$ standards, as well as the federal 8-hour ozone standard.

Biggs' geographic location in the north central valley affords its residents the opportunity to breathe clean and healthy air not available in more urbanized areas of California. However, the city's proximity to vast expanses of agricultural lands where soil turning, land cultivation, and seasonal burning activities, along with the city's agricultural-supporting industrial operations, can heighten and make more difficult the attainment of regional air quality standards. The city's specific geographic and physiographic attributes are recognized by this Plan and the potential impacts of surrounding land uses are acknowledged as part of the city's land use planning program.

Greenhouse gases (GHGs) and their potential impact on the earth's temperature are currently a significant area of focus for policymakers, elected officials, and city employees. Increasing concentrations of GHGs and increased GHG emissions levels are generally thought to be responsible for increases in overall global temperatures and thus a major contributing factor of global climate change. Greenhouse gases currently believed to be major contributors to the atmospheric greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

The regulatory framework to address both global climate change and its implications and the emissions of greenhouse gases is a relatively new and evolving one. However, various significant pieces of legislation have been passed in California to address these issues. The major pieces of legislation in this area to date include:

- Assembly Bill (AB) 1493, codified at Health and Safety Code Sections 42823 and 43018.5

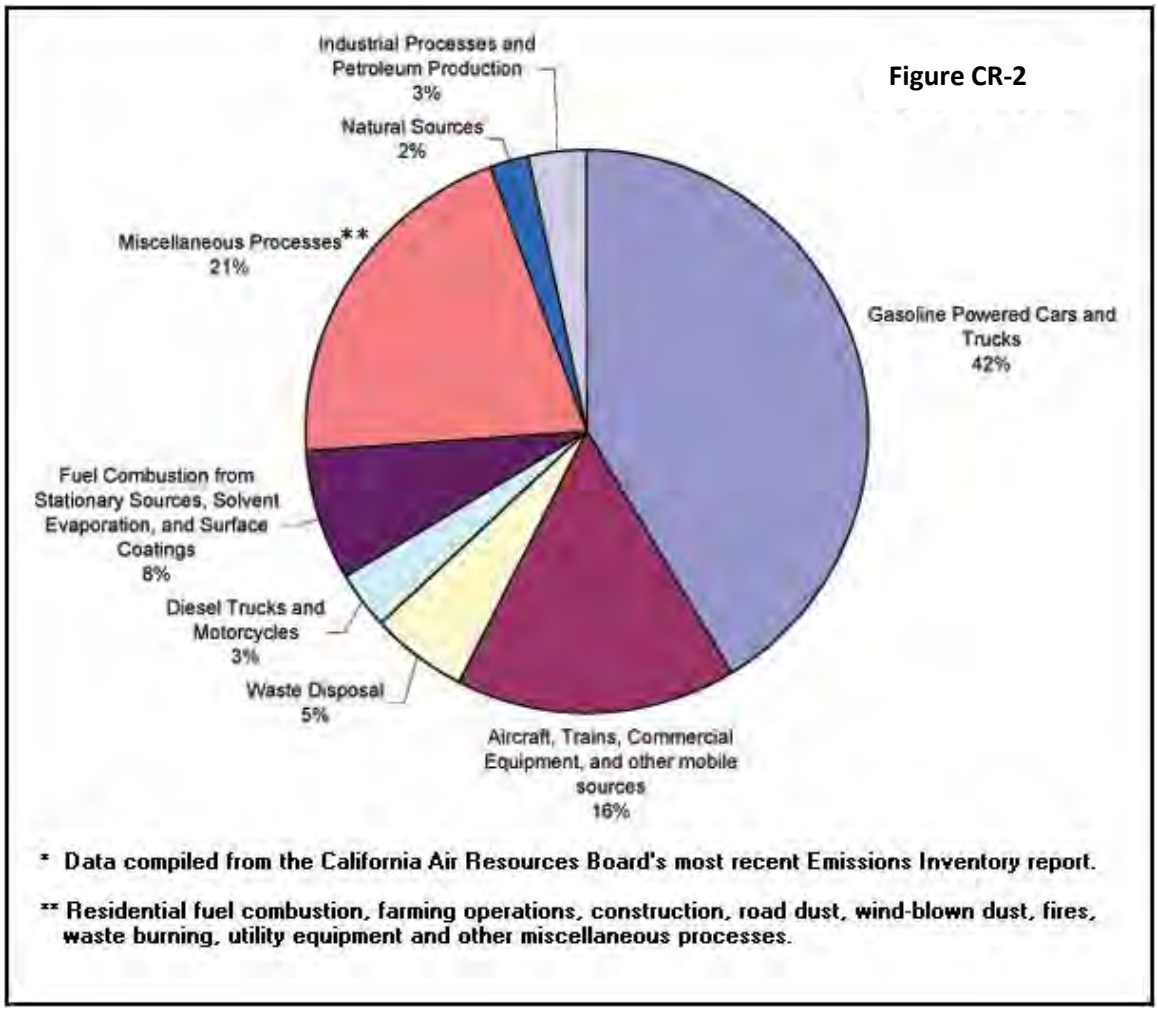
- Assembly Bill (AB) 32, the Global Warming Solutions Act, codified at Health and Safety Code Sections 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599
- Senate Bill (SB) 375, codified at Government Code Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588, 14522.1, 14522.2, and 65080.01 as well as Public Resources Code Sections 21061.3, 21159.28, and Chapter 4.2
- Senate Bill 1078, Public Utilities Code Sections 387, 390.1, 399.25 and Article 16

Due in part to its limited size, the small number of nonresidential land uses in the city, and the nature of the city's existing nonresidential uses, Biggs does not currently have any significant issues related to the emission of GHGs. In California, the transportation sector contributes the largest share of GHG emissions, followed by miscellaneous processes including fuel combustion, farming operations, and construction (CARB 2010). **Figure CR-2** presents data compiled by the California Air Resources Board (CARB) showing primary sources of air pollutants within California.

As Biggs grows and expands, the city will continue to be aware of and informed about the potential impacts associated with the emissions of greenhouse gases and will continue to take appropriate steps to address this issue as required.

Addressing public and environmental health issues related to air quality requires not only conservation policies, but coordination between land use, circulation, health and safety, and community design policies. Because transportation is the largest source of GHGs in California, land use and transportation planning to reduce the need for driving is a fundamental focus for jurisdictions that have air quality goals. Regularly used approaches for reducing vehicle travel include placing residences within walking distance of daily destinations, developing street networks that encourage cycling and walking, and providing and increasing the viability of transit.

FIGURE CR-2: SOURCES OF AIR POLLUTANTS



State Legislation

Assembly Bill 32 (the California Global Warming Solution Act) and Senate Bill 375 (Redesigning Communities to Reduce Greenhouse Gases) are aimed at addressing the threat that climate change poses to California's economic, social, and environmental well-being.

AB 32 seeks to reduce California's GHG emissions to 1990 levels. SB 375 works to achieve AB 32 by working to reduce GHGs associated with vehicle miles traveled. To comply with AB 32 and SB 375, Biggs, along with other local jurisdictions, must coordinate land use and transportation planning according to the state's GHG reduction objectives.

III. Goals, Policies, and Actions

Goal CR-1: Provide a range of parks and recreational facilities and opportunities for all members of the community.

Goal CR-2: Promote and protect the continued viability of agriculture surrounding Biggs.

Goal CR-3: Protect and conserve sensitive habitats suitable for special-status species.

Goal CR-4: Protect and enhance existing riparian habitat.

Goal CR-5: Protect and improve groundwater and surface water quality.

Goal CR-6: Ensure adequate long-term water supply.

Goal CR-7: Maintain and protect air quality in Biggs at acceptable levels as defined by state and federal standards.

GOAL CR-1: PROVIDE A RANGE OF PARKS AND RECREATIONAL FACILITIES AND OPPORTUNITIES FOR ALL MEMBERS OF THE COMMUNITY.

Policy CR-1.1 (Parkland Needs) – Provide adequate parkland acreage and facilities in both location and size to meet the recreational needs of existing and future residents.

Action CR-1.1.1 (Park Dedication Standard) – Adopt a minimum park dedication standard of 5.0 acres of active or passive recreation land for each 1,000 residents.

Action CR-1.1.2 (Park and Recreation Master Plan) – Prepare a park and recreation master plan to serve as a guide for future park development, review future park location options, establish park development criteria and standards, refine park and recreation policies, and provide use guidelines for city park and recreation facilities.

Policy CR-1.2 (Partnership and Cooperation) – Partner with local service providers, community organizations, and other agencies to provide parks and recreation facilities.

Action CR-1.2.1 (Recreation Partnerships) – Continue to work with the Biggs Unified School District in the development, maintenance, and operation of school/public park sites.

Action CR-1.2.2 (Recreation Partnerships) – Explore the possibility of partnering with the City of Gridley and Butte County to enhance recreation services to Biggs residents and to create a trail system in southern Butte County between the cities of Biggs and Gridley.

Action CR-1.2.3 (Recreation Partnerships) – Work with local service organizations, civic groups, and volunteers to expand recreation options and to help facilitate the efforts of these groups to provide recreation options in the community.

Policy CR-1.3 (Parks and Recreation Facilities) – Maintain and improve the physical condition and amenities of parks and recreational buildings and facilities.

Action CR-1.3.1 (Master Plan) – Prepare a park and recreation master plan that identifies facility requirements, defines facility costs, and outlines funding options and approaches. Explore funding options for current and future parklands.

Action CR-1.3.2 (Park and Recreation Funding) – Actively pursue local, state, federal, and other funds for the development of parks and recreational facilities.

Action CR-1.3.3 (Park Development Standards) – Develop and adopt city park development standards to guide construction of new park facilities.

Action CR-1.3.4 (Parkland Dedication) – Require that all new residential development dedicates park and recreational facilities or pays appropriate in-lieu fees.

Action CR-1.3.5 (Parkland Dedication) – Revise Ordinance 211 requirements for the dedication of parkland and facilities to reflect a standard of 5.0 acres of parkland for each 1,000 residents and to outline the specific options for dedication requirements.

Action CR-1.3.6 (Impact Fees) – Review impact fees every five years to determine whether they adequately provide funding.

GOAL CR-2: PROMOTE AND PROTECT THE CONTINUED VIABILITY OF AGRICULTURE SURROUNDING BIGGS.

Policy CR-2.1 (Land Use Compatibility) – Direct urban development to vacant lands within the city or to undeveloped land directly adjacent to urban development.

Policy CR-2.2 (Agricultural Buffers) – Protect agricultural resources by maintaining a clear boundary between urban, rural, and agricultural uses.

Action CR-2.2.1 (Agricultural Buffers) – Require appropriate buffers for new development adjacent to active agricultural operations to ensure context-sensitive and case-sensitive solutions for potential land use incompatibilities.

Action CR-2.2.2 (Agricultural Buffers) – Require the incorporation of a minimum 100-foot agricultural buffer from the property line where new urban development and active agricultural operations using air-applied or forced-air-applied chemicals are adjacent to each other.

Action CR-2.2.3 (Agricultural Buffers) – Allow for the use of vegetative screening and site design and grading options as methods of providing additional buffering of agricultural land uses from new development.

Action CR-2.2.4 (Agricultural Buffers) – As appropriate, consider the agricultural buffer guidelines established by the Butte Local Agency Formation Commission (LAFCo) as part of the project review requirements for projects requiring annexation and located in an area adjacent to an active agricultural use.

Action CR-2.2.5 (Agricultural Protection Line) – Prohibit new urban development west of the southerly extension of Riceton Highway, south of Afton Road and west of the city's wastewater treatment plant to Farris Road. Actively work with Butte County and the City of Gridley to ensure that no new developments of significance are located west of Biggs and West Biggs-Gridley Road south of the city.

Action CR-2.2.6 (Agricultural Land Conversion) – Discourage detachment from irrigation and agricultural drainage districts and the discontinuation of irrigation and farming activities until such time as non-agricultural use is imminent.

Action CR-2.2.7 (Agricultural Land Conversion) – New urban development requiring annexation and occurring in areas previously used for commercial agricultural purposes shall mitigate for the conversion of prime agricultural land and agricultural lands of statewide importance. Mitigation may include in-lieu fees to acquire like agricultural lands or easements or the placement of agricultural easements on similar quality and quantities of land. Participation in regional conservation efforts is encouraged where practical and feasible.

Action CR-2.2.8 (Agricultural Support and Enhancement Activities) – A portion of the City's land conservation and mitigation requirements should include participation in regional agricultural support, education, research and productivity programs and activities.

Action CR-2.2.9 (Regional Land Conservation Programs) – Where appropriate, the City will encourage the utilization of and participation in local and/or regional land conservation and agricultural mitigation programs to implement the policies of this plan.

Policy CR-2.3 (Project Review) – During the project review process, address the impacts of siting environmentally sensitive uses in areas where conflicts with agricultural production and processing activities may result.

Policy CR-2.4 (Regional Dialogue) – Continue to engage in meaningful dialogue with the Butte County Farm Bureau and other local and regional agricultural organizations on issues related to agricultural operations and land use compatibility.

Policy CR-2.5 (Use of Land) – Plan for and allow for the developed use of designated agricultural buffer areas as the city expands and new buffer areas are established.

Policy CR-2.6 (Right-to-Farm Ordinance) – Preserve and support agricultural enterprises by supporting right-to-farm policies.

Action CR-2.6.1 (Provision of Information) – Continue to evaluate and maintain the city's right-to-farm ordinance to inform residents of ongoing agricultural processes and protect agricultural interests from dumping, nuisance complaints, and other problems associated with new residents in agricultural areas.

Policy CR-2.7 (Low-Impact Agriculture) – Encourage and support small-scale and low-impact local agricultural production within the city.

Policy CR-2.8 (Agricultural Tourism) – Support the expansion of the local agricultural tourism industry.

GOAL CR-3: PROTECT AND CONSERVE SENSITIVE HABITATS SUITABLE FOR SPECIAL-STATUS SPECIES.

Policy CR-3.1 (Biological Resources) – Applicants for projects that have the potential to negatively affect special-status species shall conduct a biological resources assessment and identify design solutions that avoid such impacts. If adverse impacts cannot be avoided, they should be mitigated as prescribed by the appropriate state or federal agency.

Policy CR-3.2 (Butte HCP/NCCP) – Actively participate in and support regional conservation planning efforts such as the Butte Habitat Conservation Plan and Natural Community Conservation Plan (HCP/NCCP) sponsored by the Butte County Association of Governments (BCAG) to protect habitats and species and streamline permitting requirements and timelines.

GOAL CR-4: PROTECT AND ENHANCE EXISTING RIPARIAN HABITAT.

Policy CR-4.1 (Riparian Habitat Loss) – Require new development to make all reasonable efforts to minimize and avoid the loss of federally and state-protected wetlands. If loss is unavoidable, require the applicant to mitigate the loss in accordance with federal and state law.

Policy CR-4.2 (Open Space Options) – Promote the establishment of open space reserves along riparian corridors for habitat protection and enhancement as well as community connectivity and open space.

Action CR-4.2.1 (Hamilton Slough) – Pursue the development of a linear parkway and recreation corridor along Hamilton Slough in the southwestern portion of the city and require new development adjacent to the slough to dedicate sufficient land for this intent. Include components of habitat preservation and public recreation, as well as maintain functions of storm water and irrigation water transport.

Action CR-4.2.2 (Coordination) – Work with Reclamation District 833 on options to allow the slough to function as an open waterway providing multiple-use benefits including recreation, water conveyance, and storm water drainage.

GOAL CR-5: MAINTAIN AND IMPROVE GROUNDWATER AND SURFACE WATER QUALITY.

Policy CR-5.1 (Drainage System Design) – Encourage drain system designs that emphasize infiltration and decentralized treatment (rather than a traditional conveyance to a central facility).

Policy CR-5.2 (Preservation of Existing Drainage Features) – Preserve and restore existing swales and sloughs for storm water drainage whenever possible.

Policy CR-5.3 (Best Management Practices) – Require the use of design techniques and best management practices to reduce storm water runoff levels, improve infiltration to replenish groundwater sources, and reduce pollutants close to their source.

Action CR-5.3.1 (Improvement Standards) – Revise improvement standards as necessary to encourage use of natural drainage systems and low impact development principles in order to reduce storm water infrastructure costs and improve water quality. Emphasize the dispersal of storm water by using swales, landscaped infiltration basins along roadways and parking areas, and other best management practices as appropriate.

Action CR-5.3.2 (Improvement Standards) – Establish standards and fee programs to require and/or incentivize methods to manage and filter storm water, such as reduced pavement, permeable pavement, and retention and filtration through vegetation.

GOAL CR-6: ENSURE ADEQUATE LONG-TERM WATER SUPPLY.

Policy CR-6.1 (Water Use Analysis Studies) – Comply with portions of state law that require demonstration of adequate long-term water supply for large development projects (Senate Bills 610 and 221) and support local and regional water management objectives.

Policy CR-6.2 (New Development) – Ensure that development can provide water meeting city standards as part of the project approval process.

Policy CR-6.3 (Native Landscaping) – Encourage the use of native, drought-tolerant landscaping throughout the city to conserve water and filter runoff.

Action CR-6.3.1 (Landscaping Requirements) – Revise landscaping requirements to include drought-tolerant, low-maintenance plants.

Action CR-6.3.2 (AB 1881) – Adopt a locally acceptable water efficiency landscape ordinance to address the requirements of AB 1881.

Policy CR-6.4 (Green Building) – Continue to implement the requirements of California Green Building Standards Code.

Action CR-6.4.1 – Investigate and implement, as determined appropriate, programs to supply information, services, and equipment to homeowners and local businesses to conserve water resources within the city.

Policy CR-6.5 – Participate in regional groundwater basin planning and regional water management planning efforts to ensure future demand for water does not overdraft the groundwater supply.

Policy CR-6.6 – Participate in local and regional discussions as to whether exportation of local water supplies to agencies or jurisdictions outside of the northern Sacramento Valley should be allowed or discouraged.

GOAL CR-7: MAINTAIN AND PROTECT AIR QUALITY IN BIGGS AT ACCEPTABLE LEVELS AS DEFINED BY STATE AND FEDERAL STANDARDS.

Policy CR-7.1 – Plan and design Biggs to encourage walking, bicycling, and the use of transit.

Action CR-7.1.1 – Utilize mixed land uses and walkable neighborhoods to allow residents to meet daily needs without the use of an automobile and to support viable transit.

Policy CR-7.2 – Require new development projects to incorporate measures to reduce impacts to air quality as outlined by the Butte County Air Quality Management District Air Quality Handbook and the regional Sustainable Communities Strategy plan.

Policy CR-7.3 – Cooperate with the Butte County Air Quality Management District in efforts to maintain air quality standards and to minimize air quality impacts associated with new development.

Policy CR-7.4 – Avoid siting sensitive land uses such as homes or schools in the vicinity of agricultural processing, industrial, or other uses where odors or emissions could adversely affect the sensitive use.

Policy CR-7.5 – Through the project review process, minimize adverse effects on the community of odors and emissions generated by new industrial uses.

Policy CR-7.6 – As funding permits, the city will prepare a greenhouse gas inventory and climate action plan designed to reduce greenhouse gases. The city may also participate in a regional climate action plan prepared by another jurisdiction. Until a climate action plan is adopted, each project shall evaluate its impact on greenhouse gases as part of the environmental process.

NOISE

Biggs is free of excessive and unnecessary noise disturbances. Residents and visitors are able to enjoy indoor and outdoor spaces without the intrusion of unhealthy levels of noise, and noise-generating uses are able to operate without unnecessary encroachment from noise-sensitive uses. Noise mitigation efforts focus on site and building design and discourage walls and barriers.

I. INTRODUCTION

The Noise Element is a legally required element of the General Plan. The purpose of the element is to identify the major noise sources and noise-related concerns in Biggs, establish noise standards, and outline the city's goals, policies, and actions addressing noise.

Noise is typically defined as unwanted sound that interferes with an individual's ability to perform a task or enjoy an activity. From a planning perspective, noise control focuses on two primary concerns: (1) preventing the introduction of new noise-producing uses in noise-sensitive areas; and (2) preventing the encroachment of noise-sensitive uses into existing noise-producing areas. Some facilities, such as airports and certain industrial operations, inherently generate noise, and the encroachment of noise-sensitive uses can jeopardize their continued operation. Therefore, some noise-generating uses need to be protected from the development of incompatible uses in their vicinity. Working to balance the compatibility of uses and reduce the impact of significant sources of noise will improve the quality of life for Biggs residents.

Overview

Noise level compatibility varies with numerous factors, including:

- Background noise levels
- Intensity of noise source
- Character of noise source
- Frequency of noise
- Timing of noise (day versus night)
- Sensitivity of adjacent land uses

The information presented in this element is based on various sources, including field measurements of community noise levels, observations of existing traffic levels, railroad activity data provided by the Union Pacific Railroad, existing city land uses and projections for future land uses, and transportation (road and rail) activities.

The findings of the Noise Element have aided in the development of the General Plan Land Use Diagram. Where possible, land uses have been arranged to avoid exposure of sensitive land uses to excessive noise levels.

II. Issues and Opportunities

This section of the element identifies primary noise issues raised during the outreach efforts for the General Plan and explains how they are addressed. Policy guidance can be found in the Goals, Policies, and Actions section of this element. An explanation of specialized terms used in this element can be found in the Glossary (**Appendix A**).

Land Use Compatibility

One factor in determining and managing the compatibility of different land uses is the need to separate noise-sensitive uses from uses that generate significant amounts of noise. A primary purpose of this element is to establish standards that can be used to equitably manage the noise compatibility of land uses. For example, standards may prevent noise-generating uses such as industrial operations or major roadways from developing near residences or outdoor recreation areas. Conversely, new noise-sensitive uses may be prevented from locating near existing noise-generating uses to avoid an incompatible situation. Since the General Plan promotes a compact urban form and the integration of different land uses, there is a need for the Noise Element to establish standards that support a mix of uses in close proximity to one another.

Transportation-Related Noise

The inclusion of noise mitigation measures to protect residents from unhealthy levels of transportation-related noise exposure should be incorporated into projects. This issue primarily concerns development near the Union Pacific Railroad and State Route 99 and along the city's larger arterial roadways. Noise standards along these corridors must be met and maintained over time without unnecessary or undesirable construction of visually obtrusive and community-dividing sound walls. This element establishes noise standards to attenuate noise to levels that minimize disruption to noise-sensitive uses, and it includes policies and actions that address noise compatibility issues.

Railroad Noise

By far, the greatest noise generator in Biggs is the Union Pacific Railroad (UPRR) railway. The lines pass through the western edge of the downtown area, separating the western portion of the city. Originally serving primarily agricultural interests, the tracks are now part of the major rail corridor that connects the Pacific Northwest with Southern California. Approximately 24 trains pass through Biggs daily, and rail activity is expected to increase in the future. This element addresses train-generated noise by establishing standards for noise attenuation and by providing policy guidance for the use of land adjacent to the railroad tracks.

III. Noise Characteristics and Measurements

This section explains noise characteristics and measurements used for the noise standards in the Goals, Policies, and Actions of this element.

Noise Characteristics

Noise in a community is generated by a number of sources including transportation-related sources, such as automobiles, trucks, trains, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The human response to environmental noise is subjective and varies considerably from one individual to another. Noise in a community has often been cited as a health concern, not necessarily in terms of actual physiological damage, such as hearing impairment, but in terms of its impact on general well-being and contribution to excessive stress, annoyance, and sleep disturbance.

Noise-sensitive land uses are those for which noise exposure could cause health-related risks to individuals or where quiet is essential to the use. Land uses identified in Biggs as being noise-sensitive include most types of residences, schools, parks, and places of assembly, such as churches and meeting halls.

Outdoor activity areas are the portions of parcels where outdoor activities generally occur, such as residential patios and yards or outdoor instructional areas. These exterior activity areas are exposed to noise with fewer structural elements such as walls and windows for noise attenuation.

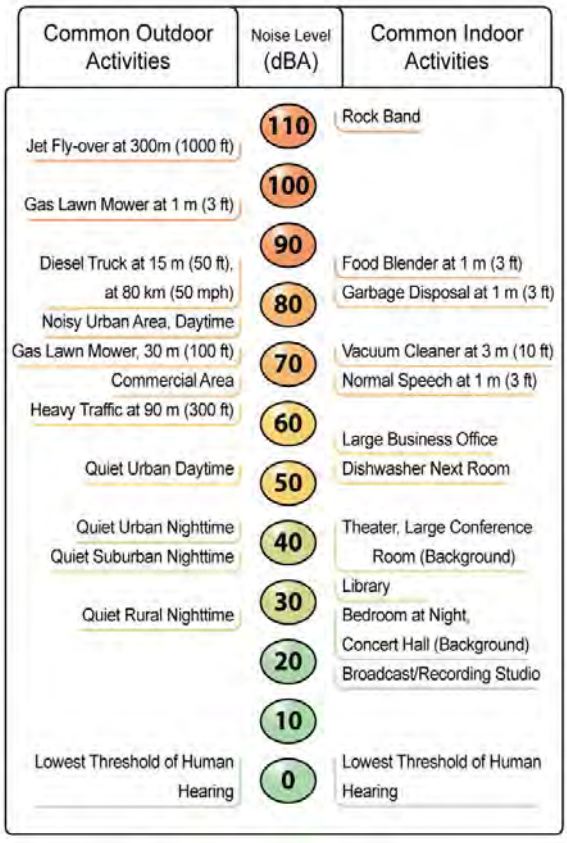
The characterization and quantification of noise levels and their effects on people typically include the use of technical terminology. While an in-depth explanation of noise terminology is not included in this element, a summary of industry standards and terms used in this chapter is provided below.

Noise Measurement

To approximate the sensitivity of the human ear to changes in frequency, sound is usually measured in what is referred to as A-weighted decibels (dBA). On this scale, the normal range of human hearing extends from about 10 dBA to about 140 dBA.

The intensity of noise fluctuates over time, and several measurements of time-averaged noise levels are used to describe noise characteristics for different circumstances. The following acoustical measurements are commonly used:

- **dB – Decibel.** A measure, on a logarithmic scale, of the amplitude of sound. On the decibel scale, the smallest audible sound (near total silence) is 0 db. A sound 10 times more powerful is 10 dB. A sound 100 times more powerful is 20 dB. The A-weighted decibel, commonly abbreviated as dBA, relates the measurement of sound to the sensitivity of the human ear.
- **L_{eq} – Energy Equivalent Noise Level.** A single measure, in dBA, of average acoustic energy level used to represent fluctuating sound levels over a specific period of time.
- **L_{min} – Minimum Noise Level.** Represents the minimum instantaneous noise level during a specific period of time.
- **L_{max} – Maximum Noise Level.** Represents the maximum instantaneous noise level during a specific period of time.
- **SEL – Single Event Level.** Measures the total acoustic energy of a single noise event, such as an aircraft overflight, compressed into a period of 1 second. Because the SEL is normalized to a 1-second period, it will almost always be larger in magnitude than the L_{max} for the event.
- **DNL or L_{dn} – Day-Night Average Noise Level.** A 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 PM and 7:00 AM.
- **CNEL – Community Noise Equivalent Level.** The CNEL is similar to the L_{dn} described above, but with an



additional 5 dBA penalty for noise events that occur between the hours of 7:00 PM and 10:00 PM. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn}.

- **Hourly L_2 – The dBA level which is exceeded during 2 percent, or approximately 1 minute, of a given hour**. The noise level descriptor L_{50} may also be used, which is the noise level exceeded during 50 percent (or 30 minutes) of a 1-hour period.
- **L_n – The dBA level exceeded for n percent of a given time period.** For instance, L2 is the level exceeded for 2 percent of the time, and L50 is the level exceeded 50 percent of the time. The commonly used values of n are 2, 10, 50, and 90.
- **Noise-Sensitive Land Uses – Land uses for which noise exposure could cause health-related risks to individuals or where quiet is essential to the use.** Land uses identified in Biggs as being noise-sensitive include residences, nursing homes, day-care centers, hospitals, schools, parks, and places of assembly, such as theaters, churches, and meeting halls.

Ambient Noise Levels

Several sources of noise are located in the Biggs area. These sources include noise generated from stationary activities (e.g., commercial and industrial uses), aircraft operations, and traffic on major roadways and highways. Short-term (10-minute) noise level measurements were conducted on September 19, 2008, and April 3, 2009, for the purpose of documenting and measuring the existing noise environment in various areas in and around Biggs. Ambient noise measurement locations and corresponding measured values (i.e., L_{eq} and L_{max}) are summarized in **Table N-1**. Based on the monitoring conducted, average-hourly daytime noise levels in the city generally range from the lower end of approximately 50 dB to a higher end of approximately 75 dB, dependent primarily on distance from major noise sources. Major stationary and transportation noise sources noted in Biggs are discussed separately.

Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses that would result in noise exposure that could cause health-related risks to individuals. Places where quiet is essential are also considered noise-sensitive uses. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to increases in exterior noise levels. School classrooms, places of assembly, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

TABLE N-1: AMBIENT NOISE LEVELS

	Location	Monitoring Period	Noise Level (dBA)	
			L_{eq}	L_{max}
1	SunWest Milling Company 507 Bannock Street – Northern Boundary	9/19/2008, 12:10–12:20 PM 4/3/2009, 9:30–9:40 AM	54.0 51.2	68.2 64.8
2	SunWest Milling Company 507 Bannock Street – Eastern Boundary	9/19/2008,12:40–12:50 PM 4/3/2009, 9:50–10:00 AM	75.8 76.4	69.4 70.2
3	SunWest Wild Rice 2875 Eighth Street – Eastern Boundary	9/19/2008, 13:00–13:10 PM	64.0	66.5
4	Red Top Rice 3200 Eighth Street – Western Boundary	9/19/2008, 13:35–13:45 PM 4/3/2009, 11:00–11:10 AM	71.2 70.4	73.0 73.4
5	Red Top Rice 3200 Eighth Street – Eastern Boundary	4/3/2009, 10:25–10:40 AM	71.4	71.8
7	Corner of Seventh and B Streets	9/19/2008, 14:35–14:45 PM	56.9	70.2
8	Corner of Fourth and D Streets	9/19/2008, 15:00–15:15 PM	52.1	68.4

Note: Ambient noise measurements were conducted using a Larson Davis model 820 sound-level meter placed at a height of approximately 4.5 feet above the ground surface.

Noise Sources

Noise issues associated with stationary and transportation sources in the Planning Area are discussed below.

Transportation Noise Sources

Union Pacific Railroad

The UPRR tracks extend in a north–south direction, parallel to and just east of Eighth Street. The UPRR is used for both freight transport and Amtrak passenger service. Approximately 22 freight trains and two Amtrak passenger trains travel along this rail line on a daily basis. The number of freight trains traveling along this segment can vary from day to day, depending on demand, and there are currently no hourly limitations pertaining to freight train travel. Amtrak passenger trains typically run during the early morning hours.

Noise levels generated by trains can vary depending on numerous factors, including train speed, the number of engines used, track conditions (e.g., welded vs. jointed), the condition of train wheels, and shielding provided by intervening terrain. Additional factors, such as the sounding

of the train horns as well as the operation of roadside signaling devices, can also contribute to overall noise levels. Depending on such factors, wayside noise levels associated with train passbys can reach levels of up to 110 dBA L_{max} at 50 feet from the track centerline (FTA 2006). Noise measurements of train noise levels were conducted on September 19, 2008, near the B Street crossing. Based on noise measurements conducted, wayside train noise levels, with roadside warning devices and train horns sounding, ranged from approximately 94 to 97 dBA L_{max} at 50 feet from the track centerline.

The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Guidelines* (2006) were used for the calculation of wayside noise levels generated by the trains traveling along the UPRR corridor. Based on the modeling conducted, the predicted 60 dBA CNEL noise contour for the UPRR corridor would extend to approximately 463 feet from the track centerline without the sounding of train warning horns and to approximately 1,356 feet with the sounding of train horns. It is important to note that predicted noise levels do not include shielding or reflection of noise from intervening terrain or structures. Although these predicted noise contours are not considered site-specific, they are useful for determining potential land use conflicts.

Roadways

Vehicle traffic on area roadways also contributes to the ambient noise environment in the city. Roadway noise is primarily created during the stopping and starting of vehicles due to acceleration and deceleration, which typically occurs at intersections. Roadways with high levels of heavy-duty truck traffic are of particular concern. Major roadways in Biggs include B Street, Eighth Street, West Biggs-Gridley Road, and West Rio Bonito Road. Existing traffic volumes have not yet been provided; therefore, associated noise levels for area roadways have not been calculated. Currently, traffic levels and roadway volumes in Biggs are considered to be good, and traffic-related noise is not considered substantial. For more information, see the Circulation Element of this General Plan.

Stationary Sources

Stationary noise sources include industrial and commercial land uses. Many industrial processes produce noise, even when the best available noise control technology is applied. Noise exposures within industrial facilities are controlled by federal and state employee health and safety regulations (i.e., regulations of the Occupational Safety and Health Administration of the US Department of Labor [OSHA] and the California Division of Occupational Safety and Health [Cal-OSHA]). Exterior noise levels that affect neighboring parcels are typically subject to local standards. Commercial, recreational, and public facility activities can also produce noise that may affect adjacent noise-sensitive land uses. These noise sources can be continuous or

intermittent and may contain tonal components that are annoying to individuals who live nearby. For instance, emergency-use sirens and backup alarms are often considered nuisance noise sources, but may not occur frequently enough to be considered incompatible with noise-sensitive land uses. In addition, noise generation from fixed noise sources may vary based on climate conditions, time of day, and existing ambient noise levels.

From a land use planning perspective, fixed-source noise control issues focus on two goals: (1) preventing the introduction of new noise-producing uses in noise-sensitive areas; and (2) preventing encroachment of noise-sensitive uses on existing noise-producing facilities. The first goal can be achieved by applying noise performance standards to proposed new noise-producing uses. The second goal can be met by requiring that new noise-sensitive uses near noise-producing facilities include mitigation measures to ensure compliance with noise performance standards. Each of these goals stresses the importance of avoiding the location of new uses that may be incompatible with adjoining uses.

Commercial and Industrial Uses

Noise sources commonly associated with commercial and industrial uses often include the operation of power tools, material handling equipment (e.g., forklifts), and stationary equipment (e.g., compressors, compactors), as well as noise associated with the loading and unloading of materials from delivery trucks. Noise levels from commercial and industrial uses are dependent on numerous factors and can vary substantially, depending on the specific activities conducted. For instance, noise associated with neighborhood commercial activities may be indiscernible from the ambient noise level, whereas noise levels associated with major industrial activities involving the use of heavy off-road equipment can generate high noise levels that may result in increased levels of annoyance and activity interference at nearby noise-sensitive land uses. For this reason, noise generated by commercial and industrial uses and impacts to nearby noise-sensitive land uses should be evaluated on a project-by-project and site-specific basis.

Within and near Biggs, the primary fixed noise sources are related to the rice operations of milling and drying along the western edge of the city. Discussion of the two largest and most significant noise-producing rice milling/drying operations is presented below.

SunWest Milling Company

The SunWest Milling Company rice mill is located at 507 Bannock Street. SunWest Milling Company also operates a wild rice mill located at 2875 Eighth Street. Significant noise-producing equipment at these facilities is predominantly associated with the operation of baghouse filters and heavy truck traffic, as well as rice milling and drying equipment. The plant operations are dictated by demand, and it is not unusual for the plants to operate 24 hours a day. The facilities typically generate approximately 45 truck trips per day, and the truck drivers are advised to avoid residential streets to the extent practical. The plant is also served by approximately three railroad operations per week (Williams 2009).

Noise measurements of the plant in operation were conducted on September 19, 2008, and April 3, 2009 (refer to **Table N-1**). Noise measurements were conducted along the northern and eastern boundaries of the plant. Measured average-hourly noise levels along the northern boundary of the plant ranged from approximately 51 to 54 dB L_{eq}. Existing residential land uses located along the northern boundary of the plant are largely shielded from on-site noise sources by intervening structures. Along the eastern boundary of the plant, operational noise levels measured 64 to 76.4 dBA L_{eq}. The highest measured noise level of 76.4 dBA L_{eq} was associated with the simultaneous operation of three baghouses located near the eastern boundary of the SunWest Milling Company plant. Assuming an operational noise level of 76 dBA L_{eq} at 60 feet, the predicted 50 dBA L_{eq} noise contour would extend to approximately 699 feet from the plant at locations located within the line of sight of the baghouses. The SunWest wild rice plant operates two baghouses located at the southwestern boundary of the plant. Based on the measurements conducted and assuming that both baghouse filters were operating simultaneously, the calculated 50 dBA L_{eq} noise contour would extend to a distance of approximately 595 feet at locations located within the line of sight of the baghouses. Because of the directional aspects of on-site noise sources and shielding provided by on-site structures, operational noise levels at off-site locations are highly variable. Operational noise levels and distances to predicted noise contours will vary depending on these and various other factors, including the specific operational activities being conducted, on-site sources of primary concern and orientation to off-site receptors, and meteorological conditions.

Red Top Rice

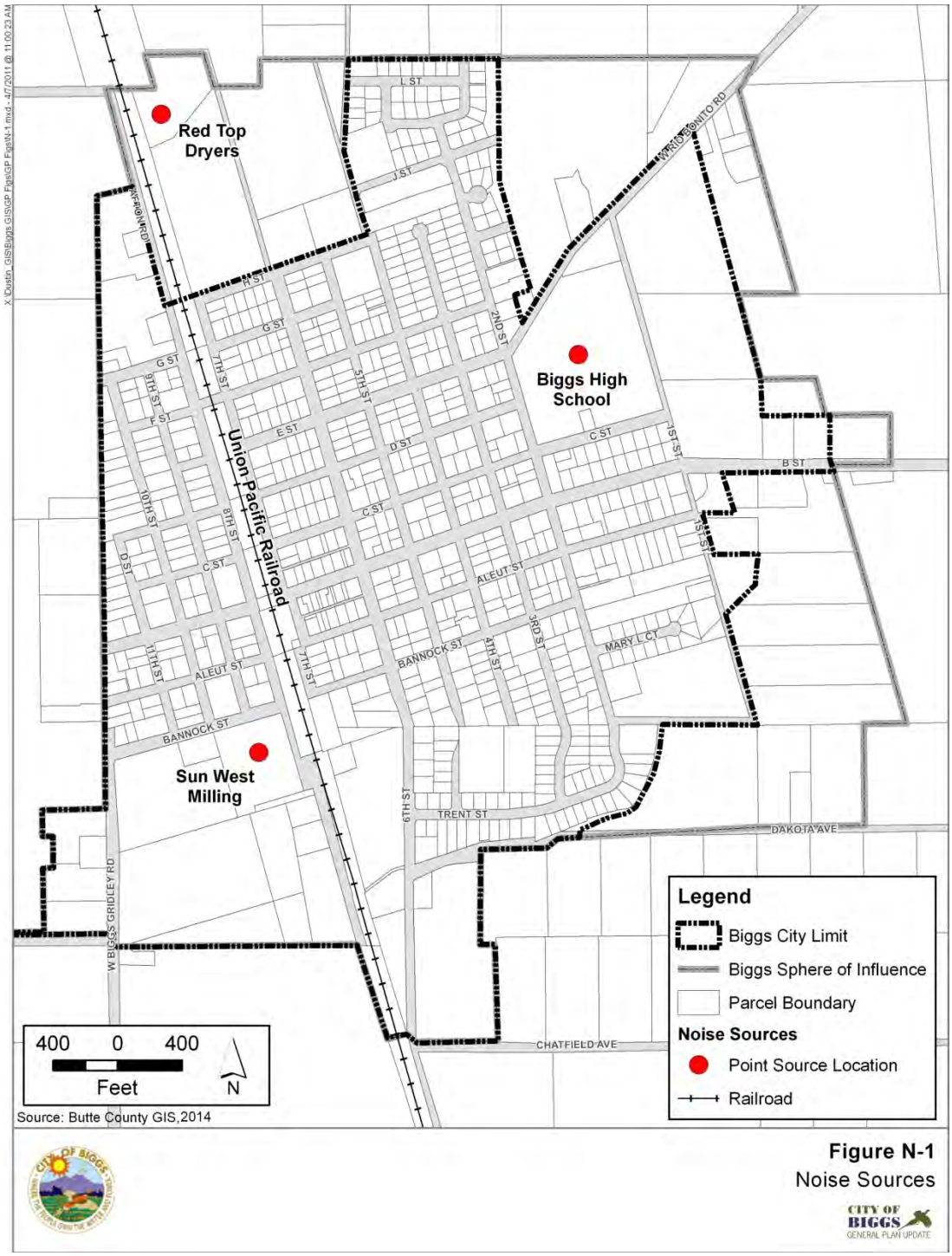
The Red Top Rice facility dries and stores rice. Primary noise sources consist of fans, motors, related drying equipment, and heavy truck traffic. The facility also operates three baghouse filters, which also contribute to on-site operational noise levels. There is no railroad activity associated with the operations of the Red Top facility. Hours of operation vary according to demand. During the harvest season (September through mid-November), approximately 150 trucks per day bring in rice. During this period, the plant reportedly operates 24 hours a day. Between November and August, there are reportedly about 4,500 truckloads out of the plant. The plant manager reports no current plans for expansion (Cribari 2009).

Noise measurements of the plant in operation were conducted on September 19, 2008, and April 3, 2009 (refer to **Table N-1**). Noise measurements were conducted along the western and eastern boundaries of the plant. Measured average-hourly noise levels at the western and eastern plant boundaries measured approximately 71 dBA L_{eq}. Based on the measurements conducted, the predicted 50 dBA L_{eq} noise contour would extend to a maximum distance of approximately 1,542 feet from the plant at locations located within the line of sight of major on-site noise sources. Because of the directional aspects of on-site noise sources and shielding provided by on-site structures, operational noise levels at off-site locations are highly variable. Operational noise levels and distances to predicted noise contours will vary depending on these and various other factors, including the specific operational activities being conducted, on-site sources of primary concern and orientation to off-site receptors, and meteorological conditions.

Construction Activities

Construction noise typically occurs intermittently and varies depending on the nature or phase (e.g., demolition/land clearing, grading and excavation, erection) of construction. Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. The US Environmental Protection Agency (EPA) has found that the noisiest equipment types operating at construction sites typically range from 88 dBA to 91 dBA L_{eq} at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Although noise ranges were found to be similar for all construction phases, the building construction phase tended to be less noisy (i.e., 79 dBA to 88 dBA L_{eq} at 50 feet), when compared to the initial site preparation and grading phases (EPA 1971).

FIGURE N-1: NOISE SOURCES



IV. Goals, Policies, and Actions

Goal N-1: Protect noise-sensitive uses from uses that generate significant amounts of noise to benefit public health, welfare, and the local economy.

Goal N-2: Encourage noise attenuation methods that support the goals of the General Plan.

Goal N-3: Promote and enforce the city's noise standards.

GOAL N-1: PROTECT NOISE-SENSITIVE USES FROM USES THAT GENERATE SIGNIFICANT AMOUNTS OF NOISE TO BENEFIT PUBLIC HEALTH, WELFARE, AND THE LOCAL ECONOMY.

Policy N-1.1 (New Development and Transportation Noise) – New development of noise-sensitive land uses should not be permitted in areas exposed to existing or planned transportation noise sources that exceed the levels specified in Table N-2, unless the project design includes measures to reduce exterior and interior noise levels to those specified in Table N-2.

Table N-2: Maximum Allowable Noise Levels from Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] Ldn/CNEL, dB	Interior Spaces	
		L_{dn}/CNEL, dB	L_{eq}, dB[2]
Residential	65 [3]	45	–
Transient Lodging	–	45	–
Hospitals, Nursing Homes	65 [3]	45	–
Theaters, Auditoriums, Music Halls	–	–	35
Churches, Meeting Halls	65 [3]	–	40
Office Buildings	–	–	45
Schools, Libraries, Museums	65 [3]	–	45
Playgrounds, Neighborhood Parks	70	–	–

Notes:

[1]Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at the patios or balconies of multi-family dwellings, a common area or on-site park may be designated as the outdoor activity area. For noise-sensitive land uses that do not include outdoor activity areas, only the interior noise standard shall apply.

[2]As determined for a typical worst-case hour during periods of use.

[3]Where it is not possible to reduce noise in outdoor activity areas to 65 dB Ldn/CNEL or less using all feasible noise reduction measures, an exterior noise level of up to 70 dB Ldn/CNEL may be allowed provided that interior noise levels are in compliance with this table.

Policy N-1.2 (New Development and Non-Transportation Noise) – New development of noise-sensitive land uses should not be permitted in areas exposed to existing non-transportation noise sources that exceed the levels specified in Table N-3, unless the project design includes measures to reduce exterior noise levels to the unadjusted levels specified in Table N-3.

TABLE N-3: MAXIMUM ALLOWABLE EXTERIOR NOISE LEVELS FROM NON-TRANSPORTATION SOURCES

Noise Level Descriptor (dBA)	Exterior Noise Level (dBA)	
	Daytime (7 AM to 10 PM)	Nighttime (10 PM to 7 AM)
Average-Hourly Noise Level (L_{eq})	55	50
Intermittent Noise Level (L_{2} or L_{max})	75	65

Notes:

[1]Noise levels shall be lowered by 5 dB for simple tone noises, for noises consisting primarily of speech or music, or for recurring impulsive noises. Noise-level standards do not apply to mixed-use residential units established in conjunction with industrial or commercial uses provided interior noise levels remain below 45 dB L_{dn}/CNEL.

[2]In areas where the existing ambient noise level exceeds the established daytime or nighttime standard, the existing level shall become the respective noise standard and an increase of 3 dBA or more shall be significant. Noise levels shall be reduced 5 dBA if the existing ambient hourly L_{eq} is at least 10 dBA lower than the standards.

[3]Noise standards are to be applied at outdoor activity areas with the greatest exposure to the noise source. When it is not practical to mitigate exterior noise levels at patio or balconies of multi-family dwellings, a common area or on-site park may be designated as the outdoor activity area.

Policy N-1.3 (Acoustical Analysis) – Where proposed projects are likely to expose noise-sensitive land uses to noise levels exceeding the city's standards, require an acoustical analysis as part of environmental review so that noise mitigation measures may be identified and included in the project design. The requirements for the content of an acoustical analysis are outlined in Table N-4.

TABLE N-4: REQUIREMENTS FOR AN ACOUSTICAL ANALYSIS

An acoustical analysis prepared pursuant to the Noise Element shall:
A. Be the financial responsibility of the applicant.
B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
C. Include representative noise-level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources.
D. Estimate existing and projected cumulative (20 years) noise levels in terms of L_{dn}, CNEL, and the standards of **Table N-1** or **Table N-2**, as applicable, and compare those levels to the adopted policies of the Noise Element. Where the noise source consists of intermittent single events, address the impact on sleep disturbance.
E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element, giving preference to site planning and design over mitigation measures that require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses.
F. Estimate noise exposure after the prescribed mitigation measures have been implemented.
G. Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Policy N-1.4 (Roadway Improvement Projects) – Where proposed roadway improvement projects are likely to expose noise-sensitive land uses to noise levels exceeding the standards in Table N-2 or an increase of 10 dB L_{dn} or more in ambient noise levels, conduct an acoustical analysis to determine the level of impacts and to identify feasible noise mitigation measures that could be included in the project design to minimize impacts.

Action N-1.4.1 (Roadway Project Significance Criteria) – For roadway improvement projects where an acoustical analysis demonstrates that it is not practical to reduce traffic noise levels to be consistent with Table N-2, the following criteria will be used as a test of significance for the environmental review:

- Where existing traffic noise levels are less than 65 dB L_{dn} in the outdoor activity areas of noise-sensitive uses, a +3 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

- Where existing traffic noise levels range between 65 and 70 dB L_{dn} in the outdoor activity areas of noise-sensitive uses, a +4 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

- Where existing traffic noise levels are greater than 70 dB L_{dn} in the outdoor activity areas of noise-sensitive uses, a +5 dB L_{dn} increase in noise levels due to a roadway improvement project will be considered significant.

Policy N-1.5 (Proposed Projects Near Railroads) – Require site-specific noise studies for noise-sensitive projects that require a discretionary action and may be affected by railroad noise. Incorporate noise attenuation measures into the project design to reduce any impacts to the levels specified in Table N-2.

Policy N-1.6 (Construction Activity) – Utilize standards in the Municipal Code to address issues related to the timing and duration of construction activity.

Action N-1.6.1 (Construction Hours) – Consider the establishment of a construction noise ordinance or standards to regulate hours of construction to the hours of 7:00 AM to 7:00 PM on weekdays and 8:00 AM to 5:00 PM on weekends, with the exception for emergency repair work.

Action N-1.6.2 (Temporary Construction Noise) – Consider the effects of temporary construction-related noise activities during the project review process, and incorporate noise mitigation techniques including movement of equipment staging areas, screening of portable noise sources, limits on amplified sound devices, and use of noise baffling and reducing technologies.

GOAL N-2: ENCOURAGE NOISE ATTENUATION METHODS THAT SUPPORT THE GOALS OF THE GENERAL PLAN.

Policy N-2.1 (Well-Designed Noise Mitigation) – Utilize effective noise attenuation measures that complement the Community Enhancement Element's goals.

Action N-2.1.1 (Noise Control Measures) – Limit noise exposure through the use of insulation, building design and orientation, staggered operating hours, and other techniques. Utilize physical barriers such as landscaped sound walls only when other solutions are unable to achieve the desired level of mitigation.

Action N-2.1.2 (Transportation Agencies) – As necessary, actively consult with local, state, and regional transportation agencies to address noise concerns that impact Biggs and work to incorporate noise reduction elements in projects both inside and near the city.

Policy N-2.2 (Partners in Noise Reduction) – Consult with public and private organizations to encourage reduction of the noise levels of activities that impact large portions of the community.

Action N-2.2.1 (Railroad Warning Systems) – Consult with the Union Pacific Railroad to investigate the cost, safety, and feasibility of implementing alternative railroad warning systems and safety measures that reduce the use of train horns at city approaches while still meeting public safety objectives.

Action N-2.2.2 (Biggs Unified School District) – Consult with the Biggs Unified School District to ensure that amplified sound and school activities does not unduly impact city residents.

Action N-2.2.3 (Noise-Generating Uses) – Maintain an active dialogue with SunWest Milling, Red Top Rice, and other large noise source generators to identify activities or time periods when noise may exceed normal volumes, and utilize city resources to provide information of such events to the public.

GOAL N-3: PROMOTE AND ENFORCE THE CITY'S NOISE STANDARDS.

Policy N-3.1 (City Noise Control Program) – Maintain a noise enforcement program to identify and resolve problems concerning noise in the community.

Action N-3.1.1 (Noise Program Duties) – Enforce the city's Noise Ordinance by processing complaints, conducting on-site testing of noise sources, and sharing information on the effects of noise issues in the community.

Action N-3.1.2 (Street Noise Environment) – Periodically assess the noise levels associated with city streets by reviewing traffic count data as an indication of increasing traffic noise.

Action N-3.1.3 (Communication and Cooperation) – As necessary, communicate and cooperate with the Butte County Development Services Department to address noise related issues occurring outside of the city to address potential noise impacts on city residents.

PUBLIC HEALTH AND SAFETY ELEMENT

Biggs is a safe community, supported by appropriate development standards and a clear understanding of potential man-made and natural hazards. Public safety has been enhanced by improvements to local circulation systems, including the roadways, well-lit bike and pedestrian trails, and railroad crossings. Children are able to safely walk or bike to school. Public safety is maintained by efficient and effective emergency response services, and citizens are knowledgeable and informed about potential hazards and appropriate responses.

I. INTRODUCTION

The Public Health & Safety Element, a legally required element, is included in this General Plan to address the services provided by the City of Biggs and the city's public safety providers related to public safety. Such service providers include fire protection, crime prevention, public works, and building safety services.

The city actively plans for its approach to hazards such as flooding, earthquakes, and other potentially dangerous situations. It proactively seeks to provide education in disaster preparedness and response through public information outreach to enable residents to help themselves during a disaster. The Public Health & Safety Element addresses the community's safety concerns and sets forth the goals and policies essential in addressing these concerns.

Overview

The Public Health & Safety Element is a mandatory element of the General Plan (Safety Element) pursuant to Government Code Section 65302(g). The element identifies and appraises potential safety issues in and around the city and establishes goals, policies, and actions addressing the subjects discussed. The element is used as a guide to assist in understanding potential safety risks and how to minimize the exposure of city residents to natural and man-made hazards. It also establishes policies and implementing actions that seek to minimize risks associated with seismic, geologic, flood, fire, and environmental hazards. By identifying these hazards and the appropriate abatement measures, the Public Health & Safety Element works to reduce the potential for events to occur that would threaten lives, damage property, and disrupt the local economy.

The Public Health & Safety Element is organized into sections addressing the following seven topics:

- Emergency Preparedness
- Flood Hazard and Dam Inundation

- Fire Protection
- Law Enforcement and Crime Prevention
- Seismic and Geologic Hazards
- Hazardous Materials and Waste Management
- Transportation Hazards

II. Issues and Opportunities

Emergency Preparedness

Guidance for emergency preparedness in Butte County as a whole, including Biggs, is provided in the Butte County Emergency Response Plan (ERP). The Emergency Response Plan establishes procedures for responding to various emergency situations, including regional flooding, hazardous materials incidents, defense emergency, dam failure, wildland fire, and seismic activity. In addition to the Butte County ERP, the City of Biggs also maintains a locally adopted and locally focused Major Emergency Plan that sets forth policies and procedures for local emergency events, provides for an emergency management response structure, and outlines strategies for hazard mitigation. The city also maintains emergency response notification lists and emergency response communications plans focused on Biggs.

Butte County released a Multi-Jurisdictional All Hazard Pre-Disaster Mitigation Plan (MHMP) in March 2007. The MHMP was approved by the Federal Emergency Management Agency (FEMA) and has been adopted by all local jurisdictions in Butte County. It was adopted by the City of Biggs on April 16, 2007. The plan represents a cooperative effort between the County and the incorporated cities, including Biggs, to document and plan for mitigation of natural and man-made hazards. According to the document, the overall intent of the MHMP is to "reduce or prevent injury and damage from hazards in the County. It identifies past and present mitigation activities, current policies and programs, and mitigation strategies for the future. The Mitigation Plan also guides hazard mitigation activities by establishing hazard mitigation goals and objectives."

The Butte County MHMP is available at:
http://hazardmitigation.calema.ca.gov/docs/lhmp/Butte_County_MHMP.pdf.

Flood Hazard and Dam Inundation

According to the Butte County MHMP, the probability and potential severity of flooding in Biggs is considered to be high. This is due in part to the city's location downstream of Lake Oroville and the Thermalito Afterbay as well as the city's flat topography and proximity to the Feather River. In response to the various ongoing regional and statewide efforts to study and address flood safety and levee stability issues, and FEMA's process to reevaluate designated flood hazard areas, the City of Biggs prepared a local flood hazard evaluation study that identified Biggs as being outside of the designated 100-year flood hazard zone. The city's preliminary flood

hazard study determined that floodwaters moving westward from the Feather River would be diverted in part by the Sutter Butte Canal located east of the city and east of State Route 99, with additional diversions of water being made by Hamilton Slough located east of the city and west of State Route 99. As a result of this study and the various ongoing efforts to evaluate the stability of the levees along the Feather River, the City of Biggs was not identified by FEMA as being within a 100-year flood hazard area as part of its regional flood hazard remapping effort occurring in 2011.

Two primary types of regional flood events have the potential to threaten Biggs. These are the failure of a dam located upstream from the city and the catastrophic failure of Feather River levees along the river's western side upstream from the city. Several dams located above Biggs are also located above Oroville Dam in the Feather River watershed. In the event of failure of one of these dams, floodwater would be contained in Lake Oroville. However, there are four dams that are located such that their failure might create flooding in the city. These are the Oroville Dam itself and the three structures that create the Thermalito complex: the Thermalito Diversion Dam, the Thermalito Forebay Dam, and the Thermalito Afterbay Dam. The potential flood hazards associated with the catastrophic failure of these dams is the primary reason why Biggs was identified as having a high potential for flooding within Butte County's Multi-Jurisdictional All Hazard Pre-Disaster Mitigation Plan.

As noted above, a potential flooding threat to Biggs is the Hazelbrush Levee, which is the western levee of the Feather River below the Thermalito Afterbay spillway. This levee is located where the Feather River flow turns from a southwest to south flow path. Immediately downstream from this area, the Feather River channel is further constrained by remnant rock piles from past gold prospecting activity and cobble mining activities associated with the construction of Oroville Dam. According to the Butte County MHMP, the combinations of channel directional turn and blockage, along with the river's physical location above Biggs, represents a potential threat to the city should a significant breach occur at that location. A proposal that has been discussed for Biggs is the reopening of passages beneath the Union Pacific Railroad tracks to allow water to flow to the west in the event of a levee failure above the city. Originally built on trestles, the base of the railroad has been filled and now serves as a levee. Unfortunately, in the event of a levee breach northeast of Biggs, floodwater would flow in a generally southwest direction and upon meeting the rail tracks would be forced toward Biggs.

Overtopping of Sacramento River levees is not considered to be a significant local concern due to the general topography of the region and the distance between Biggs and the Sacramento River. Levee failure or overtopping of the Sacramento River in areas north of Biggs would generally be directed to the lower elevation Butte Sink area and would most likely not directly affect the city. However, when the Sacramento River floods, localized flooding is possible due to water backing up into local drainage channels and thereby reducing the ability of the city's storm water drainage system to remove water from inside Biggs.

Figure S-1 shows the flood hazard areas associated with the potential failure of Oroville Dam.

FIGURE S-1: OROVILLE DAM INUNDATION AREA

Source: Butte County GIS, 2014

Figure S-1
Oroville Dam Inundation Area

Flood Control

Flood control in the Biggs area is provided by a combination of federal, state, and local agencies. The general purpose of these agencies is to identify potential flood hazard areas and devise preventive programs, policies, and structures to avoid or minimize flood damage. FEMA produces Flood Insurance Rate Maps, which identify areas of potential flood hazards, and designates 100-year floodplain zones. A 100-year floodplain is the area that has a 1 percent chance of being flooded in any one year. FEMA also manages the National Flood Insurance Program, which provides insurance to the public based on the predicted 100-year flood event.

FEMA and the California Department of Water Resources are in the process of evaluating whether flood control infrastructure in the area meets 100-year and 200-year flood protection standards. These agencies have taken the position that various levees and flood control structures, for which adequate data is unavailable, cannot be certified or accredited as adequate to provide the required 100-year or 200-year level of flood protection.

As of the publication of this General Plan, Biggs was identified as located outside of the 100-year floodplain and was not classified as being in a flood hazard area. However, FEMA is currently undergoing a process to decertify several levees in California and based on preliminary information, it appears as though the city could be reclassified as being within the 200-year flood hazard designation. Biggs is part of the Sutter Butte Flood Control Agency (SBFCA), which was formed to evaluate and construct improvements to the levee system to allow it to comply with the requirements of FEMA for flood protection. The SBFCA is currently in the process of preparing for construction efforts to increase the stability and protection of Feather River levees.

The role of Reclamation District 833 (RD 833) is of special significance to flood control in and around Biggs. RD 833 channels surround the city and serve the dual purposes of providing and conveying agricultural irrigation water as well as removing storm runoff from the city. Increases in development in the region, coupled with the nearly flat terrain, result in the potential for flooding miles “downstream” from Biggs to the southwest, which is known as the Butte Sink. Avoiding increases in storm water runoff entering the RD 833 channels has become an important concern due to the potential for increase in downstream flooding.

This General Plan contains policies addressing the city’s interaction with RD 833 and how the city plans to address storm water within its jurisdictional area. Protection against local flooding is addressed specifically in the Public Facilities & Services Element under the topic of Storm Drainage Facilities.

Flood Legislation

In 2006 and 2007, the state legislature produced several pieces of legislation governing various aspects of flood planning. The following is a list of legislation included as part of that package, which affects the city and the General Plan:

- **SB 5 – Flood Management.** Establishes higher standards of flood protection (generally 200-year protection) for urban and urbanizing areas exceeding 10,000 residents.
- **AB 70 – Flood Liability.** Requires a city or county to contribute its fair-share cost of property damage caused by a flood event where the jurisdiction's actions contributed to or increased the state's exposure to liability.
- **AB 162 – Flood Planning in General Plans.** Establishes enhanced requirements for cities and counties to address flood-related matters in their general plans.

In addition, consistent with the requirements of Proposition 1E approved by voters in 2006 and as part of the State's overall effort to reevaluate flood hazards in the Central Valley, the State of California is preparing the State Plan of Flood Control (SPFC) and the Central Valley Flood Protection Plan (CVFPP), which will serve as comprehensive flood control documents and will help to define the reevaluated 100- and 200-year flood areas. The City of Biggs Planning Area and various flood control structures are in the area covered by the SPFC and CVFPP documents.

The drainage facilities that provide local flood control are discussed in detail in the Public Facilities & Services Element of the General Plan. The Public Health & Safety Element addresses flood and dam inundation hazards through policies that require compliance with flood protection building standards and actions to work with federal, state, and local agencies to identify areas susceptible to flooding and accredit the flood control levees in the city.

Fire Protection

Biggs is potentially vulnerable to a variety of fire types. Reducing the potential for fire-related injuries and property losses involves the prevention of fires through community education and enforcement of building and safety codes, as well as the ability to respond to fire-related emergencies once they occur.

The highest probable fire threats in Biggs are structural fires in residences or businesses. Additionally, other types of fires have the potential for resulting in major losses in and around the city. These include fire or explosion at one of the local agricultural processing plants, major operational failure of the rail service that passes through Biggs, and urban conflagration (multiple simultaneous structural fires). Wildland and vegetation fires on the perimeter of the city

are also possible, though the Butte County MHMP has determined the probability and severity of these risks to be low.

The Biggs Fire Station is located at 454 B Street. Fire protection services in the city have been provided through a cooperative agreement with Butte County Fire and the California Department of Forestry and Fire Protection (CalFire) since 1989. This agreement is renewed on a three-year basis and is funded on an annual basis by the Biggs City Council and the Butte County Board of Supervisors. Agreements for mutual assistance have been established between Butte County Fire/CalFire and various fire protection agencies. In the event of a major fire in Biggs, all county fire departments, Butte County Fire/CalFire, and, if necessary, Sutter County and Live Oak fire departments could respond.

Existing equipment consists of one primary engine owned by the City of Biggs, one reserve engine, and one water tender. The station is currently staffed by two firefighters 24 hours a day year-round, assisted by seasonal and volunteer firefighters during response. The County Fire Chief leads the department, supported by one Deputy Chief and five Assistant Chiefs. Butte County Fire/CalFire is a combination fire department; the delivery of fire department services is accomplished using both career professional and citizen volunteer firefighters. According to the Biggs Municipal Services Review, the Biggs Fire Station is currently meeting departmental minimums for staffing as a regional provider.

In 2009–2010, the city upgraded its potable water system, which will allow for increased water pressure in Biggs. These improvements included replacement of a significant percentage of the city's water extraction and delivery infrastructure. A new pressure system and ground tank was installed at Family Park, which will increase water pressures in the system. Prior to these improvements, water pressure within the system was below 40 pounds per square inch. Improvements to this system have allowed an increase in water pressure to approximately 55 pounds per square inch. The increased pressure will significantly assist fire safety services throughout the city.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) is based on the idea that design and effective use of community design can lead to a reduction in the potential for crime and incidence of crime and an overall improvement in quality of life. CPTED strategies rely on the ability to influence offender decisions that precede criminal acts by affecting the built, social, and administrative environments.

Because Biggs does not have a full-time police department within its city limits, a CPTED strategy would allow a reduction in crime by designing future neighborhoods and buildings in a manner that would provide security and safety for people and property.

Seismic and Geologic Hazards

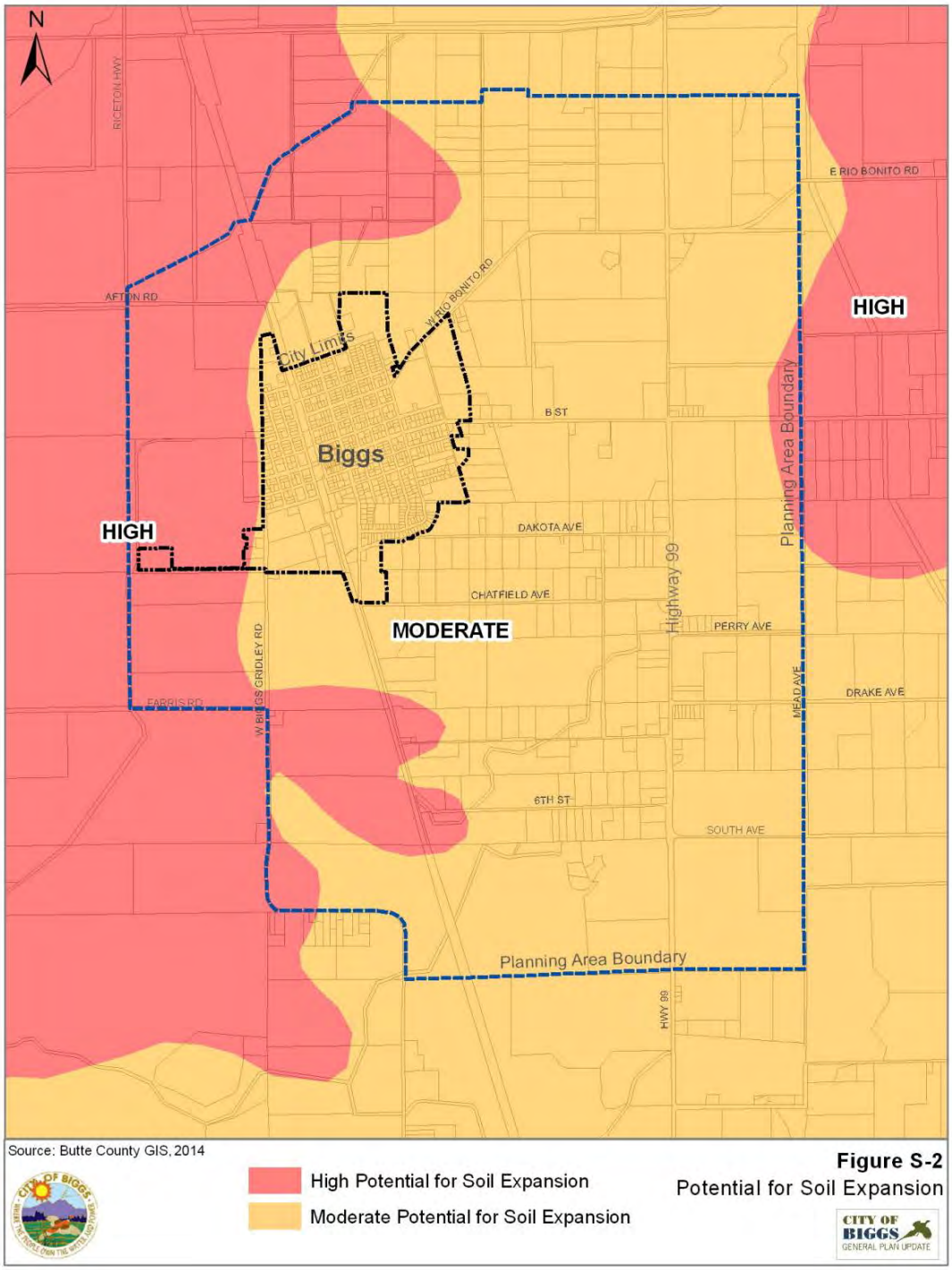
According to the Butte County MHMP, the probability and potential severity of geologic hazards in Biggs are considered low. The city and the surrounding area are relatively free from significant seismic and geologic hazards. There are no known or inferred active faults within the city. The only known active fault in Butte County is the Cleveland Hills fault, the site of the August 1975 Oroville earthquake. This earthquake had a Richter magnitude of 5.7.

The city enforces the California Building Code, which mandates construction techniques that minimize seismic hazards. In addition to seismically induced ground shaking, ground movement can also be triggered by heavy rains or by grading. Landslide potential is influenced by a number of factors, including geology, water influences, and topography. Because Biggs is located on the valley floor, there is no potential for landslides, seiche, or tsunamis within the city or Planning Area. Further, there is no indication of subsidence ever occurring in the city.

Some locations in the Biggs area are known to have expansive soils that swell when they absorb water and shrink when drying (see **Figure S-2**). Expansive soils can cause structural damage to foundations and roads if the necessary construction techniques and materials are not used.

The policies of this element support the continued use of the California Building Code to address structural requirements related to safety from seismic and geologic hazards.

FIGURE S-2: POTENTIAL FOR SOIL EXPANSION



Hazardous Materials and Waste Management

Hazardous materials include a wide variety of substances commonly used in households and businesses. Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials. Nearly all businesses and residences generate some amount of hazardous waste; certain businesses and industries generate larger amounts of each substance, including gas stations, automotive service and repair shops, printers, dry cleaners, and photo processors.

In addition to these sources, material that is toxic or hazardous is transported on nearby State Route 99 and on the Union Pacific Railroad, which passes through the city, and could be subject to accidental release.

Several herbicides and insecticides that are classified by the California Department of Food and Agriculture as potentially harmful to humans are used in Butte County. Although injuries from agricultural chemicals are experienced predominantly in occupational situations, some hazards may occur on neighboring lands during application. For example, if crop spraying adjacent to urban uses occurs on a windy day, drift could create a hazard. The hazards that farming operations present for urban uses can be minimized by using organic farming practices, switching to crops with natural pest resistance, or maintaining buffer zones between urban and agricultural uses. Policy CR-2.2 of the Conservation, Open Space & Recreation Element, and the actions that follow it, establish the City of Biggs' primary policies regarding buffering and the agricultural-urban interface.

Hazardous Waste Regulation

Use, storage, and transportation of hazardous wastes are heavily regulated by federal, state, and local agencies, including the California Department of Toxic Substances Control, which is authorized to implement the regulations of the US Environmental Protection Agency (EPA).

In Butte County, a unified team serves as first responders to hazardous materials incidents or emergencies. The team was first organized by the Butte County Fire Chiefs Association beginning in 1989 through the use of a joint powers agreement. Team members are from the fire departments of Chico, Oroville, Paradise, Biggs, Gridley, and Butte County, as well as from CalFire. The team staffs two units and comprises specialists and technicians. Haz Mat 64 is stationed at the Kelly Ridge Fire/Butte County Station, and Haz Mat 1 is stationed at Chico Station 1.

The city and this General Plan will encourage and promote practices and technologies that will:

- Reduce the use of hazardous substances and the generation of hazardous wastes at their source.
- Recover and recycle the remaining wastes for reuse.
- Treat those wastes not amendable to source reduction or recycling so that the environment and community health are not harmed by their ultimate release or disposal.

Transportation Hazards

The Union Pacific Railroad line passes through Biggs between Seventh and Eighth streets. Hazardous materials are regularly shipped via the rail line and, while unlikely, an incident involving a rail accident within the city could have devastating effects.

The city has little control over the types of materials that are shipped via the rail line. With regard to government activities, the content of shipments may be confidential for reasons of security and/or is generally unknown to the city. While the city has little influence over the types of material transported via the rail line, the potential for rail incidents can be reduced by ensuring that at-grade crossings in Biggs are operating in a safe and effective manner.

One of the primary concerns is the safety of pedestrians along the tracks and vehicles utilizing at-grade crossings on B Street, E Street, and F Street. The second primary concern, while unlikely, is an incident involving derailment of a train in the vicinity of Biggs and the hazards that could result from spillage of the cargo which the train is transporting.

The design and operation of at-grade crossings is the aspect of rail-related hazards that is most under the control of the city. Each of Biggs' crossing sites is controlled by automated gates.

Grade-separated crossings (overcrossings) improve safety in the community by reducing collision potential and ensuring that emergency vehicles can always cross the tracks. However, such crossings are cost-prohibitive and could significantly impact existing development adjacent to the existing crossing sites. The city has engaged in dialogue with the Union Pacific Railroad, the City of Gridley, and Butte County to explore options for regional crossings, which may assist in addressing cost concerns.

Given the land use and financial impacts of grade-separated crossings, it is highly unlikely that the at-grade crossings in Biggs will be eliminated during the life of this General Plan. Therefore, ensuring proper gate operation at the crossings is the most effective strategy the city can employ to avoid accidents and minimize safety risks.

Proper gate functioning includes ensuring that gates are not in the lowered position unnecessarily. Lowering of gates for excessive time durations or when trains are not present can encourage drivers to maneuver around gates. Over time, such practices can increase the potential for a train/vehicle collision.

III. Goals, Policies, and Actions

Goal S-1:	**Minimize the loss of life and property resulting from natural and human-caused hazards.**
Goal S-2:	**Minimize the threat to life and property from flooding and inundation.**
Goal S-3:	**Protect lives and property from seismic and geologic hazards.**
Goal S-4:	**Continue to provide effective and efficient fire protection and prevention services to Biggs area residents.**
Goal S-5:	**Continue to provide effective and efficient law enforcement services to Biggs residents.**
Goal S-6:	**Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property.**
Goal S-7:	**Enhance the safety of railroad crossings.**
Goal S-8:	**Reduce the potential for public exposure to hazardous materials or the accidental releases of toxic or hazardous substances.**

GOAL S-1: MINIMIZE THE LOSS OF LIFE AND PROPERTY RESULTING FROM NATURAL AND HUMAN-CAUSED HAZARDS.

Policy S-1.1 (Emergency Preparedness) – Promote public safety from hazards that may cause death, injury, or property damage through emergency preparedness and awareness.

Action S-1.1.1 (Emergency Plan Maintenance) – Maintain, and update as needed, the city's Emergency Plan to guide emergency management in the city.

Action S-1.1.2 (Emergency Response Awareness) – Promote community awareness of emergency evacuation routes, notification methods, and planning in the Biggs area.

Action S-1.1.3 (Regional Hazard Agency Participation) – Actively participate and partner with Butte County and other regional agencies for comprehensive hazard and emergency planning.

Action S-1.1.4 (Incident Training) – Participate in the Federal Emergency Management Agency's National Incident Management System program, which provides a standardized approach to emergency incidents.

GOAL S-2: MINIMIZE THE THREAT TO LIFE AND PROPERTY FROM FLOODING AND INUNDATION.

Policy S-2.1 (Potential Flood Hazards) – When considering areas for development, analyze and consider potential impacts of flooding.

Action S-2.1.1 (Consider Potential Flood Impacts) – The city shall not approve new development projects that will result in new or increased flooding impacts on adjoining parcels or upstream and downstream areas; unless it can be shown that corresponding improvements to drainage facilities are sufficient to mitigate any potential impacts. Projects shall mitigate for increases in flooding potential through project-related improvements (either on- or off-site), as approved by the city Engineer.

Action S-2.1.2 (Flood Hazard Management) – Continue efforts to work with FEMA and state and local agencies to evaluate the potential for flooding, identify areas susceptible to flooding, accredit the flood control levees in the city, and require appropriate measures to mitigate flood-related hazards.

Action S-2.1.3 (Flood Hazard Analysis) – As part of project review, analyze potential impacts from flooding and require compliance with appropriate building standards and codes for structures subject to 200-year flood hazards.

Action S-2.1.4 (200-Year Flood Protection) – Cooperate and partner with local, regional, state, and federal agencies to seek funding for the provision of 200-year flood protection.

Action S-2.1.5 (Flood Hazard Analysis) – Develop flood control strategies and improvement plans for the City of Biggs in coordination with regional flood control and reclamation districts.

Action S-2.1.6 (Floodplain Hazard Materials) – Provide materials to the community regarding FEMA and California Department of Water Resources flood mapping.

Action S-2.1.7 (SBFCA Participation) – Continue active participation in the Sutter Butte Flood Control Agency.

Action S-2.1.8 (NFIP Participation) – Participate in the National Flood Insurance Program by updating the Local Floodplain Management Ordinance as necessary to help reduce future flood damage. As part of the update, consider adopting more stringent standards than included in model ordinances as a way of improving flood safety and reducing insurance premiums for property owners.

Policy S-2.2 (Drainage) – Ensure that adequate drainage exists for both existing and new development.

Action S-2.2.1 (Runoff Control Measures) – Require all new urban development projects to either incorporate runoff control measures to minimize peak flows of runoff or otherwise implement comprehensive drainage plans.

Action S-2.2.2 (Drainage Maintenance) – Work with area reclamation districts to maintain drainage facilities in order to ensure their proper operation during storms.

Action S-2.2.3 (Regional Storm Water Facility) – Evaluate the potential for a regional storm water detention/retention facility within or downstream of Biggs.

Action S-2.2.4 (Master Drainage Plans) – Require master drainage plans as a condition of approval for large development projects.

Action S-2.2.5 (New Residential Construction) – Require new residential construction to have its lowest habitable floor elevated above the base flood level elevation, as determined by FEMA standards.

GOAL S-3: PROTECT LIVES AND PROPERTY FROM SEISMIC AND GEOLOGIC HAZARDS.

Policy S-3.1 (Potential Damage to New Structures) – Prevent damage to new structures caused by seismic, geologic, or soil conditions.

Action S-3.1.1 (Soils Report) – A soils report, prepared by a licensed soils engineer, shall be required for all new residential subdivisions and nonresidential development projects. Soils reports shall evaluate shrink/swell and liquefaction potentials of sites and recommend measures to minimize unstable soil hazards.

Action S-3.1.2 (Potential Soil Hazards) – In areas identified as having highly expansive soils, require appropriate studies and structural precautions through project review.

Action S-3.1.3 (Reducing Subsidence) – Applications for projects that extract groundwater, oil, or gas shall include a report evaluating the potential for resulting subsidence. Reports shall discuss appropriate mitigation measures to reduce the potential for subsidence.

Policy S-3.2 (Potential Damage to Existing Structures) – Encourage owners of buildings that are subject to seismic hazards to pursue structural improvements to remedy seismic-related hazards.

Action S-3.2.1 (Identification of Hazards) – Consider establishing a program to identify buildings that present seismic safety concerns and explore opportunities to assist owners of such structures with accomplishing necessary improvements.

Action S-3.2.2 (Funding Options) – Identify, and pursue as appropriate, funding options to assist property owners with costs related to seismic safety structural improvements.

Action S-3.2.3 (Groundwater Monitoring) – Monitor the elevations of groundwater at city wells. Fluctuations in groundwater levels shall be recorded to determine long-term trends in groundwater elevation.

Action S-3.2.4 (Groundwater Sales) – Oppose groundwater transfers and sales that would substantially impact city water supplies or regional groundwater supplies.

Action S-3.2.5 (Regional Water Discussions) – Participate in regional groundwater monitoring activities and ongoing regional water discussions.

GOAL S-4: CONTINUE TO PROVIDE EFFECTIVE AND EFFICIENT FIRE PROTECTION AND PREVENTION SERVICES TO BIGGS AREA RESIDENTS.

Policy S-4.1 (Fire Safety Staffing) – At a minimum, maintain current levels of service for fire protection by continuing to require development to provide and/or fund fire protection facilities, personnel, and operations and maintenance.

Policy S-4.2 (Fire Hydrants) – Ensure all fire hydrants within the city are maintained and can sufficiently provide fire suppression services.

Action S-4.2.1 (Hydrant Spacing) – Require all new development to design public facility improvements to ensure that water volume and hydrant spacing are adequate to support efficient and effective fire suppression.

Action S-4.2.2 (Hydrant Maintenance) – Work with Butte County Fire/CalFire to properly test and maintain fire hydrants.

Policy S-4.3 (ISO Rating) – Strive to achieve a minimum Insurance Service Office (ISO) rating of Protection Class 4.

Policy S-4.4 (Vegetation Management) – Support vegetation management and weed abatement programs that reduce fire hazards.

Action S-4.4.1 (Hazard Reduction) – Continue to enforce the requirements of Public Resources Code Sections 4290 and 4291 and Biggs Municipal Code Section 6.25 in all new development projects and within the existing developed areas of the city. This includes, but is not limited to, the following:

- Maintain roofs of structures free of vegetative growth and debris.
- Remove any portion of trees growing within 10 feet of chimney/stovepipe outlets.
- Maintain screens over chimney/stovepipe outlets or other devices that burn any solid or liquid fuel.

Policy S-4.5 (Interagency Coordination) – Continue to maintain interagency relationships to maximize fire protection services and support programs that reduce fire hazards.

Action S-4.5.1 (Interagency Programs) – Continue to work with CalFire and the Butte County Fire Department on programs that will enhance fire protection and firefighting capabilities in the Planning Area, including maintaining aid agreements.

Policy S-4.6 (Fire Safety Standards and Programs) – Support the development and implementation of standards and programs to reduce fire hazards, and review development and building applications for opportunities to ensure compliance with relevant codes.

Action S-4.6.1 (Standards to Protect Structures) – Maintain, and update as needed, the standards manual for protecting structures in wildland fire areas.

Action S-4.6.2 (Structural Standards) – Incorporate building construction standards for the Local Resource Area (areas that are provided city fire suppression services) that are consistent with the requirements for the State Responsibility Areas (areas that are provided state and county fire suppression services) designated as Very High, High, and Moderate Fire Hazard Severity Zones.

Action S-4.6.3 (Project Design) – As part of the project review process in wildland fire areas, require consideration of emergency evacuation routes and defensible buffer areas.

Action S-4.6.4 (Development Standards) – Encourage and work with the County to require development in unincorporated areas within the city's Sphere of Influence to conform to the city's development standards.

Action S-4.6.5 (Fire Sprinklers, New Structures) – Conform to all California Building Code requirements requiring fire sprinklers for new construction.

Action S-4.6.6 (Mutual Response Agreements) – Continue participation in regional mutual response agreements to address issues of fire safety within and around the city and to provide options for fire protection services on the west side of the railroad tracks in the event of track blockage.

Action S-4.6.7 (Equipment Modernization Funding) – Continue to fund equipment modernization efforts and participate in grant funding to enhance firefighting resources.

GOAL S-5: CONTINUE TO PROVIDE EFFECTIVE AND EFFICIENT LAW ENFORCEMENT SERVICES TO BIGGS RESIDENTS.

Policy S-5.1 (Law Enforcement Service Level) – At a minimum, the city shall strive to maintain the current levels of coverage for law enforcement services by the city's law enforcement provider.

Policy S-5.2 (Law Enforcement Service Provision) – Ensure that law enforcement services are provided in a manner that maximizes the use of the city's limited financial resources while maximizing service coverage.

Action S-5.2.1 (Service Provider) – Continue to work with the Gridley-Biggs Police Department to ensure that the city's law enforcement dollars are utilized as efficiently and effectively as possible.

Action S-5.2.2 (Level Coverage) – Continue to explore and consider local law enforcement coverage options to include community services officers, law enforcement volunteers, and law enforcement partnership arrangements to ensure a maximum level of service coverage to the city.

Policy S-5.3 (Visible Presence) – Law enforcement providers shall make all reasonable efforts to maintain a visible presence in the city.

Action S-5.3.1 (Law Enforcement Visibility) – Continue to seek ways to maintain a law enforcement presence at local events, including parades, shows, festivals, and school events.

Action S-5.3.2 (Public Safety Presence) – Law enforcement providers shall make all reasonable efforts to maintain a high level of public visibility in the city and shall consider the following options as part of the city's law enforcement coverage program:

- Maintain a regular and ongoing local officer presence.
- Maintain a regular and ongoing circulating presence in the city to increase visibility and provide a visual sense of security to city residents.
- Consider the use of alternative community circulation presence including bicycle or equestrian officers.

Policy S-5.4 (Public Interaction) – Continue to encourage programs that present that city's law enforcement personnel in a positive light and that encourage residents to interact with and "get to know" the city's law enforcement providers.

Action S-5.4.1 (Public Interaction) – Work to incorporate a law enforcement presence at events that reflect the positive attributes of the city's law enforcement providers. Events may include school activities, civic events, public meetings, and holiday activities.

GOAL S-6: DESIGN NEIGHBORHOODS AND BUILDINGS IN A MANNER THAT PREVENTS CRIME AND PROVIDES SECURITY AND SAFETY FOR PEOPLE AND PROPERTY.

Policy S-6.1 (CPTED) – Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of projects and buildings.

Action S-6.1.1 (CPTED Guidelines) – Adopt, and update as necessary, development standards and design provisions consistent with current CPTED guidelines. Specifically, incorporate provisions to address the following:

- Natural Surveillance – Intended to keep intruders easily observable, natural surveillance provisions maximize visibility of people, parking area, and building entrances (e.g., doors and windows that look out on to streets and parking areas, pedestrian-friendly sidewalks and streets, front porches, adequate nighttime lighting).
- Territorial Reinforcement – Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. This design concept is implemented by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.

- Natural Access Control – A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for offenders. This design concept is achieved by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes and also by discouraging access to private areas with structural elements.

- Target Hardening – This is accomplished by adding features that prohibit entry or access, including window locks, deadbolts for doors, and interior door hinges.

GOAL S-7: ENHANCE THE SAFETY OF RAILROAD CROSSINGS.

Policy S-7.1 (Railroad Crossings) – Enhance the safety of railroad crossings in the city.

Action S-7.1.1 (Coordinate with UPRR) – Request that the Union Pacific Railroad verify that relevant safety measures for at-grade crossings are implemented and maintained, and assess the feasibility of improving safety features, including enhanced crossing gate practices and warning devices.

Action S-7.1.2 (Education on Railroad Crossings) – Consider potential rail-related hazards prior to approval of new development projects and roadway improvements in the immediate vicinity of the Union Pacific Railroad tracks.

Action S-7.1.3 (Grade-Separated Crossings) – For improved emergency response and traffic circulation, support interagency studies to identify the best possible locations and feasibility for funding and developing grade-separated (vehicle and pedestrian/bicycle) railroad crossings in the city.

Action S-7.1.4 (Monitor At-Grade Crossings) – Monitor the operation of at-grade crossings within the city limits and immediately report any problems with gate function to the rail line operator.

Action S-7.1.5 (Pedestrian/Bicycle Railroad Crossing) – In cooperation with the UPRR, work to ensure pedestrian and bicycle crossing safety as appropriate.

Action S-7.1.6 (Minimize Railroad Noise) – Work with the UPRR to evaluate options for enhanced warning devices that would increase safety and minimize the use of horns around residential areas.

Action S-7.1.7 (Railroad Crossing Blockage) – Work with the UPRR to minimize the stoppage of trains that block all of the railroad crossings in the city at the same time.

GOAL S-8: REDUCE THE POTENTIAL FOR PUBLIC EXPOSURE TO HAZARDOUS MATERIALS OR THE ACCIDENTAL RELEASES OF TOXIC OR HAZARDOUS SUBSTANCES.

Policy S-8.1 (Hazardous Materials Safety Coordination) – Support efforts to reduce the potential for accidental releases of toxic and hazardous substances.

Action S-8.1.1 (Butte County EOP) – Continue to coordinate hazardous waste management programs with the Butte County Hazardous Waste Management Plan and the Butte County Emergency Operations Plan.

Action S-8.1.2 (Planning for Hazardous Materials Safety) – Consult with the California Office of Emergency Services, the Department of Toxic Substances Control, the California Highway Patrol, Butte County, and other relevant agencies regarding hazardous materials routing and incident response programs.

Action S-8.1.3 (Transporting Hazardous Materials) – Strive to ensure that hazardous materials are used, transported, and disposed in the city in a safe manner and in compliance with local, state, and federal safety standards.

Action S-8.1.4 (Hazardous Waste Facility Siting) – Ensure that new hazardous waste facilities and those commercial and industrial land uses that use or produce hazardous waste are sited in an appropriate manner.

Action S-8.1.5 (Contamination Prevention) – Protect soils, surface water, and groundwater from contamination.

Action S-8.1.6 (Increase Public Awareness) – Work to educate the public as to the types of household hazardous waste and the proper method of disposal.

Action S-8.1.7 (Household Hazardous Waste) – Encourage household hazardous waste to be disposed of properly and continue to support local household hazardous waste disposal events.

Action S-8.1.8 (Designated Routes for Hazardous Materials) – Designate hazardous materials routes and require that hazardous materials transported within the city be restricted to routes which have been designated for such transport.

Policy S-8.2 (Reduce Toxic Materials Use) – Strive to reduce the use of hazardous and toxic materials in city operations.

COMMUNITY ENHANCEMENT ELEMENT

The City of Biggs places a high value on the aesthetic character of the city and recognizes and highlights the role of the city's geographic, historical, and cultural features in the creation of the built environment.

I. INTRODUCTION

The Community Enhancement Element sets forth the city's vision on issues related to urban form and community design and establishes policies and programs to guide public improvements and private development. This element encourages and promotes those aspects of the city that are valued and desired by residents and which make Biggs a unique community with a positive memorable character.

> By far the greatest and most admirable form of wisdom is that needed to plan and beautify cities and human communities.
>
> – Socrates

Authority and Purpose

Authority for the Community Enhancement Element is provided by Section 65303 of the California Government Code. This section provides authority to cities and counties to add optional elements to their general plans beyond those elements mandated by the state and which reflect issues of local concern or importance to the community. This element focuses on all areas within the Biggs city limits and is intended to maintain and enhance the community's existing character, preserve cultural and historic resources, provide guidance on issues of urban form and function, and preserve the qualities that make Biggs a safe, desirable, and attractive place to live.

The purpose of this element is to establish the basic structure upon which decisions related to urban form and community design can be based and to set forth a program composed of goals, policies, and actions to ensure that investment and reinvestment in the city protects, highlights, promotes, and encourages the physical design features and elements most valued by the community.

This element contains three sections. Section one introduces the element, section two briefly describes various design and city form issues and opportunities, and section three details the goals, policies, and programs of the element. The overall goal of the element is to provide a program for the maintenance and enhancement of the basic elements that make the city the unique place that it is and to provide a vision which serves to create and enhance the desirable characteristics of Biggs. This element focuses primarily on the physical appearance of the community. It provides direct guidance on topics such as design, streetscape, historic structures, and buildings, with the intent of enhancing, promoting, and expanding on the physical qualities of the community.

The element relates to both public and private development and provides specific policy guidance in focused areas such as the city's downtown. The policies and actions contained in this element are intended to help to ensure that Biggs retains its unique, historic, and desirable elements and qualities.

Relationship to Other General Plan Elements

The Community Enhancement Element works in partnership with the other elements of the General Plan to direct new growth, public investment, public and private improvements, and community revitalization efforts toward the achievement of the overall vision of the Plan. The goals and policies of this element work together with and complement those of the other Plan elements. The city's goals of creating a high-quality, diverse, and balanced community centered on the provision of cost-efficient and effective public services, having a balanced and sustainable transportation system, and fostering a city that is enjoyed by its residents and appreciated by nonresidents work with the goals and policies of this element to achieve the city's broader vision for the future. While the Land Use Element describes the location, distribution, and intensity of land use in the city and the Biggs Planning Area, the Community Enhancement Element focuses on how development should relate to residents and visitors both at the human scale and at the broader city scale.

Background and Context – Urban Form

Since the time of its founding in 1871 to its incorporation as a city in 1903 and extending to the present time, Biggs has undergone a slow but steady evolution. The city has evolved from a regional agriculture hub supporting dry-land crops, such as wheat and other grains, to an active and vital commerce and transportation hub spurred by the construction of local and regional irrigation canals and the Union Pacific rail line, and subsequently into the residential and farming-support community that the city is today. Through the passage of time and the reshaping of the city due to catastrophic fire, changes in transportation, or advancements in technology, Biggs has retained its essential character and the basic urban form upon which it was founded. The roots of Biggs' urban form can be seen in the city's continued adherence to the original grid-based street system, the various original or early structures that include the historic and stately homes along B Street and the historic structures in the city's downtown core, and the architecture of the Biggs Unified School District offices. Today, Biggs remains an agriculture-based community that still feels and moves to the seasonal rhythms of the agricultural world around it. It has been said that the city's essential character is equal parts history and the present and that the combination of these ingredients creates the special mixture of small-town charm and semi-rural living that characterizes Biggs.

II. Issues and Opportunities

This section outlines the issues and opportunities within the city related to urban design, city form, historic preservation, and the use of public spaces. Specific policy guidance and actions

can be found in the Goals, Policies, and Actions subsection of this element. Definitions for specialized terms and subject-specific references are provided in the Glossary (**Appendix A**).

Urban Form

Built Environment

Biggs has many unique and desirable urban-form, structural, and streetscape features common to well-established communities (tree-lined main street, grid-based street layout, historic structures, centrally located city core, etc.). Over the past 100-plus years, Biggs has largely maintained the compact urban form upon which it was originally planned. The majority of the city's residential housing was constructed in the period between the early 1940s and the late 1960s. Building during that period continued to utilize the basic lot-and-block layout of the original city parcel map. Since that time, Biggs has not seen significant new growth or new construction activity and thus has not deviated significantly from the original town layout. The majority of the new residential dwellings and structures that have been constructed in the past 20 to 30 years have been on existing vacant lots or have been reconstruction or remodeling activities accomplished on previously occupied lots. The historic main street, B Street, contains many of the city's oldest homes built in the late 1800s to early 1900s. The oldest homes in the city are generally reflective of a traditional two-story, Victorian style. The combination of the slow progression of growth, the efficient utilization of the city's vacant infill parcels, and the redevelopment of underutilized parcels has created pressure for Biggs to grow outward beyond its historic core. To accommodate new growth during the next planning period, the City of Biggs will need to look to areas beyond the current city limits. This outward growth pressure will result in the necessity to focus on the integration of the older, established neighborhoods with newer areas of the city and to integrate the more traditional design elements of the city with those areas reflective of a more modern style.

The nonresidential component of the city's urban form centers primarily around the downtown business area on B Street, between Fifth and Seventh streets. The downtown area is located near the current geographic center of the city, has traditionally been the focal point of the community and its events, and is the city's primary point of social activity. The downtown area includes Biggs' only service commercial uses and contains the primary governmental functions (e.g., City Hall, the Post Office, the Biggs branch of the County Library). The urban form of the downtown area is reflective of a compact style, with buildings generally extending to the street in the front and having limited to no setbacks or open areas between adjacent buildings. The collective style of the downtown core is reflective of the age and evolution of the city's nonresidential center. The eastern edge of the current downtown core is anchored by the historic Carnegie Library and the Colonia Hotel and the shell of the city's historic pharmacy building.

Other nonresidential uses are located closer to the outer edges of the city. The primary industrial area is located in the southwestern portion of Biggs. Nonresidential uses in this area include the SunWest rice milling facilities, the city's Public Works Corporation Yard, and the

wastewater treatment plant. Biggs High School and Biggs Elementary School are located on the northwest side of the city and frame the entry to Biggs from State Route 99 from both B Street and Rio Bonito Road. Residential areas surround the downtown and extend in a grid pattern toward the agricultural lands surrounding the city.

The City of Biggs will focus on maintaining and creating a high-quality, built environment that respects the city's existing development pattern and style. New development will provide meaningful public spaces, incorporate locally appropriate design and materials, and respect the city's history and sense of place in the region.

Natural Environment

Biggs' edge and edge-transition areas are a second aspect of the city's urban form. These are the areas between the existing developed urban area and the rural residential and agricultural lands that surround the city. Orchards, field crops, and rice fields, along with rural residential uses, border the current city limits. The western edge of the city marks the beginning of a large expanse of active, irrigated agricultural activity mainly used for the cultivation of rice. These areas provide significant open lands with seasonal foraging, habitat, and loafing areas for wildlife. The areas east of the city are predominantly used for the production of tree crops (almonds, walnuts, and prunes) and provide shade and seasonal tree-canopy cover with limited ground-level habitat features. The areas to the north and south of the city are characterized by larger-lot rural residential development and isolated agricultural and grazing uses. These areas are characterized by a primary mix of residential and agricultural structures and small agricultural or ornamental areas providing limited and fragmented habitat areas.

The agricultural fields and orchards are important elements in defining Biggs and provide a sense of enclosure that defines the city's urban space. As the city continues to experience pressure to expand outward from its existing urban center, treatment of the urban-agricultural and urban-rural edge will be an important consideration. New development will recognize the value of the natural environment for humans, animals, and plants and will incorporate natural areas and features into the project design in a way that maintains the overall integrity and feel of the city's natural environment heritage.

Gateways

Clear gateway entrances into and out of Biggs help to establish a strong local and regional identity. A gateway is a visual entrance into a community, usually characterized by a transition from agricultural to urban landscape and often accentuated by monuments or design features. Prominent entrances can establish a sense of arrival and departure from an area and promote a sense of place for a community. A gateway location will gradually change over time as the urban area develops. It is anticipated as part of this General Plan that the city's primary existing gateway to the east, B Street, will shift toward State Route 99, thus presenting new opportunities to create a statement entry into the city. However, regardless of the direction of new development, the purpose of the city's gateways remains constant.

The gateway welcomes visitors and residents into the community and provides a lasting image upon departure. Biggs' primary gateways are B Street and Rio Bonito Road from the east, Eighth Street from the north, and Sixth Street and West Biggs-Gridley Road from the south. As new development opportunities arise on the city's periphery, it is envisioned that these new development areas will retain the desirable elements of the city's existing gateways and enhance and add to the value that the entrances provide to Biggs.

Streetscape/Street Pattern

Streetscape

The streetscape, or view from the road, of the city is an important and powerful visual reflection of the community's image. A city's streetscape consists of many elements, including trees, landscaping, and street furniture (benches, trash receptacles, street lighting, etc.) and can include the private yard space of residences adjacent to the street. The connection between the public streetscape (streets, sidewalks, public improvements) and the private streetscape (front yards, landscaping) serves as an important visual element and can affect factors such as property values, community pride, and property investment. For residents and visitors alike, what people see from the street often frames their impressions of the city. As a result, streets, street improvements, and the view from the road are very important aspects of the overall appearance and perception of the city. This General Plan places a high value on the quality of Biggs' streetscapes and seeks to establish a policy framework that works to retain the existing desirable qualities and change the undesirable elements of the city's streetscape.

Street Pattern

The original street pattern in Biggs is based on a grid system and is generally aligned with the railroad tracks. Streets are laid out in a rectilinear pattern running in a north-to-south and east-to-west orientation. The city's small size, combined with mobility options and the small-town feel that a grid street pattern provides, is a strong identifying element for Biggs and is an element that residents have indicated they enjoy about the city. Recent developments have sought to deviate from the use of the traditional grid street pattern in favor of streets having features identified as being more desirable to modern consumers (cul-de-sacs, discontinuous links, etc.). The creation of cul-de-sacs and curvilinear streets deviates from the historic circulation pattern in the city, and residents have indicated that such streets detract from the traditional character of Biggs. Additionally, the creation of cul-de-sacs and nonlinear street patterns limits access and movement through the city and tends to channel traffic movement onto main streets. The continuation of the traditional grid-based street design may become increasingly difficult due to landownership patterns, physical environmental features (canals, ditches, and environmental constraints), and economic and land use efficiency considerations. When and where possible, the city and its residents desire to maintain the integrity of the grid street system as Biggs expands and seek to limit restrictive circulation patterns that may detract from the community character and create barriers to movement.

Maintaining the basic integrity of the grid street pattern allows for increased circulation and mobility options and greater options for reaching various destinations by all modes of travel. Roadways that are fragmented or end by design often provide poor connection with surrounding roads and load traffic onto adjacent higher-volume streets. Such circuitous or dead-end streets cause residents to drive extra miles, increasing emissions, focusing traffic, and restricting mobility choices and route options.

Street Trees/Planting Strips

As described elsewhere in this element, the city's grid street pattern produces a small-town feel that is key to the historic character of Biggs. One feature that enhances the feeling is the incorporation of trees and planting strips within the city right-of-way adjacent to the street. City residents have continually noted the presence of street trees and right-of-way landscape plantings as being a highly desirable element of the city's streetscape. In addition to providing a defining visual element for many of the city's streets, street trees and right-of-way landscaping help to soften or minimize the visual impact of concrete and asphalt improvements, provide shade, enhance air quality benefits, minimize urban heat buildup, and offer areas of urban habitat for wildlife.

Street trees and right-of-way landscaping plantings are selected from a list of approved trees and landscape options to strengthen and provide continuity along city streets, minimize structural damage that can be caused by root intrusion and uplift, and reduce irrigation demands from water-intensive and non-native or regionally inappropriate species. This element of the General Plan reinforces the city's commitment to street trees and landscaping as an important element of the overall community feel.

Street Furniture and Pedestrian Pathways

The term "street furniture" refers to the various pieces of hardware or improvements found within the public right-of-way for the convenience of pedestrians, bicyclists, and users of the public street. Such improvements commonly include benches, trash receptacles, drinking fountains, recycling boxes, bicycle racks, bus shelters, information kiosks, decorative street lighting, and similar items designed and intended to create a functional, friendly, and aesthetically pleasing environment for users of the public right-of-way. The use and selection of a visual aesthetic can help to identify special districts or areas within the community and can help to create a sense of place or feeling about an area or location. The use of street furniture in Biggs is generally limited to the downtown area and locations on or adjacent to school or park facilities. The city and this General Plan seek to promote the use of appropriate, functional, and necessary street furniture to enhance the feel of the community and to help define and enhance the positive feeling of users of the city's street system.

Sidewalks and pedestrian pathways are important elements to the city's overall visual aesthetic and help create connections within the community. Not all people move and travel using vehicles, and the creation and enhancement of a functional, efficient, and cost-effective system of pedestrian paths, sidewalks, and street improvements (handicapped ramps and curbs and gutters) enhances travel options, encourages people to walk or bike instead of using an

automobile, and increases public safety for schoolchildren and users of the public right-of-way system. The City of Biggs has undertaken numerous significant and important projects to install sidewalks and street improvements on city streets. However, a significant number of streets do not have full improvements, and pedestrians using streets without sidewalks often walk in vehicle travel lanes. Additionally, the lack of curb, gutter, and accessibility ramps creates localized water ponding conditions, results in the tracking of mud and debris on city streets, and limits mobility options for disadvantaged residents. The City of Biggs and this General Plan seek to encourage the installation of street improvements, sidewalks, and pedestrian paths to establish an efficient and effective pedestrian mobility system and to enhance the visual aesthetic of the city using available grant and loan programs designed to leverage local monies.

Downtown Revitalization

The city's downtown business area is in the center of the community and, with the exception of the local schools, serves as the primary focal point for community activity. The city's original layout located the commercial and governmental functions of the community in its geographic center and adjacent to the primary transportation features in the area at the time—B Street and the newly installed railroad lines. Through the years, the city's downtown core has evolved from a thriving regionally significant hub of transportation and commerce containing hotels, restaurants, saloons, and basic services, to a bucolic "small-town America" downtown providing basic retail goods and services to city and local area residents, to a struggling commercial center grappling with changes in the regional economy, the elimination of proximity to regionally significant transportation features, and a declining local population base. However, whether through forced change as a result of catastrophic fires or elected change as a result of a modification in necessary services, the downtown area has remained the core of the city.

Historically, Biggs has been a community with an attitude of self-reliance and self-sufficiency. Biggs is a city that likes to take care of its own. The downtown area was once an active and positive focal point of the town. Over the past few decades, the downtown has slowly declined as once-thriving businesses have shuttered, regional competition has increased, and market trends have shifted away from small, local goods and service providers to a larger, consolidated, and more transportation-dependent regional focus.

One of the results of the decline in the downtown area has been a shift in the community's attitude toward the city and its ability to provide basic services and goods. Many city residents now see Biggs as unable to provide the basic goods and services necessary for day-to-day activities and look to outside opportunities for basic shopping needs and day-to-day services. In 2008, the city completed a study effort to explore what market opportunities exist within the local service area that could help support an effort to revitalize the downtown area. The Downtown Economic Analysis study looked at market segments, service gaps, and potential options for the establishment and growth of new businesses in the downtown area. In 2010, the city prepared a Downtown Visual Master Plan that continued its efforts to study the opportunities in the downtown core. The Downtown Visual Master Plan looked at establishing a

common design theme for the downtown, explored potential building reuse issues, and outlined small but achievable steps that the city and local volunteers could take to begin the process of beautifying and reinvigorating the downtown area. These studies, coupled with future city efforts and the work of dedicated volunteers and residents, will once again create and ensure that the city's downtown commercial core is a location of positive focus and energy for Biggs.

The challenge for the city during this planning period is to continue to seek ways to strengthen and revitalize the downtown core. This General Plan recognizes that an economically strong downtown is both necessary and desirable for residents to maintain pride in the community and to assist the city in its efforts to move toward other significant city goals and objectives. The Community Enhancement Element reinforces the idea that Biggs and its residents should work diligently to revitalize the downtown to encourage a strong and self-sufficient city that provides the basic core services necessary for residents. This element also seeks to balance the concept of retaining the historic attributes and elements of the downtown area as revitalization and revisioning efforts are pursued.

Historic Preservation

Biggs has a rich cultural and historic past. Originally inhabited by members of the Maidu tribe, the Biggs area was part of the Fernandez Land Grant. This land grant was made by the Mexican Governor of California, Governor Pio Pico, in June 1846 and totaled roughly 17,800 acres. The recipients of this grant were Dionisio and Maceimo Fernandez.

The city owes its beginnings to the value of local soils for agricultural purposes. Originally established to serve the agricultural uses of the late 1800s, the building of the California and Oregon (later the Southern Pacific) Railway played an important role in the city's growth, and Biggs developed as a locally important shipping point for agricultural products.

With the growth of agriculture in the area and the building of the railroad, Biggs can date its beginnings to 1870. Originally named Biggs Station in 1871 after Major Marion Biggs, the town's name was shortened to Biggs in 1903, when the area was incorporated into a city. During the period of time leading up the city's incorporation in 1903, the city's population expanded with the growth of the region. Stores, hotels, blacksmith shops, butcher shops, and houses were built in Biggs; the area where the city is now located was the second most populous location in Butte County. Biggs had two serious fires in 1878, the combination of which destroyed most of the town's wooden buildings. In an effort to minimize the fire risk that wooden structures presented, new brick buildings were constructed in their place. Fire again took most of the buildings in the downtown area of the city in 1903, and a major flood in 1907 was said to have flooded most of the structures in the city.

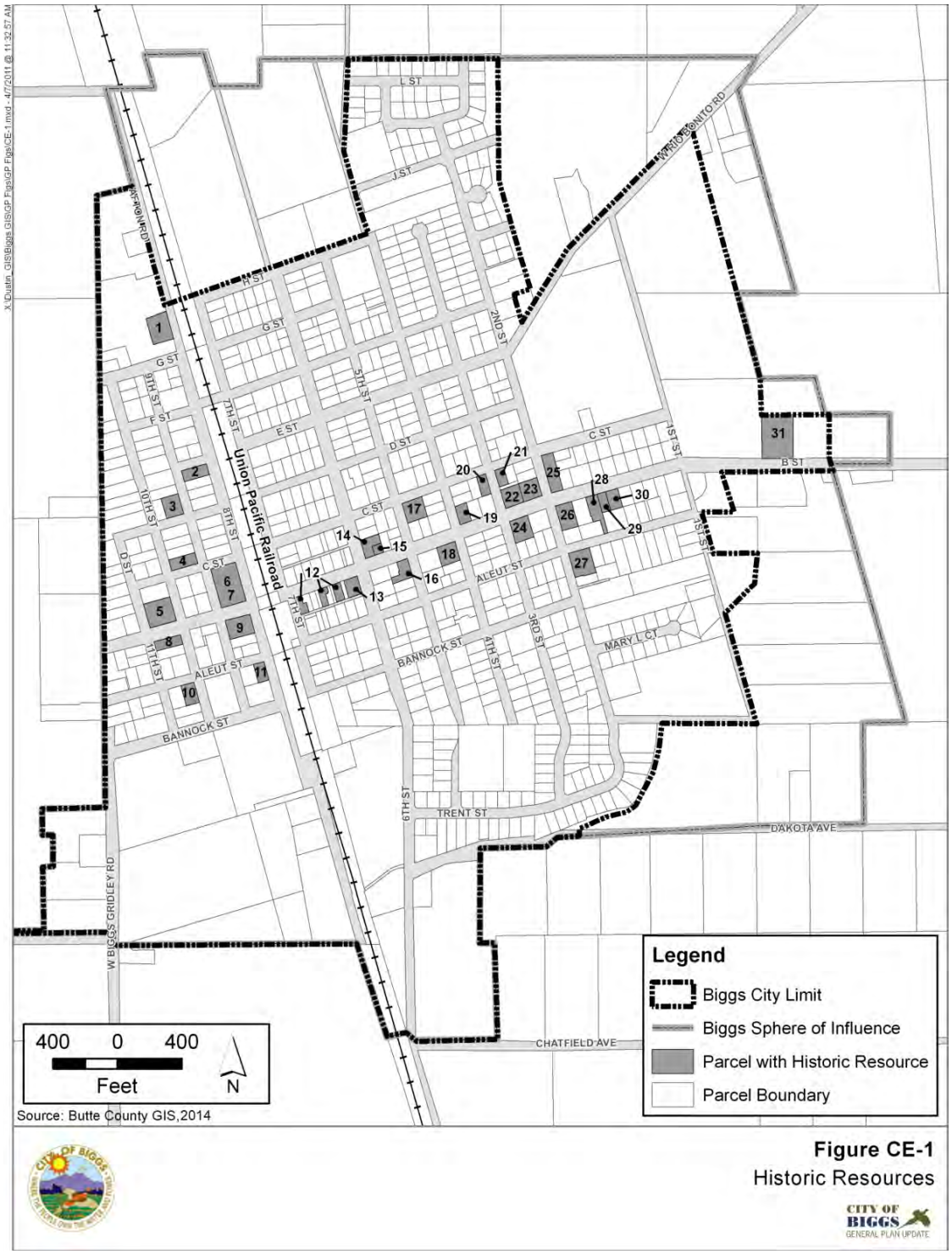
The combination of fires and floods destroyed many of the city's buildings; however, some structures remained and were salvaged or rebuilt altogether. Today, numerous older dwellings and buildings remain as a testament to the city's history. The old houses and downtown of the community are a testament to the city's vitality during the late 1800s and early 1900s.

Table CE-1 below identifies the historically significant structures and dwellings in the city, and **Figure CE-1** shows their locations.

TABLE CE-1: HISTORICALLY SIGNIFICANT STRUCTURES

Site Number	Structure Name and Location
1	Doty Grain Storage
2	Ditzler House, 3069 Eighth Street
3	3055 Ninth Street
4	3031 Ninth Street
5	Doty House, 3009 Tenth Street
6	Biggs Water Tower
7	Biggs Jail House built by the WPA, 3005 Eighth Street
8	2995 Tenth Street
9	Diamond Match, 2687 Eighth Street
10	2967 Tenth Street
11	A. J. Store House, 2970 Eighth Street
12	South Side of B Street
13	Hotel Colonia, Corner of B Street and Sixth Street
14	Sacramento Valley Bank, 470 B Street
15	Carnegie Library, B Street
16	Albers House, 457 B Street
17	Methodist Church, 441 C Street
18	Hastings House, 429 B Street
19	Cannoy House, 1871
20	403 C Street
21	395 C Street
22	W. M. Smith, 394 B Street
23	B Street and Second Street
24	Caldwell House, 393 B Street
25	Chatfield House, 372 B Street
26	Brinks House, 369 B Street
27	Mitchell House, 369 Aleut Street
28	359 B Street
29	353 B Street
30	347 B Street
31	Biggs Grammar School (BUSD Administration Building), B Street

FIGURE CE-1: HISTORIC RESOURCES



III. GOALS, POLICIES, AND ACTIONS

Goal CE-1: Maintain the small-town character that makes Biggs a special place to live.

Goal CE-2: Ensure that buildings and site improvements are well designed and positively contribute to the city's image.

Goal CE-3: Recognize the importance of maintaining strong and recognizable urban edges and promote project designs that respect the physical environment.

Goal CE-4: Actively work to enhance the positive and distinctive images of the city by strengthening the city's focal points, gateways, and core.

Goal CE-5: Ensure that public facilities and infrastructure projects enhance and complement the city's community enhancement goals and policies.

Goal CE-6: Create attractive streetscapes that complement public and private properties and create a positive and comfortable feeling for residents and visitors.

Goal CE-7: Actively work to enhance the visual and aesthetic qualities of the city's downtown core area through partnerships, volunteerism, and promotion.

Goal CE-8: Maintain and enhance the historic resources, qualities, and character of the City of Biggs.

GOAL CE-1: MAINTAIN THE SMALL-TOWN CHARACTER THAT MAKES BIGGS A SPECIAL PLACE TO LIVE.

Policy CE-1.1 (Compact Form) – Maintain the compact form of the city through the efficient use of land and the maintenance of the grid-based street system as a primary feature of the city's physical design.

Action CE-1.1.1 – Update street design standards to support the goals and policies of the General Plan, discouraging street patterns that are not based on the basic concepts of a grid street pattern.

Policy CE-1.2 (Access-Restricted Development) – Strongly discourage access-restricted developments because they discourage connectivity and isolate specific areas of the city.

Policy CE-1.3 (New Development) – Direct that new growth will incorporate the basic framework of the established street patterns into development design.

Policy CE-1.4 (Compatibility) – Ensure that new development is compatible with existing development through the integration of site design elements, building attributes, and/or community design features and patterns.

Action CE-1.4.1 – Incorporate building and development compatibility guidelines into the Design Review program.

Policy CE-1.5 (Landscape Design) – Encourage the use of landscape designs and plantings that will result in an abundant and full tree canopy and shaded walkways and that minimize potential impacts to infrastructure through root intrusion and foliage drop.

Action CE-1.5.1 – Continue the city's tree planting and maintenance program as fiscally possible.

Action CE-1.5.2 – Periodically review, and update if necessary, the city's approved street tree list to ensure that the list reflects the city's desire for a full canopy, including trees that are water-use appropriate and that minimize root intrusion problems.

Policy CE-1.6 (Evolution of Character) – Encourage the use of modern design techniques that maintain the essence of the city's character but allow for the continued evolution of Biggs toward a modern design.

Policy CE-1.7 (Efficiency) – Maintain an urban form that maximizes the efficiency and effectiveness of municipal infrastructure and resources and discourages unnecessary and inefficient land use patterns.

Policy CE-1.8 (Code Enforcement) – Support efforts by residents and property owners to increase maintenance activities and improve properties in the community.

Action CE-1.8.1 – Continue an active and vigorous Code Enforcement program to address public nuisance conditions and property maintenance issues.

Action CE-1.8.2 – Create a program to recognize the significant efforts of property owners to beautify and enhance the condition of structures and properties in the city.

GOAL CE-2: ENSURE THAT BUILDINGS AND SITE IMPROVEMENTS ARE WELL DESIGNED AND POSITIVELY CONTRIBUTE TO THE IMAGE OF THE CITY.

Policy CE-2.1 (Design Review) – Develop and implement Design Guidelines for residential, nonresidential, infill, and infrastructure development that provide guidance on site design, landscaping, and architectural design issues.

Action CE-2.1.1 – As appropriate, incorporate the design guidelines contained in the City of Biggs 1997–2015 General Plan into a revised and updated Design Guidelines program.

Policy CE-2.2 (Design Features) – Encourage the use of design features and elements that reflect the city's geographic, cultural, and historic qualities.

Policy CE-2.3 (Streetscape) – Ensure that new development incorporates building design and site design elements that contribute to the overall sense of character in the city.

Action CE-2.3.1 – Incorporate examples of appropriate building and site design elements into the updated and revised Design Guidelines program.

Policy CE-2.4 (Building Scale) – Ensure appropriate transitions between residential and nonresidential building scales and types.

Action CE-2.4.1 – Incorporate guidelines for addressing building height differences in the city's Design Guidelines.

Action CE-2.4.2 – As necessary, update standards within the city's Zoning Ordinance to address building height issues.

Policy CE-2.5 (Design Elements) – Develop common design elements that can be used to represent the city and identified as unique and supportive of the city's efforts to cultivate a positive community image.

Policy CE-2.6 (Safe Spaces) – Encourage the use of design techniques, landscape planting, lighting, and building orientations that create safe spaces.

GOAL CE-3: RECOGNIZE THE IMPORTANCE OF MAINTAINING STRONG AND RECOGNIZABLE URBAN EDGES AND PROMOTE PROJECT DESIGNS THAT RESPECT THE PHYSICAL ENVIRONMENT.

Policy CE-3.1 (Urban Edges) – Maintain a clear distinction between urban development and surrounding rural, agricultural, and open space lands.

Action CE-3.1.1 – Utilize design techniques that assist the city in implementing the Land Use Diagram contained in this General Plan.

Policy CE-3.2 (Natural Features) – Incorporate and utilize natural features in the design of new projects.

Action CE-3.2.1 – Work to retain natural features in the design of new development.

Policy CE-3.3 (Buffering) – Utilize natural and physical buffering techniques as necessary and appropriate to minimize land use compatibility issues.

Action CE-3.3.1 – Discourage the use of walls and physical barriers as a primary means of buffering unless necessary to address other environmental or site planning issues.

Action CE-3.3.2 – Incorporate guidelines for the use of physical space and vegetative screening in the city's Design Guidelines program.

Policy CE-3.4 (Agricultural Consideration in Design) – Ensure that the design of new development is compatible with and will not negatively impact existing and robust agricultural operations.

Action CE-3.4.1 – Utilize site design, building orientation and height, screening techniques, and vegetation to address design compatibility issues between new development and existing agricultural operations.

GOAL CE-4: ACTIVELY WORK TO ENHANCE THE POSITIVE AND DISTINCTIVE IMAGES OF THE CITY BY STRENGTHENING THE CITY'S FOCAL POINTS, GATEWAYS, AND CORE.

Policy CE-4.1 (Gateways) – Utilize design elements to create a sense of arrival and departure from the city's primary gateways.

Action CE-4.1.1 – Incorporate guidelines into the Design Review program to provide additional guidance on how to address gateway design treatments.

Action CE-4.1.2 – Focusing on the B Street corridor and future development opportunities located east toward State Route 99, evaluate opportunities to establish a focused vision for the B Street entry gateway and opportunities that exist at the intersection of State Route 99 and B Street that retains and extends the existing streetscape and provides a statement entry point into the city.

Policy CE-4.2 (Common Design Element) – Develop common design elements that can be used throughout the city that are recognizable to residents and visitors as being representative of Biggs.

Action CE-4.2.1 – Incorporate consistent visual elements and consistent visual messages in projects and features to assist in building the city's identity.

Policy CE-4.3 (Public Art) – Explore ways to use and incorporate art features in the city.

Policy CE-4.4 (Downtown) – Continue and expand programs to strengthen the city's downtown area, and create a design program that recognizes the historic nature of the downtown area and the unique blend of services and facilities located there.

Policy CE-4.5 (Signs) – Ensure that signs and visual advertising media do not negatively impact the visual appeal of the city while recognizing the need to effectively communicate and identify businesses and provide information.

Action CE-4.5.1 – Incorporate guidelines for the use of commercial messages into the city's Design Guidelines program.

GOAL CE-5: ENSURE THAT PUBLIC FACILITIES AND INFRASTRUCTURE PROJECTS ENHANCE AND COMPLEMENT THE CITY'S COMMUNITY ENHANCEMENT GOALS AND POLICIES.

Policy CE-5.1 (Applicability of Design Standards) – Apply city design standards to both public and private development projects.

Policy CE-5.2 (Infrastructure Projects) – As appropriate, incorporate design and community enhancement elements into public infrastructure projects to help mitigate potential visual impacts and integrate infrastructure into the built.

Action CE-5.2.1 – Utilize landscaping, design features, materials, and site planning techniques to integrate necessary public infrastructure into the surrounding community area.

GOAL CE-6: CREATE ATTRACTIVE STREETSCAPES THAT COMPLEMENT PUBLIC AND PRIVATE PROPERTIES AND CREATE A POSITIVE AND COMFORTABLE FEELING FOR RESIDENTS AND VISITORS.

Policy CE-6.1 (Street Design) – Ensure that city streets maintain a pedestrian scale and incorporate landscaping elements.

Action CE-6.1.1 – Maintain an updated Biggs Area Bicycle Transportation Plan.

Action CE-6.1.2 – Continue to incorporate planting strips into the city's street design standards.

Policy CE-6.2 (Connectivity/Safety) – Create safe, inviting, and user-friendly pedestrian and bicycle environments.

Action CE-6.2.1 – Maintain a well-connected pedestrian circulation system by seeking opportunities to enhance pedestrian connectivity.

Action CE-6.2.2 – Prepare and adopt street design standards that accommodate pedestrian and bicycle transportation modes.

Action CE-6.2.3 – Continue to pursue grant funding opportunities to enhance the pedestrian and bicycle amenities in the city.

Action CE-6.2.4 – Provide signage, lighting, and storage as necessary to enhance the safety and security of pedestrians and bicyclists.

Policy CE-6.3 (Streetscape features) – Incorporate streetscape design elements into the design of roadways to identify gateways, special districts, and points of interest.

Action CE-6.3.1 – As part of the city's street design standards, acknowledge the opportunity to provide streetscape design elements at focal points in the community.

Policy CE-6.4 (Pedestrian Features) – Accommodate pedestrian design elements into the design of roadways.

Action CE-6.4.1 – As appropriate and where feasible, continue to utilize separated sidewalks and planter strips on primary city streets.

Action CE-6.4.2 – Promote the use of street furniture at appropriate locations to encourage non-vehicular circulation and increase pedestrian comfort.

GOAL CE-7: ACTIVELY WORK TO ENHANCE THE VISUAL AND AESTHETIC QUALITIES OF THE CITY'S DOWNTOWN CORE AREA THROUGH PARTNERSHIPS, VOLUNTEERISM, AND PROMOTION.

Policy CE-7.1 (Downtown Restoration) – Actively work with the owners of downtown buildings to restore historically significant structures.

Policy CE-7.2 (Downtown Visual Master Plan) – As feasible, continue to implement the recommendations of the Downtown Visual Master Plan document.

Action CE-7.2.1 – Seek grant funding and opportunities to continue the implementation of the city's Downtown Visual Master Plan.

Action CE-7.2.2 – Continue to work with local volunteers to undertake public and private improvements in the downtown core area.

Policy CE-7.3 (Street Furniture/Streetscape) – Promote the installation and use of unique or themed street furniture and streetscape elements in the city's downtown core area.

Action CE-7.3.1 – As resources allow, install street furniture including pedestrian-scale lighting, benches, and trash receptacles in the downtown core area.

Action CE-7.3.2 – Evaluate options for the installation of decorative paving at intersections or crosswalks and landscaping features to distinguish the downtown core area as a special place in the city.

GOAL CE-8: MAINTAIN AND ENHANCE THE HISTORIC RESOURCES, QUALITIES, AND CHARACTER OF THE CITY OF BIGGS.

Policy CE-8.1 (Historic Structures) – Identify, protect, and promote the restoration of historic structures and physical reminders of Biggs' past when financially and physically feasible.

Action CE-8.1.1 – Continue to work closely with owners of historically significant structures to facilitate maintenance and enhancement activities that maintain the historical characteristics of those structures.

Policy CE-8.2 (Public Assistance) – Provide assistance as appropriate to developers that promote historic features as a part of their development design.

Action CE-8.2.1 – Provide assistance as appropriate and available to groups or individuals that undertake historic restoration or preservation.

Policy CE-8.3 (Record Keeping) – Maintain and archive public and private records important to the area's history and culture.

Action CE-8.3.1 – Maintain an updated list of historic structures and known culturally significant features in the city.

Policy CE-8.4 (Preservation) – Promote the preservation and revitalization of all historic structures and areas in Biggs where financially and physical feasible.

Action CE-8.4.1 – Include standards in the city's Design Guidelines program that promote the retention of historic features and work to maintain the integrity of existing historic structures and features.

Policy CE-8.5 (Cultural Resources) – Protect and preserve archaeological and other cultural resources to serve as significant reminders of the city's heritage and values.

Action CE-8.5.1 – Consult and require record searches for discretionary projects with the Northeast Center of California Historical Resources Information System (CHRIS) location at California State University, Chico.

Action CE-8.5.2 – Consult with and distribute environmental review documents to the Native American Heritage Commission through the State Clearinghouse.

PUBLIC FACILITIES & SERVICES ELEMENT

The City of Biggs endeavors to provide to its residents high-quality, cost-efficient, and reliable public facilities and infrastructure that are strategically planned, funded, and maintained. The city's electric, water, storm drainage, and sewer systems have been designed to minimize impacts to the environment and maximize efficiency and cost-effectiveness. The city actively supports the provision of high-quality educational and social service facilities.

I. INTRODUCTION

The Public Facilities & Services Element is intended to address the community's needs for infrastructure, sewer and wastewater systems, and other community services. One of the fundamental responsibilities of a city is to provide primary public facilities and services to its residents and businesses. The provision of cost-effective and efficient public services and infrastructure is instrumental to the overall health and well-being of a balanced community.

Various aspects of public facilities are considered in this element. While state law requires the General Plan to address domestic water service issues, requirements regarding other facilities are not as clearly or specifically defined. However, state law encourages the local jurisdiction to include any other element which it determines to be relevant to the jurisdiction (Government Code Section 65303). This element considers the range of public facilities that the City must provide to support existing and future urban land uses.

Safety-related issues such as fire protection and flood control are discussed in the Public Health & Safety Element.

Overview

Due to the breadth of information covered in this element, the chapter is organized into sections that address the following topics:

- General Infrastructure
- Water Supply Facilities
- Wastewater Collection and Treatment
- Storm Drainage Facilities
- Electrical Utility Service
- Solid Waste Disposal
- Social Services

II. Issues and Opportunities

This section of the element identifies and addresses public facilities and services issues raised during the outreach efforts for the General Plan update. Policy guidance is found in the Goals, Policies, and Actions section of this element.

General Infrastructure

A key premise of this General Plan is that growth should be guided by the ability of resources and services to sustain it. For public facilities and services, this means ensuring that new development does not create demands that cannot be met without diminishing the quality of services to current residents and businesses. The need to expand public facilities to meet the needs of a growing community while ensuring the provision of high-quality services to existing residents is a primary concern of the city and this Plan. Balancing these often competing demands for public services will require the careful planning of new facilities, the responsible maintenance of existing facilities, and the collection of appropriate funds to achieve both goals. The goals, policies, and actions contained in this element establish general requirements for the planning and financing of new facilities and the continued operation of existing facilities.

Water Supply Facilities

This element addresses issues related to domestic water service throughout the community, including ensuring that city water supplies are capable of meeting the needs of the community and that adequate facilities for treating and delivering domestic water are created as new development and urban expansion occur.

The Biggs domestic water system has been serving the community since 1904 when two wells were drilled and the initial mains were constructed. Numerous improvements to the system have occurred since that time, including the addition of wells, pipeline replacement projects, capacity expansion, and water pressure enhancements. The city has recently completed a major water system improvement project that replaced a significant portion of the water delivery system. Improvements included the replacement of water main and distribution lines, rehabilitation of the city's existing primary service well, installation of a water pressure booster system, installation of water meters, and upgrades to various fire protection and water control structures. The city continually endeavors to provide its citizens a safe and sustainable supply of water and is committed to making those improvements necessary for improving system reliability and the optimal delivery of water service to all residents and businesses.

In November of 2008, the city adopted a Water Master Plan that identified nine priority projects needed to bring the city's water system up to date. The city has since completed each of those improvements, resulting in the achievement of having sufficient capacity to accommodate the demands of existing residents along with making sufficient water resources available to address the potential growth of the community in the coming planning horizon. Additionally, the recent improvements to the city's water system have resulted in a significant increase in water pressure for domestic and fire flow purposes.

Wastewater Collection and Treatment

One of the most important services a city provides is the collection and treatment of wastewater generated by its residents and businesses. A community's wastewater collection and treatment system must be sufficient to serve existing customers, accommodate a responsible level of planned growth in the community, and meet regional water quality and treatment standards. This element provides policy guidance on these issues.

The city developed a comprehensive Sewer Master Plan in 2003. The document states that most of the wastewater collection system was installed between 1920 and 1950 and is at or nearing the end of its planned life cycle. The plan indicates that the collection system occasionally experiences constraints due to infiltration/inflow issues in various locations, pipe deterioration due to age, root intrusion, and grease buildup. To address these issues, the city has undertaken numerous projects to address aging pipes and infiltration/inflow concerns that have resulted in a system which maintains its ability to responsibly collect and treat the city's wastewater. Despite these projects, the Master Plan recommends the continual rehabilitation of the city's wastewater collection system.

The Sewer Master Plan also addressed the city's wastewater treatment plant. The treatment plant was originally built in the 1960s and is a Regional Water Quality Control Board (RWQCB) level 2 treatment facility. The plan indicates that the treatment plant is in excellent condition following a major facility upgrade in 2000–2001. The plant currently has more than adequate capacity to serve Biggs' wastewater treatment needs. The city is currently exploring options to further modify the plant and its discharge methods to continue to meet and exceed state requirements while providing a high level of service to system users.

Storm Drainage Facilities

Two primary sources of storm water runoff are of concern to the city: regional runoff, which originates outside the city, and runoff from properties located inside the city. Regional runoff has historically posed the greatest threat of flooding to properties in the city; however, flood

control facilities such as Oroville Dam have minimized this threat considerably. (See the Public Health & Safety Element of this General Plan for further discussion of regional flooding.) As a result, the more immediate concern for the city is the collection, conveyance, and discharge of storm water from properties in Biggs.

Historically, Biggs experienced localized flooding issues at specific locations in the city. However, as a result of numerous storm water drainage projects, including the installation of a new storm water drainage system on the west side of the city, almost all of the areas that once presented issues in the city have been addressed. The result is a well-functioning storm water drainage system that efficiently protects the city during normal storm events.

Throughout the public outreach process for the development of this Plan, residents indicated a strong desire to maintain the natural watercourses traversing the city and to protect the quality of the waterways surrounding the city. This element establishes policies to improve and extend the city's storm drainage system while minimizing impacts to the natural functioning of the area's waterways.

Electrical Utility Service

The city of Biggs is one of only a limited number of cities in California that owns, operates, and maintains its own electric utility system. This service has provided an important source of revenue for the city and has allowed residents to receive reliable power at competitive rates. The city is an active member of the Northern California Power Agency and works hard to provide reliable power to its residents and businesses. The city actively maintains the electrical system in Biggs and continually looks at ways to cost-effectively upgrade facilities and take advantage of the opportunities that present themselves as a result. This General Plan supports the city's continued provision of electric power and provides goals and policies that seek to enable the city to capture opportunities presented through ownership of the electric system.

Solid Waste Disposal

The City of Biggs contracts with Waste Management, Inc., for the collection and disposal/diversion of solid waste, yard waste, and recycling from all developed properties in the city. Participation in this service is mandatory for all city residents and businesses. Solid waste generated in the city is primarily disposed of at the Neal Road Recycling and Waste Facility outside Chico. The landfill has a remaining capacity of approximately 22 million cubic yards and is permitted to operate until 2033. Both yard waste and recyclable materials are diverted from landfills, with yard waste deposited at a City of Chico–owned composting facility and recyclable materials sorted and resold by Waste Management. Using a competitive bidding system, the City of Biggs continually looks for opportunities to provide an enhanced level of service in the form of competitive rates, waste diversion, and service enhancements.

Social Services

The Biggs Unified School District provides a public education to the youth of Biggs. There are three schools within the city limits: Biggs Elementary School, Biggs High School, and Biggs Community Day School. As of January 2014, Biggs Elementary School (K–8th grade) had 368 enrolled students, Biggs High School (9th–12th grades) had 146 enrolled students, and Community Day School (9th–12th grades) had 12 students.

The Butte County Library has a branch in Biggs, which is open two days a week. The library provides book, video, and music loans and also provides free Wi-Fi for patrons. Community service organizations include the Biggs Lion Club and Biggs Action Community Volunteers. Annual local events include the Fourth of July Hometown Celebration and Biggs National Night Out.

III. Goals, Policies, and Actions

Goal PFS-1: Ensure that public facilities are planned and constructed in a comprehensive and efficient manner and that new development provides for facilities on an equitable basis.

Goal PFS-2: Ensure an ample supply of high-quality water and adequate treatment and distribution facilities are available to meet the present and future needs of the city.

Goal PFS-3: Develop and properly maintain facilities to transport, treat, and discharge wastewater in a safe and sanitary manner.

Goal PFS-4: Provide for the collection, transport, and discharge of storm drainage in a safe and effective manner that protects people and property from flooding.

Goal PFS-5: Ensure that electrical service facilities are adequate to meet the needs of current and future residents and that those facilities are maintained and operated in a safe and efficient manner.

Goal PFS-6: Ensure that solid waste disposal and recycling services are adequate to meet the needs of the city's current and future residents.

Goal PFS-7: Support social services, education, and health services to enhance the quality of life for city residents.

GOAL PFS-1: ENSURE THAT PUBLIC FACILITIES ARE PLANNED AND CONSTRUCTED IN A COMPREHENSIVE AND EFFICIENT MANNER AND THAT NEW DEVELOPMENT PROVIDES FOR FACILITIES ON AN EQUITABLE BASIS.

Policy PFS-1.1 (Development Impact Fees) – Maintain a development fee system that ensures infrastructure improvements necessary to serve new development are paid for by the new development.

Action PFS-1.1.1 (Impact Fee Program) – Periodically review the city's Development Impact Fee Program to ensure fees are equitable and appropriate to cover the costs of providing services.

Action PFS-1.1.2 (Infrastructure Phasing Plans) – Prepare infrastructure phasing plans for the development of new public facilities that result in the logical and orderly development of new infrastructure facilities.

Action PFS-1.1.3 (Infrastructure Funding) – Establish a policy or program to ensure adequate funding is available through the use of bonds, special districts, or other financial mechanisms to ensure costs associated with the provision of new services are addressed and new services do not place an unnecessary burden on existing residents and businesses.

Action PFS-1.1.4 (Reimbursement Agreements) – Reimbursement agreements shall be established, consistent with the Subdivision Map Act, to ensure fair share costing.

Action PFS-1.1.5 (Oversizing of Infrastructure) – Development projects benefitting from oversized facilities shall be required to pay reimbursement fees consistent with their fair-share cost of improvements.

Action PFS-1.1.6 (Utility Sizing) – Establish procedures for requiring facilities to be designed and constructed to meet ultimate facility demands described in the city's facility master plans.

Action PFS-1.1.7 (Water System Capacity) – New developments shall provide or show that sufficient water supply capacity is available to serve the domestic and fire protection needs of the proposed use based on approved city standards.

Action PFS-1.1.8 (Water System Efficiency) – When possible, eliminate dead-end water service lines to enhance water system reliability and efficiency.

Action PFS-1.1.9 (Water System Maintenance) – Develop and maintain a regular program for systematically replacing deteriorated or deficient water lines consistent with the adopted Water Master Plan.

Action PFS-1.1.10 (Groundwater Protection) – Oppose regional sales and transfers of local groundwater and actively participate in local and regional discussions for the protection of groundwater resources.

Action PFS-1.1.11 (Groundwater Planning) – Support regional efforts to evaluate and quantify (where possible) the regional groundwater supply.

Action PFS-1.1.12 (Wastewater System Monitoring) – Actively monitor operation of the sewage collection and treatment system to determine when upgrading or expansion of the system is necessary to serve development demands.

Action PFS-1.1.13 (Wastewater System Maintenance) – Develop and implement a regular program for inspecting, maintaining, and replacing deteriorated or deficient sewer lines.

Action PFS-1.1.14 (Infiltration and Inflow) – Develop and implement a program to identify, monitor, and address areas of excessive wet weather or shallow groundwater infiltration into the city's wastewater system.

Action PFS-1.1.15 (Storm Drainage Discharge) – Adopt best management practices for the discharge of storm water that address water quality and water standards.

Action PFS-1.1.16 (Storm Drainage Retention) – Coordinate city policies and standards for the retention or detention of storm water with regional flood control providers.

Action PFS-1.1.17 (Storm Drainage Infrastructure) – As funding allows, continue to install storm drainage infrastructure in underserved or deficient areas.

Action PFS-1.1.18 (Storm Drainage Consultation) – Consult with Reclamation District 833 to resolve drainage and flooding issues that result from storm drainage flows originating in the city.

Action PFS-1.1.19 (Storm Drainage Coordination) – Coordinate efforts for developing short- and long-term flood protection strategies in consultation with Reclamation District 833.

Action PFS-1.1.20 (Storm Drainage Management) – Continue to require the development of storm water management plans to address storm water discharge quality issues.

Action PFS-1.1.21 (Electric Service Type) – Explore options to construct a new 60 kV main feeder substation to improve efficiency and safety.

Action PFS-1.1.22 (Electric System Improvements) – Identify and address electric utility transformers and circuits that are strained or operating above desirable limits.

Action PFS-1.1.23 (Electric System Efficiency) – Implement an automated phase-balance program to distribute the loads equally among the three phases of the distribution system.

Action PFS-1.1.24 (Electric System Safety) – Prepare a system protection study to determine the adequacy and coordination of the fuses and reclosers in the system.

Action PFS-1.1.25 (Electric System Conversion) – As feasible, complete the current conversion program to change the city's electrical system to 12 kV. Complete reconductoring as part of the conversion program to a 12 kV system.

Action PFS-1.1.26 (Electric System Inspection) – Regularly inspect overhead and underground electric facilities, and continue established programs for systematically maintaining and replacing older electric facilities.

Action PFS-1.1.27 (Source Reduction) – Continue to implement the City of Biggs Source Reduction and Recycling Element and expand identified programs, when feasible, in order to meet or exceed state-mandated waste diversion goals.

Action PFS-1.1.28 (Cost Efficiency) – Periodically evaluate the cost-benefit ratio of various waste stream reduction programs.

Action PFS-1.1.29 (Solid Waste Reduction Coordination) – Coordinate waste stream reduction programs with the city's local waste hauler and adjacent local agencies.

Action PFS-1.1.30 (Solid Waste Reduction Documentation) – Document diversion/recycling efforts undertaken by local businesses to ensure the city receives full credit for all waste diversion efforts.

Action PFS-1.1.31 (Pursuit of Grant Opportunities) – Work closely with the Biggs Unified School District to pursue grant funding for the continued implementation of sidewalks and pedestrian improvements along key school facility access routes.

Action PFS-1.1.32 (Community Enhancement Activities) – Seek opportunities to partner with the Biggs Unified School District on facility projects the will benefit the city and its residents, including the rehabilitation of the tennis courts, expansion of use options at Rio Bonito Park, and the rehabilitation and enhancement of Schor's Pool.

Action PFS-1.1.33 (Commitment of City Resources) – Continue to support local events with available resources, including the Fourth of July Hometown Celebration, holiday events and displays, and volunteer programs that foster civic pride and positive city recognition.

Policy PFS-1.2 (Infrastructure Timing) – Ensure the development of quality infrastructure to meet community needs at the time they are needed.

Policy PFS-1.3 (Infrastructure Installation) – Construction of oversized or off-site facilities may be required of development projects to provide capacity for future development.

Policy PFS-1.4 (Infrastructure Demand) – Prior to approval of new development projects, applicants shall specify project-related demands for sewer, water, and electrical services. Project approval shall be granted only after capacity to provide required services is confirmed by the city.

GOAL PFS-2: ENSURE AN AMPLE SUPPLY OF HIGH-QUALITY WATER AND ADEQUATE TREATMENT AND DISTRIBUTION FACILITIES ARE AVAILABLE TO MEET THE PRESENT AND FUTURE NEEDS OF THE CITY.

Policy PFS-2.1 (Water System) – Provide a high-quality, cost-efficient municipal water supply and distribution system that meets California Department of Public Health guidelines and standards.

Policy PFS-2.2 (Fire Suppression) – Ensure water volumes and pressures are sufficient for emergency response and fire suppression demands.

Policy PFS-2.3 (Water System Connectivity) – Where possible, water systems shall be constructed to provide looped water systems to increase water system efficiency and reliability.

Policy PFS-2.4 (Water Master Plan) – Periodically update the city's Water Master Plan to reflect changes to the General Plan Land Use Diagram, water use and regulatory changes, or other circumstances.

Policy PFS-2.5 (Aquifer Protection) – Work to protect the quality and capacity of the city and region's aquifer.

GOAL PFS-3: DEVELOP AND PROPERLY MAINTAIN FACILITIES TO TRANSPORT, TREAT, AND DISCHARGE WASTEWATER IN A SAFE AND SANITARY MANNER.

Policy PFS-3.1 (Wastewater System) – Maintain the city's wastewater collection and treatment system such that it meets the requirements of the Regional Water Quality Control Board (RWQCB).

Policy PFS-3.2 (Wastewater Treatment) – Require all new development to connect to the city's wastewater system. Septic tank systems will not be allowed except for special cases defined by city ordinance.

Policy PFS-3.3 (Sewer Master Plan) – Update the city's Sewer Master Plan to identify infrastructure needs and establish a plan to construct the improvements. The Master Plan should include specific measures to reduce groundwater infiltration and the replacement of aging facilities.

Policy PFS-3.4 (Wastewater Treatment Capacity) – Increase wastewater treatment capacity by reducing wet weather and shallow groundwater inflow and infiltration.

GOAL PFS-4: PROVIDE FOR THE COLLECTION, TRANSPORT, AND DISCHARGE OF STORM DRAINAGE IN A SAFE AND EFFECTIVE MANNER THAT PROTECTS PEOPLE AND PROPERTY FROM FLOODING.

Policy PFS-4.1 (Storm Water Master Plan) – Regularly update the city's Storm Water Master Plan to address current and future storm drainage needs.

Policy PFS-4.2 (Public Safety) – Restrict development in areas where significant drainage and flooding problems are known to exist until adequate drainage and/or flood control facilities can be provided.

Policy PFS-4.3 (Storm Drainage Standards) – Adopt storm drainage standards compatible with the ability of receiving waters to accommodate storm water drainage and consistent with recognized standards.

Policy PFS-4.4 (Aquifer Protection) – Protect the quality of water runoff that enters receiving surface waters and drainage facilities.

GOAL PFS-5: ENSURE THAT ELECTRICAL SERVICE FACILITIES ARE ADEQUATE TO MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS AND THAT THOSE FACILITIES ARE MAINTAINED AND OPERATED IN A SAFE AND EFFICIENT MANNER.

Policy PFS-5.1 (Electric System Planning) – Prepare an Electric System Master Plan to address current and future electric service needs.

Policy PFS-5.2 (Electric System Upgrades) – Continue to upgrade the city's electrical service infrastructure to reduce line losses and increase the power factor ratios.

Policy PFS-5.3 (Underground Electric Service) – Electric utility improvements for new development shall be located underground where feasible.

Policy PFS-5.4 (Electric Power Portfolio) – Continue to provide customers with a reliable energy source mix that is price competitive and meets portfolio mix requirements.

Policy PFS-5.5 (Electric System Interconnection) – Require main electric distribution lines to be interconnected wherever feasible to facilitate the reliable delivery of electricity within the city.

GOAL PFS-6: ENSURE THAT SOLID WASTE DISPOSAL AND RECYCLING SERVICES ARE ADEQUATE TO MEET THE NEEDS OF THE CITY'S CURRENT AND FUTURE RESIDENTS.

Policy PFS-6.1 (Waste Diversion) – Make all reasonable efforts to achieve waste stream reduction goals established by the Integrated Solid Waste Management Act of 1989.

Policy PFS-6.2 (Solid Waste Coordination) – Continue to work cooperatively with Butte County to address regional issues related to solid waste disposal and waste reduction.

Policy PFS-6.3 (Recycled Materials) – Where fiscally beneficial, seek to utilize recycled products in city operations.

GOAL PFS-7: SUPPORT SOCIAL SERVICES, EDUCATION, AND HEALTH SERVICES TO ENHANCE THE QUALITY OF LIFE FOR CITY RESIDENTS.

Policy PFS-7.1 (Education Support) – Continue to support the activities of the Biggs Unified School District to provide quality educational instruction to the city's youth.

Policy PFS-7.2 (Shared Resources and Facilities) – Continue to work closely with the Biggs Unified School District to identify opportunities for cost sharing and the sharing of available resources.

Policy PFS-7.3 (Public Works Coordination) – Actively seek to engage representation from the Biggs Unified School District when pursuing municipal public works projects that may impact school operations, school facilities, or student activities.

Policy PFS-7.4 (Social Service Services) – Support social and public service providers to the extent feasible to enhance quality of life activities in the city.

Policy PFS-7.5 (Library Services) – Actively work with Butte County to ensure the continued operation of the Biggs branch of the public library system.

Policy PFS-7.6 (Community Programs) – To the extent feasible, support local civic and volunteer organizations to enhance the level of community programs and civic pride events available to city residents.

ECONOMIC DEVELOPMENT ELEMENT

The City of Biggs seeks to create an economic development environment that values private investment, minimizes impediments to positive economic growth, and facilitates the creation of a strong and diversified economy. The city actively seeks to diversify and expand Biggs' tax and employment base while actively working to retain existing businesses, expand the city's existing commercial and manufacturing resources, and promote the opportunities provided by the city.

I. INTRODUCTION

This section addresses the efforts that the city will seek to make and the policies that the city will strive to implement to bring new primary industries, jobs, and other types of positive economic growth opportunities to Biggs while protecting and expanding the existing job base and economic health of the city. The principal focus of the city's economic development efforts focuses on expanding Biggs' existing tax and job base to provide increased employment options for city residents and seeks to expand nonresidential opportunities in the city to provide additional revenue and economic development options. Local government plays a key role in this process by creating conditions that foster and encourage investment and opportunity in the city and that provide a sense of welcome for those land uses providing positive economic development opportunities. This element seeks to advance these concepts through the establishment of an economic development vision for the city, supported by goals and policies. However, achieving this outcome will require a combination of vision, foresight, practicality, and constant attention over a sustained period of time.

The General Plan's focus on economic development issues is important for many reasons. Economic diversification insulates the city budget against negative fluctuations in the economy and strengthens the city's ability to provide a consistent level of service to city residents. Quality of life is enhanced through the opportunities presented by desirable employment, education, and housing combined with reduced commute distances that enhance opportunities for leisure, community, and health-related activities. Additionally, a diversified economic base distributes costs over a wider group of users and reduces the overall burden of services on the community and its individual residents.

Overview

The Economic Development Element is an optional element of the General Plan. The authority for the element is provided by Section 65303 of the California Government Code, which states that cities and counties can include in their general plans elements beyond those legally required and which reflect issues of local concern or importance. The element, as described above, seeks to establish an economic development vision for the city, communicate areas of issue and opportunity, and establish a cohesive and effective set of goals, policies, and programs to assist the city in moving toward its desired economic development vision.

History

Biggs' economic development environment has been in a continual state of change since the city's incorporation in the early 1900s. Beginning prior to the time of its incorporation, Biggs and the areas surrounding the city have been actively cultivated for various agricultural products. Starting with the establishment of citrus fruits in the late 1800s and transitioning to wheat and ultimately to rice, the city's economy has been driven by the strength of local agriculture. The strength of the city's agricultural base, and the personalities that resulted from its local operations, was reinforced by the city's location as the northernmost stop on the Union Pacific Railroad line for a period of time in the early 1900s. As the northernmost destination accessible via rail, Biggs saw substantial growth and prosperity in the form of the establishment of lodging establishments, mercantile shops, lumber and wood product shipping, and skilled trades such as blacksmithing and agricultural implement production. However, with the extension of the railroad to the north and the growth of other regional cities in the county, the city's strategic importance began to diminish. The decline of the city's prosperity was further accelerated when State Route 99 was constructed east of the city, thereby diverting traffic to locations outside of Biggs.

Despite changes to the local transportation system that once served to fuel the city's cycles of growth and prosperity, Biggs remains a city that is proud of its past and looks forward to the opportunities that will once again provide the city with a strong economic base. The city continues to benefit from and support the area's local agricultural community and looks to new opportunities to strengthen its future.

II. Issues and Opportunities

This section of the element identifies and addresses economic development issues identified during the outreach efforts for the General Plan and provides a summary overview of a range of topics of importance to the city relative to economic development. Policy guidance on specific issues and opportunities can be found in the Goals, Policies, and Actions section of this element.

Economic Diversification

The economy of Biggs has traditionally centered on agriculture; however, changing agricultural practices—such as mechanization, industrialization, and the centralization of capital—have resulted in negative economic impacts for many of California's agricultural communities. The cost of transporting agricultural goods to market and the need to consolidate agricultural processing activities have changed the way agriculture operations function. While Biggs continues to benefit from the presence of local agricultural processing operations and its location in the northern Sacramento Valley's agricultural zone, the city's industrial base has become dependent on the fortunes of the local agricultural community. As a result, the city of Biggs seeks to diversify its industrial and commercial base to create additional jobs and provide expanded options for existing and future residents. The lack of significant economic growth over the past ten years highlights Biggs' need to seek new economic and base-level employment options. This General Plan continues to support the city's active agricultural activities while providing policies and programs that seek to diversify the economic base.

Aging Commercial Core and Changing Markets

The city's downtown core has continued to decline due to a lack of employment options, the expansion of regional commercial opportunities outside of the city, and a lack of investment back into the city's existing commercial businesses. As other cities in south Butte County have seen growth over the past decades, commercial businesses that were once located in Biggs have moved out of Biggs looking for larger markets and increased visibility on regional transportation routes. This movement out of Biggs and into surrounding cities has impacted the city's ability to retain existing businesses and entice new business opportunities. Additional factors, including a decline in the overall numbers of small businesses due to the growth of larger chain stores, the trend toward larger retail operations diversifying and centralizing operations to provide more products at lower price points, and the overall decline in the local, state, and national economies, have hurt the city's commercial core as many local businesses have closed or moved out of the city, which has led to a decline in Biggs' once bustling downtown commercial core.

Land Availability and Configuration

Biggs has maintained its compact, low-density form since the time of its initial incorporation. While this has resulted in the retention of many of the key elements that make the city the special place it is for its residents, the lack of options for the location of new commercial and nonresidential land uses may be a contributing factor to the declining health of the city's economic base. Because the city has limited options for the location of business opportunities and because the land options that are located in Biggs may not be financially viable, readily available, or configured to accommodate a changing market environment, new businesses have sought other locations where land costs, land availability, and site suitability issues do not present the constraints that exist in the city today.

Utility and Infrastructure

Historically, Biggs has experienced various infrastructure constraints that have placed limitations on the potential for new businesses to locate in the city. Issues such a low water pressures and a constrained wastewater system have not provided an incentive for economic opportunity. Over the past decade, the city has successfully completed numerous major infrastructure improvement projects that have addressed these issues. These efforts have resulted in a changed condition of the city's infrastructure system, which is now able to support new demands and opportunities that may present themselves. Additionally, the city is in a unique position of being a direct provider of electric power to city residents and businesses. The city should seek to leverage its ability to provide electric power and competitive market rates along with the recent improvements to the city's utility infrastructure to capture economic opportunities that were not available in years past.

III. Goals, Policies, and Actions

Goal ED-1: Support the retention of existing commercial establishments and encourage new commercial and manufacturing development in the city.

Goal ED-2: Promote economic growth in Biggs to ensure employment opportunities and goods and services are available within the community.

Goal ED-3: Build and nurture a positive economic climate that will attract high-quality base-level employment opportunities.

Goal ED-4: Pursue the rehabilitation or removal of vacant nonresidential development sites, and work with property owners to foster opportunities to revitalize the city's commercial core.

Goal ED-5: Increase Biggs' visibility as a city by attracting regional public facilities.

Goal ED-6: Utilize the city's utility and infrastructure availability as a tool to entice new economic development opportunities and encourage existing employers to expand operations in Biggs.

GOAL ED-1: SUPPORT THE RETENTION OF EXISTING COMMERCIAL ESTABLISHMENTS AND ENCOURAGE NEW COMMERCIAL AND MANUFACTURING DEVELOPMENT IN THE CITY.

Policy ED-1.1 (Business Development) – Actively promote the retention, expansion, and recruitment of businesses in the city.

Action ED-1.1.1 (Business Retention and Attraction) – Following the adoption of the General Plan, prepare a Business Retention and Attraction Plan that:

- Defines incentives the city will consider utilizing, such as reduced electricity rates, to maintain existing businesses and attract new commercial and manufacturing development in the city.
- Identifies staff assignments and responsibilities for retaining and attracting new businesses.
- Identifies the specific types of businesses which Biggs will seek to attract.
- Defines projects which would be appropriate for funding through grant monies.

Action ED-1.1.2 (Association Participation) – Establish and maintain a presence with the California Trade and Commerce Agency to initiate all reasonable efforts to promote the economic development interests of the City of Biggs.

Action ED-1.1.3 (Regional Relationships) – Strengthen the city's relationship with local and regional economic development corporations and service providers, and leverage these relationships toward seeking new economic opportunities.

Action ED-1.1.4 (Green Business) – Pursue new clean technology, clean energy, and agriculturally supportive commercial and industrial uses.

GOAL ED-2: Promote economic growth in Biggs to ensure employment opportunities and goods and services are available within the community.

Policy ED-2.1 (Business Support) – Actively encourage and support the location of new employment and revenue generating businesses that support the city's overall vision for its future.

Action ED-2.1.1 (Zoning) – Periodically review the industrial and commercial land use designations to ensure there is an adequate mix of parcel sizes, zoning, and infrastructure to accommodate new development.

Action ED-2.1.2 (Grant Funding) – Continue to pursue and leverage state and federal funding options for economic development activities and infrastructure improvements that promote economic growth opportunities.

Action ED-2.1.3 (Economic Development Incentives) – Consider the use of economic incentives and/or other direct benefits to businesses to encourage the development of new commercial and industrial enterprises in the city.

Action ED-2.1.4 (Business Partnerships) – Explore opportunities to partner with existing businesses in the city and the region to provide expanded services and employment options.

GOAL ED-3: Build and nurture a positive economic climate that will attract high-quality base-level employment opportunities.

Policy ED-3.1 (Business Environment) – Maintain a business climate that supports the retention, expansion, and recruitment of base-level economic development uses.

Action ED-3.1.1 (City Regulations) – Periodically review the General Plan, Zoning Ordinance, and permit processing requirements to ensure the city is not inadvertently limiting or delaying opportunities for new economic development.

Action ED-3.1.2 (Annexation Policy) – Actively explore options to annex land that would provide enhanced opportunities for economic development opportunities.

Action ED-3.1.3 (Use of City Resources) – As appropriate, commit the use of city resources to facilitate and support economic development opportunities that would strengthen the Biggs' commercial and nonresidential base.

GOAL ED-4: Actively pursue the rehabilitation or removal of vacant and underutilized nonresidential properties, and work with property owners to foster opportunities to revitalize the city's commercial core.

Policy ED-4.1 (Use of Property) – Aggressively pursue opportunities to revitalize, reuse, or remove underutilized properties in the city.

Action ED-4.1.1 (Property Owner Engagement) – Proactively engage local property owners in discussions regarding the use of existing commercial and industrial properties, and actively encourage landowners to reinvest in the city.

Action ED-4.1.2 (Working Partnerships) – Partner with willing commercial and industrial landowners to actively market and promote available locations for businesses in the city.

Action ED-4.1.3 (Underutilized Property) – Explore opportunities for the city to participate in efforts to remove dilapidated and obsolete structures to create new opportunities for nonresidential growth and economic expansion on existing sites.

Action ED-4.1.4 (Design Guidelines) – Consider the development and implementation of programs, including nonresidential design guidelines and property maintenance codes, that encourage the productive use of underutilized nonresidential properties in the city.

GOAL ED-5: Increase Biggs' visibility as a city by attracting regional public facilities.

Policy ED-5.1 (Community Facilities) – Evaluate and encourage the location of appropriate community facilities (such as community college facilities, public health facilities, and public safety services) in the city.

Action ED-5.1.1 (Site Preparedness) – Identify and plan for suitable and desirable locations for appropriate public facilities through the development and implementation of a Capital Improvements and Infrastructure Development Program.

Action ED-5.1.2 (Partnerships) – Promote the city as being a willing partner for other local and regional government entities and services providers looking to expand services or establish new service delivery locations.

GOAL ED-6: Utilize the city's utility and infrastructure availability as a tool to entice new economic development opportunities and encourage existing employers to expand operations in Biggs.

Policy ED-6.1 (Infrastructure Support) – Continue to seek opportunities to upgrade the city's utility and infrastructure systems to support new business opportunities.

Action ED-6.1.1 (City Promotion) – Promote Biggs as a city that actively works to maintain and upgrade its utility and infrastructure systems to provide efficient, cost-effective, and reliable services for its business partners.

Action ED-6.1.2 (Electric Utility Opportunities) – Leverage the city's position as an electric power provider to encourage new commercial and industrial land uses that require reliable and cost-effective electric power.

APPENDIX A- GLOSSARY

APPENDIX A – GLOSSARY

ABBREVIATIONS/ACRONYMS

The following list includes abbreviations or acronyms found in the City of Biggs General Plan 2030.

AB: Assembly Bill (State)

BCAG: Butte County Association of Governments

BCAQMD: Butte County Air Quality Management District

BTP: Biggs Area Bicycle Transportation Plan

BUSD: Biggs Unified School District

Caltrans: California Department of Transportation

Cal-OSHA: California Division of Occupational Safety and Health

CNEL: community noise equivalent level

CPTED: Crime Prevention Through Environmental Design

CVFPP: Central Valley Flood Protection Plan

CVRWQCB: Central Valley Regional Water Quality Control Board

dB: decibel

dBA: A-weighted sound level

du: dwelling unit

du/ac: dwelling units per acre

ERP: Emergency Response Plan

EPA: Environmental Protection Agency (Federal)

FAR: floor area ratio

FEMA: Federal Emergency Management Agency

FTA: Federal Transit Administration

GHGs: greenhouse gases

HCP/NCCP: Butte Regional Habitat Conservation Plan and Natural Community Conservation Plan

LAFCo: Local Agency Formation Commission

L_{dn}: day/night average noise level

L_{eq}: energy equivalent noise level

L_{max}: maximum noise level

L_{min}: minimum noise level

L_n: dBA level exceeded for n percent of a given time

LOS: level of service

MHMP: Multi-Jurisdictional All Hazard Pre-Disaster Mitigation Plan

NPDES: National Pollutant Discharge Elimination System

NSVAB: Northern Sacramento Valley Air Basin

OSHA: Occupational Safety and Health Administration of the U.S. Department of Labor

PM: particulate matter

RTP: Regional Transportation Plan

RWQCB: Regional Water Quality Control Board

SB: Senate Bill (State)

SBFCA: Sutter Butte Flood Control Agency

SEL: single event level

SOI: Sphere of Influence

SPFC: State Plan of Flood Control (SPFC)

SR 99: State Route 99

STAA: National Network for Service Transportation Assistance Act of 1982

UPRR: Union Pacific Rail Road

WWTP: Wastewater Treatment Plant

DEFINITIONS OF SPECIALIZED TERMS

This glossary provides definitions of common planning terms used in the General Plan. The definitions may be used to interpret language in the General Plan, but shall not be interpreted as policies, standards, or guidelines.

Arterial. A roadway with a primary function of allowing the movement of large volumes of traffic between freeways and other arterials. Arterials generally provide four travel lanes and may provide on-street parking. Bike lanes, medians, park strips, sidewalks, and transit facilities are also accommodated within the right-of-way, but driveways are limited.

Attainment Status. The California Air Resources Board is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria.

Bicycle Lane (Class II facility). A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Bicycle lanes typically have a 5-foot striped and signed lane.

Bicycle Path (Class I facility). A separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Class I bikeways typically have a minimum of 8 feet of pavement with 2-foot graded shoulders on either side.

Bicycle Route (Class III facility). Designated areas where bicycles share the road with other modes of travel, such as motorized vehicles. Class III routes are typically signed as such.

Bikeways. An inclusive term for "bicycle lanes," "bicycle paths," and "bicycle routes."

Buffer. An area between potentially conflicting land uses, such as agricultural and nonagricultural uses, utilized or improved to reduce potential conflicts between the different uses. Buffer areas may use landscaping, fencing, or other techniques to reduce potential conflicts.

Buildout. The level of urban development when the land depicted in the General Plan Land Use Diagram has developed to its full theoretical capacity, as projected by the assumptions documented in Appendix D.

California Environmental Quality Act (CEQA). Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for discretionary projects anticipated to potentially result in adverse impacts to the environment; State of California Public Resources Code Sections 21000—21178.

Collector. A street that provides a link between local streets and arterials. Collectors provide two travel lanes. On-street parking is generally permitted. Driveway access is allowed, but should be minimized. Bike lanes, park strips, sidewalks, and transit facilities are also typically accommodated within the right-of-way.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park. A multipurpose park that serves the entire community, generally designed to provide active play opportunities for people of all ages and abilities.

Compatible (Land Use). Capable of existing together without significant conflict.

Complete Streets. Roadways designed and operated to enable all users safe and convenient travel through all modes of transportation.

Cumulative Impact. As defined by CEQA, two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

dBA. The "A-weighted" scale for measuring sound in decibels as related to the sensitivity of the human ear. Most measurements of noise for environmental review purposes are expressed in dBA.

Decibel (dB). A unit used to express the relative intensity of sound. On the decibel scale, the smallest audible sound (near total silence) is 0 db. Since the decibel scale is logarithmic, a sound 10 times more powerful is 10 dB and a sound 100 times more powerful is 20 dB.

Density, Gross. The number of dwelling units per gross acre of developable land designated for residential uses on the General Plan Land Use Diagram.

Development. Any construction activity or alteration of the landscape, its terrain, contour, or vegetation, including the erection or alteration of single or multiple structures and any grading.

Dwelling Unit (du). A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis. Types of housing units include single-family housing, two-family housing/duplexes, multi-family housing, mobile homes, condominiums, and townhouses.

Environmental Impact Report (EIR). A report on the effect of a proposed development proposal or other major action that could significantly affect the environment. The report consists of an inventory of existing environmental conditions, projected impacts of development, and mitigation for significant adverse impacts. A general plan EIR is necessarily more general, or programmatic, than a site-specific EIR.

Flood, 100-Year. In any given year, a flood that has a 1 percent likelihood of occurring and is recognized as a standard for acceptable risk.

Floodplain. The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floor Area Ratio (FAR). The ratio between the gross floor area of structures on a site and the gross site area, used to express the intensity of use on the lot. For example, a two-story building covering 50 percent of its site would have a FAR of 1.0, and a 0.5 FAR can describe a single-story building that covers half of a lot and a two-story building covering approximately one-quarter of a lot.

General Plan. A jurisdiction's constitutional document regarding its future development. The general plan is a legal document, with supporting maps and diagrams, required of each local agency by the California Government Code Section 65301. In California, the general plan has seven mandatory elements (circulation, conservation, housing, land use, noise, open space, and public safety) and may include any number of optional elements the jurisdiction deems important.

Greenhouse Gas. Greenhouse gases include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Groundwater. Water that exists beneath the earth's surface, typically found between saturated soils and rock, and used to supply wells and springs.

Household. One or more persons operating as a single housekeeping unit.

Impact Fee. A fee charged to a developer by a jurisdiction according to the proposed development project, typically by number of units, square footage, or acreage. The fee is used to offset costs incurred by the municipality for infrastructure such as schools, roads, police and fire stations, sewers, and parks.

Infill Development. Development that occurs on vacant or partially developed land within areas that are already largely developed and served by public infrastructure.

L_{eq}, Equivalent Sound Level. A single measure, in dBA, of average acoustic energy level used to represent fluctuating sound levels over a specific period of time.

Level of Service (Traffic). A qualitative measurement of a driver's delay or congestion experienced on a street or at an intersection. Level of service (LOS) is measured with sequential letters A through F.

Local Agency Formation Commission (LAFCo). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and mergers of districts with cities. LAFCo commissions are empowered to approve, disapprove, or conditionally approve such proposals.

Mixed Use. Any mixture of land uses, such as mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from single-use land use designations, mixed-use designations authorize a variety of uses for buildings and sites in a particular area.

Multimodal. The movement of people and goods using more than one mode of transportation.

Neighborhood Park. A smaller-scale park intended to serve residents in the surrounding neighborhood, designed primarily for unsupervised activities. May include recreational amenities.

Noise Contour. A mapping technique connecting points of equal or constant noise level as measured on the same scale.

Noise-Sensitive Land Uses. Land uses for which noise exposure could cause health-related risks to individuals or where quiet is essential to the use. Land uses identified in Biggs as being noise-sensitive include most types of residences, nursing homes, day-care centers, hospitals, schools, parks, and places of assembly, such as theaters, churches, and meeting halls.

Nonconforming Use. Land uses, structures, and parcels that were legally established under past building or zoning regulations, but which would be prohibited, regulated, or restricted differently under the terms of current regulations.

Open Space. Land in a predominantly undeveloped condition, often designated for conservation and protection of resources that include natural environment and habitat, water corridors, parkland, and scenic vistas.

Parcel. A lot or tract of land shown on a subdivision, assessor's, or plat map.

Planning Area. All land within the city limits, land within the City's designated Sphere of Influence (SOI), and other land in unincorporated Butte County outside of these boundaries which, in the City's judgment, relates to the City's planning efforts.

Policy. A statement that guides decision-makers in reviewing development proposals and making other decisions.

Redevelopment. Any new construction on a site that has a pre-existing use. Can also refer to urban infill on previously developed but now vacant parcels.

Sense of Place. The characteristics of a location that contribute to its unique identity and make it readily recognizable and distinct.

Sensitive Receptors (Air Quality). Members of the population who are most sensitive to air pollution, including children, the elderly, the acutely ill, and the chronically ill. The term "sensitive receptors" can also refer to the land use categories where these people live or spend a significant amount of time. Such areas include residences, schools, playgrounds, child-care centers, hospitals, retirement homes, and convalescent homes.

Special-Status Species. Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state or federal resources agency as such. Risk factors to a species' persistence or a population's persistence include, but are not limited to, habitat loss, increased mortality factors, invasive species, and environmental toxins.

Specific Plan. Under Article 8 of the Government Code (Section 65450 et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a general plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any general plan element(s).

Sphere of Influence (SOI). The ultimate service area of a city, and its probable physical boundaries, as determined by the Local Agency Formation Commission (LAFCo) of the county.

Unincorporated Area. Land that is located outside of a city's limits and that is subject to county jurisdiction.

Use. The purpose for which land, a site, or a structure is designed, arranged, or intended or for which it is or may be occupied or maintained.

Wastewater. Water that has been used for washing, flushing, or in a manufacturing process, and containing waste products such as sewage or chemical byproducts.

Zoning. An ordinance or other legislative regulation that divides a jurisdiction into districts or zones that regulate many aspects of land use and development activities including:

- Allowable land uses
- Intensity or density of development
- Height, bulk, and placement of structures
- Parking
- Signage
- Environmental resources
- Historic and cultural resources

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