

**YOLO COUNTY**



# **Town of Esparto General Plan**

## **APRIL 2007**

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## TABLE OF CONTENTS

I. INTRODUCTION.....	1
II. COMMUNITY DEVELOPMENT .....	5
A. LAND USE .....	5
B. HOUSING.....	21
C. COMMUNITY DEVELOPMENT STANDARDS .....	25
D. CIRCULATION.....	28
E. PUBLIC FACILITIES/PARKS AND RECREATION.....	31
III. CONSERVATION .....	38
A. NATURAL RESOURCES.....	38
B. ARCHAEOLOGICAL, CULTURAL AND HISTORICAL RESOURCES.....	39
IV. SAFETY.....	45
A. NATURAL HAZARDS .....	45
B. PUBLIC SAFETY AND EMERGENCY SERVICES .....	51
C. NOISE .....	54
V. IMPLEMENTATION.....	56
V. APPENDICES .....	61
A. DESIGN GUIDELINES.....	1

## TABLES

<u>Table Number</u>	<u>Page</u>
TABLE 1: COMPLETED, APPROVED AND PENDING RESIDENTIAL PROJECTS (1997 TO 2006) .....	6
TABLE 2: PROPOSED GENERAL PLAN LAND USE DESIGNATIONS AND ZONING DISTRICT CONSISTENCY .....	15
TABLE 3: RESIDENTIAL BUILDING PERMITS ISSUED IN THE ESPARTO AREA 1999-2005.....	22
TABLE 4: SUMMARY IMPLEMENTATION SCHEDULE .....	59
TABLE 5: SUMMARY OF 5-YEAR AND 10-YEAR OBJECTIVES .....	60

## FIGURES

<u>Figure Number</u>	<u>Page</u>
FIGURE 1: REGIONAL LOCATION MAP.....	4
FIGURE 2: PLANNING AREA .....	16
FIGURE 3: GENERAL PLAN LAND USE MAP.....	17
FIGURE 4: ZONING MAP .....	18
FIGURE 5: LAMB VALLEY SLOUGH CROSSINGS AND BICYCLE/PEDESTRIAN TRAILS .....	19
FIGURE 5A: INSET EAST ESPARTO CIRCULATION PLAN .....	20
FIGURE 6: AREAS SUBJECT TO FLOODING.....	50

# I. INTRODUCTION

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## Preface

Esparto is a special place. It is a quiet, rural town surrounded by agriculture. Its mature trees, farm setting, historic buildings, compact size, pleasant neighborhoods, schools and other community facilities, all make Esparto an attractive place to live. There are, however, few local jobs so most working residents must commute elsewhere. The town once had many more local businesses and services; people now must drive elsewhere to do most of their shopping or to visit a doctor or barber. The loss of economic activity has left the downtown buildings underutilized and in disrepair. Some public facilities are needed including expanded parks and schools, and more emergency medical services.

The purpose of this General Plan is to protect the characteristics which make the town a pleasant place to live and to specify the changes which should occur to correct existing problems and to improve the quality of life. This General Plan seeks to allow additional development that will help provide the services, housing and commercial opportunities desired by the residents, while preserving and enhancing the town's rural character.

## Relationship to the Yolo County General Plan

The Esparto General Plan supplements the Yolo County General Plan. It provides guidance specific to Esparto which may not be relevant to other parts of the County. On the other hand, most of the goals and policies in the County-wide General Plan have some application to Esparto.

The focus of the Yolo County General Plan seeks to retain the rural character of the County, while directing limited amounts of urban development to existing cities and unincorporated communities such as Esparto. Permitted development is to be located and designed in such a way as to protect, preserve and perpetuate the small town characteristics and qualities of Esparto. In order to retain a separate identity for these towns, ultimate urban service boundaries will be identified. Growth pressures in excess of these specified limits will be directed to other towns in the County.

New residential development in Esparto will have a roadway network based on a modified grid system. New buildings will be of a character, scale and level of affordability that is in keeping with the current character of the town. New businesses will be focused in the downtown. In summary, this General Plan for Esparto is intended to result in a compact and recognizable small town having its own character -- rather than the aimless sprawl associated with so many developing urban areas.

## Organization of the Plan

The Esparto General Plan consists of maps and text which establish a framework for the orderly growth and development of the town for the next ten or more years. The primary goal of the plan is to allow a modest amount of new development in a manner that preserves the rural character of the town.

The key issues relevant to Esparto's future have been organized into three chapters of the plan. Community Development covers the type, location and intensity of new land uses; agricultural protection; affordable housing; and design standards and guidelines to help ensure new development reflects the best qualities of the existing town. This chapter also discusses circulation and transportation, parks and other public facilities needed to serve the future town.

The next chapter, Conservation, covers issues related to natural and man-made resources including air quality, habitat areas, soils, visual amenities and historical buildings.

The Safety chapter discusses natural hazards, such as flooding, fire and police protection, and the potential impacts from noise.

Each of these chapters includes goals and policies as well as specific programs or actions for implementing the plan.

The last chapter expands on the implementation measures and includes a schedule for actions necessary to make the plan work and a table of objectives by which the success of the plan can be measured.

Design Guidelines for Esparto are included as Appendix A.

## **Goals, Policies And Programs**

The General Plan consists of a Land Use Map, which illustrates the location for different kinds and intensities of land uses, as well as a number of goals, policies and programs. Goals are statements about the preferred condition the town is aspiring toward. Policies articulate the County's position on public improvements, land use and new development. Proposals for new public facilities and private developments must all comply with these policies. Programs are implementation actions the County will undertake to help make the plan come about.

This General Plan also includes a series of objectives. These are measurable outcomes by which the progress of the plan can be assessed. Table 5 lists the summary 5-year and 10-year objectives.

A goal of overriding importance is a dedication to enhancing the quality of life and maintaining the "small town" ambiance, community character, design and scale for present and future generations Esparto residents. The standard of living and quality of life available will be influenced in part by public policies which reflect sensitivity to the many ways in which "environmental quality" is nurtured and achieved.

## **Governmental Jurisdiction**

Since the town is unincorporated, the Yolo County Board of Supervisors has the primary responsibility for providing most of the local government services, including planning and development regulations, review and approval.

In addition to the County, several special districts are involved with shaping Esparto's future. The implementation of this plan will require a coordinated effort among these different public agencies. The Esparto Community Services District provides sewer and water service; without significant expansion in the capacity of the district's facilities, new growth will not be possible.

The Esparto Fire District provides fire protection and emergency response for the town. The Esparto Unified School District provides education facilities and services. The existing community needs a new school and significant new growth should not proceed without a clear program for the provision of additional school capacity.

Thus, the real implementation of this plan will require a coordinated effort among these different public agencies.

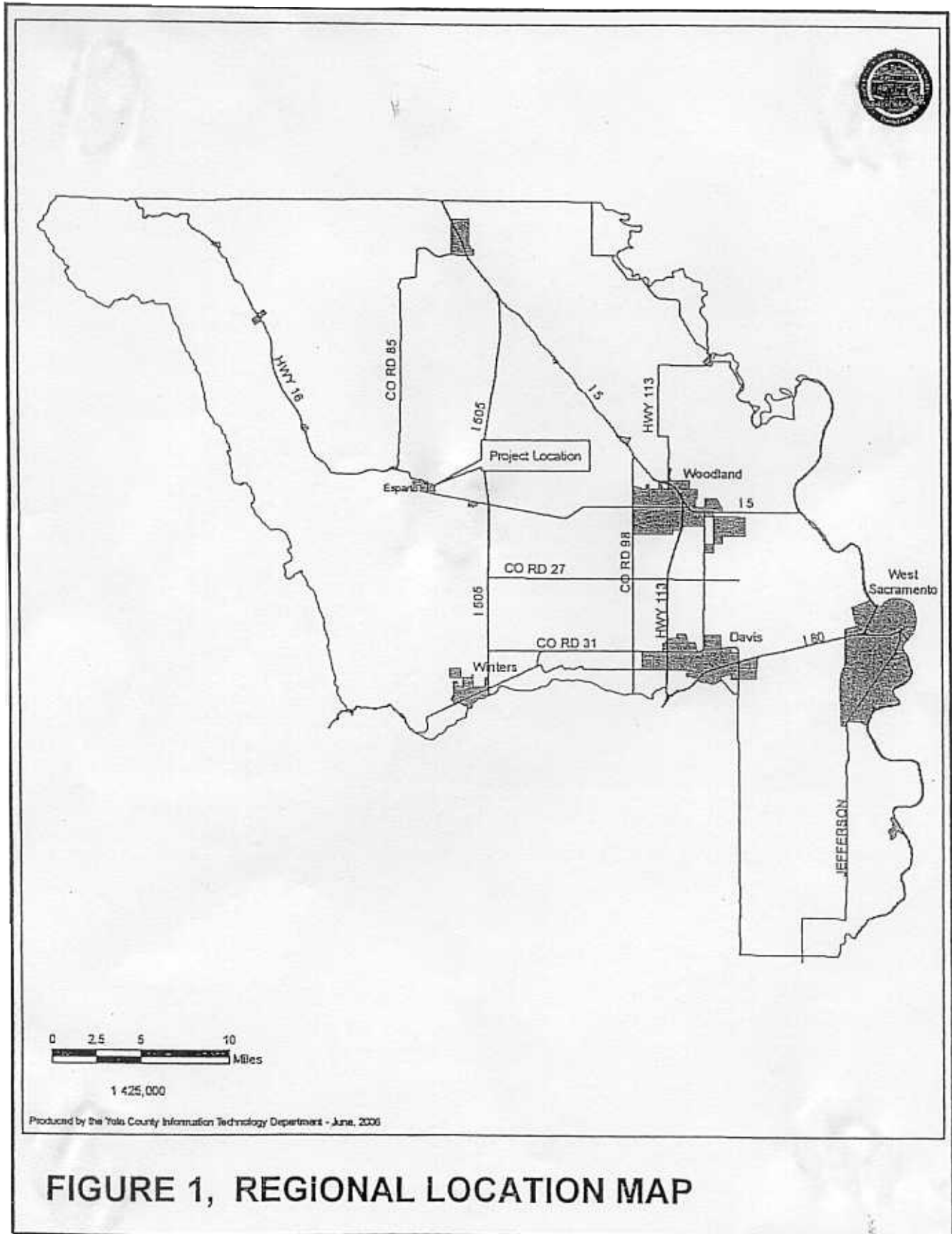
## **Process**

This plan is an update of the Esparto General Plan originally prepared in 1982 and updated in 1996. In 1990, there was growing sentiment in the community and among the staff, Planning Commission and Board of Supervisors, that the old plan was not providing specific guidance about whether the

amount, type, location or characteristics of development proposals was acceptable or not. The Board of Supervisors established an Esparto General Plan Citizens Advisory Committee whose meetings became the principal forum for the development of the 1996 plan.

Ten years later, in 2005, the Esparto Citizens Advisory Committee began work on a relatively minor update of the 1996 Esparto General Plan. The intent of the update is to revise the plan by updating plan text and policies, and proposing zoning changes that better reflect existing and future uses and take into account development that has occurred since 1996.

**FIGURE 1  
REGIONAL LOCATION MAP**



**FIGURE 1, REGIONAL LOCATION MAP**



## II. COMMUNITY DEVELOPMENT

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The Community Development chapter of the General Plan establishes goals, policies and programs to guide the growth and development of the town. The Community Development chapter must work in concert with the Conservation and Safety chapters of the General Plan to determine the location, rate, and timing of growth, to protect nearby agricultural activities, to plan for the development of new housing, public facilities and services, and to identify areas of the town where human activities should be limited because of sensitive environmental characteristics and natural or human-caused hazards.

For the policies and programs of the General Plan to provide effective guidance for future land use decisions in Esparto, they must be founded in a thorough understanding of the town's setting and historical development pattern, and of the factors which have shaped the present land use and population of the town. These issues are summarized below.

The Community Development chapter is divided into six sections:

- Land Use
- Housing
- Community Development Standards
- Circulation
- Public Services

### A. LAND USE

#### Introduction

Esparto is a small, unincorporated community in Yolo County. The town and its surroundings lie on gently sloping land which is covered by rich topsoil. Agriculture has helped to shape the history and to define the present character of Esparto.

Esparto is primarily a residential community. The 2000 Census counted a population of 1,632 people living in about 500 dwellings. Most units are single family homes on lots ranging in size from 5,000 - 10,000 square feet with many old town lots measuring 50 feet by 150 feet. The neighborhood streets are arranged in a grid, with alleys located in mid-block. Many of the homes were constructed in the 1950's and 1960's and reflect a variety of architectural styles and materials; a few of the existing homes were built around the turn of the century and can be considered representative of Victorian period architecture. The rural setting, tree-lined streets and period architecture all contribute to Esparto's character.

Since the 1990's, several new subdivisions have been constructed in Esparto and several more are pending approval as of mid-2006 (Table 1). Approximately 227 single-family homes were constructed in three subdivisions on the west side of the town, including the Parker Place, Country West II, and Esperanza projects. Another 29 infill units were built in Esparto, based on building permit activity through 2006. The 72-home Lopez subdivision has begun construction this year (2006). Thus, approximately 328 units will have been completed between 1996 and 2006-2007, compared to the up to 500 units that were anticipated in the 1996 plan.

Four other subdivisions are pending approval as of early 2007, including the Castle/Orcioli, Emerald Homes/Story, Emerald Homes/E. Parker, and Deterding/Capay Cottages projects. The latter three projects are proposed on lands that were designated for housing in the 1996 plan. The Orcioli project is on a property just to the west of the town, and was not planned for growth in the 1996 plan.

**TABLE 1**  
**COMPLETED, APPROVED AND**  
**PENDING RESIDENTIAL PROJECTS**  
**(1997 TO 2006)**

Project	Number of Units	Status
Parker Place	72 SF units	Completed
Country West II	59 SF units	Completed
Castle/Espananza	96 SF units	Completed in 2005
Emerald/Lopez	72 SF units	Approved, under construction in 2006
Other homes <sup>1</sup>	19 SF units/10 MF	Individual homes completed '95-'05
Sub-total:	328 units	--
Castle/Orciuoli <sup>2</sup>	180 SF units	Pending
Emerald/Storey	78 SF units	Pending
Emerald/E. Parker	62 SF units	Pending
Deterding/Capay Cottages	20 SF units	Pending
Sub-total:	340 units	--
TOTAL	668 units	---

Source: Yolo County

Notes:

1. Estimate based on Building Permits issued between 1996 thru mid-2006.
2. Orciuoli property was not included in the 1996 Esparto General Plan.

There is limited commercial and industrial development in Esparto, with about 20 commercial buildings and an even smaller number of industrial businesses. Most of the commercial property borders Yolo Avenue (Highway 16) between North Grafton and Woodland Avenue. There is also commercial development along Woodland Avenue between Yolo Avenue and Antelope Street and at the intersection of County Road 21A and Fremont Street. There is a significant amount of commercial land on the north side of town around the old train station that is either vacant or underutilized. There is also one large parcel (approximately 75 acres) zoned for industrial development on the south side of Highway 16.

Publicly-owned land includes three schools, a fire station, the community services district offices, corporation yards for the County and Caltrans, a central park, a park in the tentatively approved Orciuoli subdivision, several ag buffer zones, and several storm detention basins.

**Land Use Issues**

- *New residential development has raised concerns over the potential loss of the town's rural character.*

Esparto is a small, rural community surrounded by agricultural land. Rising housing costs in Sacramento and surrounding communities has resulted in increased development pressures

on outlying areas, including Esparto. While some new development is seen as desirable by the local residents to provide additional housing, to make more local services practical and to boost the local economy, there is also a concern that the rural character and lifestyle currently enjoyed in the town could be lost or diminished if new development is not properly managed with regard to the amount, rate and quality.

- *Loss of agricultural land.*

Esparto is surrounded by very good (Class I and II) prime agricultural soils. The primary industry in the Esparto planning area is agriculture. In addition to preserving the rural character of the town, it is equally important to residents of Esparto that new development minimize the loss of prime agricultural land and not significantly detract from the ability of nearby farms and orchards to stay viable.

- *Adequate separation must be maintained between urban land uses and agricultural activities.*

As the town grows, the potential for incompatibility between agriculture and urban land uses increases. Agricultural impacts on urban uses include noise, dust, and chemical use. Urban impacts on agriculture usually are generated by complaints from residents which can lead to restrictions on agricultural activities.

One way to minimize potential conflicts between agriculture and urban land uses is to establish buffers between the two. A buffer is a strip of land maintained as open space between agricultural activities and urban land uses. Buffers may also serve a dual purpose by providing an opportunity to create a greenbelt around the perimeter of the town for use as a hiking/biking trail, although care must be taken to restrict public use when agricultural spraying is planned on adjacent farms or orchards.

The width of the buffers must relate to the types of agricultural activities that are being practiced. For example, in Yolo County a 500-foot separation is required between urban land uses and areas subject to aerial spraying of certain types of chemicals. While a 500-foot buffer would be desirable, the size of the parcels designated for urban use in Esparto will not accommodate a 500-foot buffer. A 300-foot separation is adequate to allow the use of orchard "blast" sprayers. A smaller separation of 100 feet is allowed for ground applications. Therefore, different buffers are proposed in different situations: 300 feet around active orchards to allow both ground and blast-sprayer applications and 100 feet in most other cases, which will allow ground applications of pesticides and fertilizers.

- *More shopping, business and medical/dental services are needed.*

There are limited shopping and other business opportunities in Esparto. As of early 2007, businesses include no service stations, one supermarket, two hair salons, a small hardware store, a few professional and business offices, and two food service establishments. For more specialized goods and services, residents must travel to Woodland, Vacaville or Sacramento.

The vacant and underutilized commercial and industrial buildings underscore the fact that Esparto has experienced a decline in retail and job-producing enterprises over the years. Many of the kinds of businesses that were previously located in town have moved to larger communities, leaving only a handful to serve the everyday needs of local residents. Consequently, there is a strong desire for more shopping and food establishments in Esparto, and for increased local health care services.

- *The downtown needs to be revitalized and the historic buildings restored.*

Many of the commercial buildings in the downtown are vacant or underutilized and in need of

renovation. Some of these buildings were built in the late 1880's and possess an interesting architectural style that contributes to the character of the town. A local non-profit Community Development Corporation was established in 2006 to facilitate and accelerate the revitalization of downtown Esparto.

- *There is a need for more jobs, and for visitor-serving land uses in the downtown.*

To help change Esparto from strictly a "bedroom" community, more local jobs are needed. Potential jobs could be created by the new school, by new visitor and local-serving

businesses, and by new service commercial or light industrial businesses. The latter may also help support continued agricultural activities in the surrounding countryside. One strategy to help revitalize the downtown would be to encourage more visitor-serving businesses such as restaurants, bed-and-breakfast accommodations, a museum and specialty shops. The area north of Woodland Avenue and west of Yolo Avenue would be a logical location for such uses.

## Land Use Goals, Policies and Programs

### Goals

1. To provide effective standards for the location, amount, rate, type and quality of new development so that the rural character of the town is preserved, agriculture is enhanced and maintained, the commercial downtown/main street is revitalized, and the natural environment is protected.
2. To manage the growth of the town so that adequate facilities and services can be provided in pace with development.
3. To expand the town's economic base to provide shopping, services and jobs that better serve the needs of the residents.

### Policies

#### Growth Management

- E-LU.1. The Esparto planning area and comment area are shown on Figure 2. The land use designations and policies of this General Plan apply to the planning area. Public improvements and significant new private development proposed in the comment area shall be referred to an Esparto Advisory Committee, established by the Board of Supervisors, for review and comments. The County will explicitly involve the Advisory Committee in the development of implementation plans and programs called for in this General Plan.
- E-LU.2. The comprehensible scale of the town shall be maintained, with businesses, schools, parks and social centers within walking distance of residences.
- E-LU.3. New development shall be prevented in areas where natural conditions are likely to pose a threat to public safety or produce excessive maintenance costs. Urban development may be allowed only on those parcels designated for urban uses by the General Plan Land Use map (Figure 3). The Land Use Designations established by the General Plan shall be as described in Table 2.
- E-LU.4. New development shall not be allowed unless adequate public services are available to serve such new development. Urban services shall only be provided to those parcels designated for urban uses by the General Plan Land Use map (Figures 3) that lie within the Urban Services Area of the Esparto Community Services District. The County and the Esparto Community

Services District may adjust this boundary based on protests to the formation of an assessment district and/or payment of an annexation fee.

- E-LU.5. New development shall pay its fair share of providing additional public services needed to accommodate such development.
- E-LU.6. New residential development shall be controlled in terms of amount and pace, so that the small town character is protected.
- E-LU.7. Esparto may grow within the existing town boundaries at the average rate of 50 units per year, with no more than approximately 150 units shall be approved in any year The Orcioli subdivision is a one-time exception to this policy.
- E-LU.8. All new development shall be subject to the development standards described in Section III(C): Community Development Standards and Design Guidelines in Appendix A.
- E-LU.9. Subdivisions within the area proposed for annexation to the Esparto Community Services District in accordance with this plan shall be prohibited unless the land has been annexed to the District and unless the subdivision is found consistent with the map and policies of this plan.
- E-LU.10. The maximum allowable residential density for new residential subdivisions or development projects in the area designated for annexation to the Esparto Community Services District shall be computed based on the net area of the lot after dedications for agricultural buffers, highway setbacks, parks, school sites, streets, detention basins, or other requirements.
- E-LU.11. For parcels designated for very low density residential and located adjacent to property designated for agriculture, a density bonus of up to one unit per gross acre (for a total maximum density of two units per gross acre) may be granted if the design of a proposed project or subdivision is clustered in the following manner:
  - All units shall be located at least 250 feet from the boundary with agricultural properties;
  - At least 40% of the property is used for common open space and recreation features, including but not limited to stables, tennis courts, and landscaped play areas;
  - The internal circulation system minimizes roads and includes an internal pedestrian path and bicycle network.

A mechanism shall be provided, such as a homeowners association, for the ongoing maintenance of the common areas and facilities. Alternatively, the developer may operate facilities such as stables and tennis courts as franchises open to the general public.

- E-LU.12. The zoning districts for Esparto shall be as shown on Figure 4. The zoning for parcels currently outside the service area of the Esparto Community Services shall not be changed until such time as the land use designations have been amended consistent with this General Plan, and the area is annexed to the District.
- E-LU.13. All existing development in the R-1, R-2, R-3 and R-4 zones that is non-conforming with respect to lot area, width, or depth shall be considered conforming relative to lot area, width and depth as of the date of adoption of this General Plan.
- E-LU.14. New development in the proposed Mixed Use (MX-PD) zone shall be consistent with the development standards contained in Section III(C): Development Standards.

Agricultural Land/Open Space

- E-LU.15. Agricultural lands outside the Esparto Community Services District shall be protected from the encroachment of urban development. The conversion of agricultural land to urban land uses may only occur on lands within the Esparto Community Services District designated for urban use on the General Plan land use map.
- E-LU.16. Parcels in Land Conservation Act contracts shall not be eligible for urban development and shall be preserved for agriculture.
- E-LU.17. Where new development adjoins agricultural lands, it shall be set back a minimum of 100 feet. A setback of 300 feet shall be required for urban uses that adjoin Agricultural Preserves or active orchards except where the adjacent property owner agrees in writing that the 300-foot buffer is not needed. In no case shall the buffer be reduced to less than 100 feet. Figure 4 illustrates areas where 100-foot and 300-foot buffers are required. Such setback or buffer area shall be established by recorded easement or other instrument, subject to the approval of County Counsel. A method and mechanism for guaranteeing the maintenance of this land in a safe and orderly manner shall be consistent with the Yolo County Agricultural Element and the provisions of the Agricultural Land Conversion ordinance (Section 8-2.2416 of Title 8, the County Zoning Ordinance).
- E-LU.18. Parcels designated Agriculture by the General Plan in the Esparto planning area shall not be further subdivided below 20 acres for land zoned A-1 and shall conform to Yolo County regulations governing lands within agricultural preserves.
- E-LU.19. As a condition of approval for development on agricultural land, the project proponent shall execute and implement an Agricultural Conservation Easement, mitigation fees and other similar farmland conservation programs as may be adopted by Yolo County. Specific details of the Conservation Easement or other programs shall be determined by the Yolo County Community Development Director. The total area encompassed by the easement or other program shall be no less than the area removed from agricultural production by the project, and no more than the acreage required by any Agricultural Conservation Easement program adopted by Yolo County.

Commercial Development and Downtown Revitalization

- E-LU.20. The downtown is generally defined as the parcels designated for commercial use fronting Yolo Avenue between Grafton Street and Woodland Avenue, and the mixed-use designated parcels fronting Woodland Avenue at the corner of Yolo Avenue. This area shall remain the physical center of Esparto; new residential neighborhoods shall be within easy walking distance of the center of town.
- E-LU.21. The downtown shall be revitalized. New commercial development and tourism shall be encouraged in the downtown along Yolo Avenue (Highway 16).
- E-LU.22. Historically or architecturally significant buildings should not be demolished or substantially changed in outward appearance in a way that diminishes the historical character, unless doing so is necessary to remove a threat to health and safety and other means to avoid the threat are infeasible.
- E-LU.23. The County will promote economic development in Esparto. A non-profit Community Development Corporation Development Corporation, with County representation, has been formed to assist in this economic development.
- E-LU.24. The County will prepare a downtown physical design plan for Esparto. The downtown physical plan shall illustrate the following features:

- the type, size, location and planting technique for street trees
- the location and design of bulbouts and pedestrian crossings
- location and design of parking
- location for civic buildings and other public facilities and amenities
- approaches to restoration of the historic buildings
- location and design of transit stops and ride-share center

The Esparto Citizens Advisory Committee will be explicitly included in the preparation of the downtown plan, as well as the Esparto Community Development Corporation, Capay Valley Vision, and the Esparto Chamber of Commerce.

- E-LU.25. Once a downtown physical plan is approved by the Board of Supervisors, all development shall be consistent with said plan.
- E-LU.26. New structures shall be setback from State Highway 16 and major County roads. Said setbacks shall be planted with trees which recall the agricultural heritage. Maintenance of these setbacks shall be the responsibility of the property-owners, either individually or through a homeowners association.
- E-LU.27. Existing commercial uses in the mixed use designations shall be considered conforming uses and may be expanded subject to approval of a Conditional Use Permit.
- E-LU.28. The County shall apply a PD-suffix to many of the properties in the community of Esparto as illustrated in Figure 4.
- E-LU.29. The first floor of commercial buildings in the downtown zone should be reserved for retail, restaurants, and offices with high visitor use. Other types of commercial, office, and retail businesses, including residences, should be allowed on the upper floors. Second floor residential use is encouraged as a means for providing additional housing and to assist in achieving financial feasibility of ground floor commercial development, and promote community viability.

Industrial Development

- E-LU.30. New industrial development shall be encouraged in the area on the south side of Highway 16, and east of County Road 86A, as shown by Figure 4.
- E-LU.31. Land designated for industrial development shall accommodate the uses described in Articles 17 and 18 of the Yolo County Zoning Ordinance.
- E-LU.32. The County, in partnership with the local Community Development Corporation, Capay Valley Vision, and the Esparto Chamber of Commerce, shall actively promote, pursue, and attract appropriate industrial development.

**Programs**

- 1. The County will amend its zoning ordinance and district map to reflect the land use designations of this General Plan. Where necessary, the new zoning districts applicable to Esparto shall be created.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	2007
Funding:	General fund
Monitoring:	Planning, Resources and Public Works

Department

2. The County shall request the Esparto Community Services District to apply for an amendment to its sphere of influence and Urban Services Line with the Yolo County Local Agency Formation Commission (LAFCO). The amended sphere of influence and urban service line shall be as depicted on the General Plan Land Use map, although minor adjustments may be made based on protests from property owners and/or property owner willingness to pay any annexation fees that are established.

Responsible Agency/Department: Esparto Community Services District; Planning, Resources and Public Works Department; LAFCO 2008  
 Timeframe: 2008  
 Funding: ECSD reserves, General fund  
 Monitoring: Planning, Resources and Public Works Department

Adoption of the amended sphere of influence and urban service boundary must occur prior to the extension of urban services beyond the current service area boundary.

3. The County and the Esparto Community Services District will prepare an engineering and financing program for the expansion of the sewer plant and water facilities. (See policies E-S.1. and E-S.2.) The costs of preparing these programs shall be reimbursed by developers after annexation.

Responsible Agency/Department: Esparto Community Services District; Planning, Resources and Public Works Department  
 Timeframe: 2007  
 Funding: General fund; developer fees  
 Monitoring: Planning, Resources and Public Works Department

4. The County will adopt an economic development and downtown revitalization program for Esparto. Such a program should include the following components:
  - Fee waiver or reduction for desirable commercial and industrial development.
  - Flexibility in development standards, including parking requirements, or the use of the Planned Development option to encourage investment.
  - Consideration of redevelopment.
  - A marketing program to attract desirable businesses and industry to Esparto.

Responsible Agency/Department: Planning, Resources and Public Works Department  
 Timeframe: 2008  
 Funding: General fund  
 Monitoring: Planning, Resources and Public Works Department

5. The County will investigate, and if possible, apply for grant monies to be used for seismic upgrade and toxic clean up of buildings in the downtown.

Responsible Agency/Department: Planning, Resources and Public Works Department, Building Department



- Timeframe: 2007  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department
6. The County will prepare a downtown physical design plan for Esparto as described in Policy E-LU.24.
- Responsible Agency/Department: Planning, Resources and Public Works Department;  
Building Department
- Timeframe: 2007  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

## **General Plan Designations and Zoning Districts**

A description of the General Plan designations that are applied to properties in Esparto is included in Table 2, on the following page. The table defines residential densities and commercial uses. The table also identifies those zoning districts that are considered to be consistent with each of the General Plan land use designations.

## **Planning and Comment Areas**

The planning area covered by this Esparto General Plan is illustrated in Figure 2. The planning area is bordered by Cache Creek on the north; County Road 85B on the west; County Road 23 on the south; and generally County Road 87 on the east. Figure 2 also includes the larger “comment area” boundary for the Esparto Citizens Advisory Committee, which will review new development projects on properties on both sides of the illustrated boundary lines.

## **General Plan and Zoning Maps**

Figure 3 is the General Plan Map for the Esparto area. The map identifies the land use designation (as opposed to the zoning) for each property.

Figure 4 is the Zoning Map for Esparto. The map places each property in a specific zoning district, which contains the detailed regulations (setbacks, lot size, etc.), which govern development of the parcels.

## **Circulation Plan**

A Circulation Plan has been prepared for Esparto (Figure 5). The plan indicates a modified grid pattern for the older and newer areas of the town.

The Circulation Plan proposes a continued grid pattern for the eastern portion of the town, east of Alpha Street, where existing agricultural properties are designated for growth. The Circulation Plan identifies Alpha Street as a future north-south residential street that would connect State Route 16 with County Road 20X at the north end of town. Another north-south residential street would be required to the east if and when the agricultural properties develop. The plan also identifies three future crossings over the Lamb Valley Slough, including vehicular bridge crossings at Alpha Street and the future street to the east, and crossing at the extension of Cowell Drive.

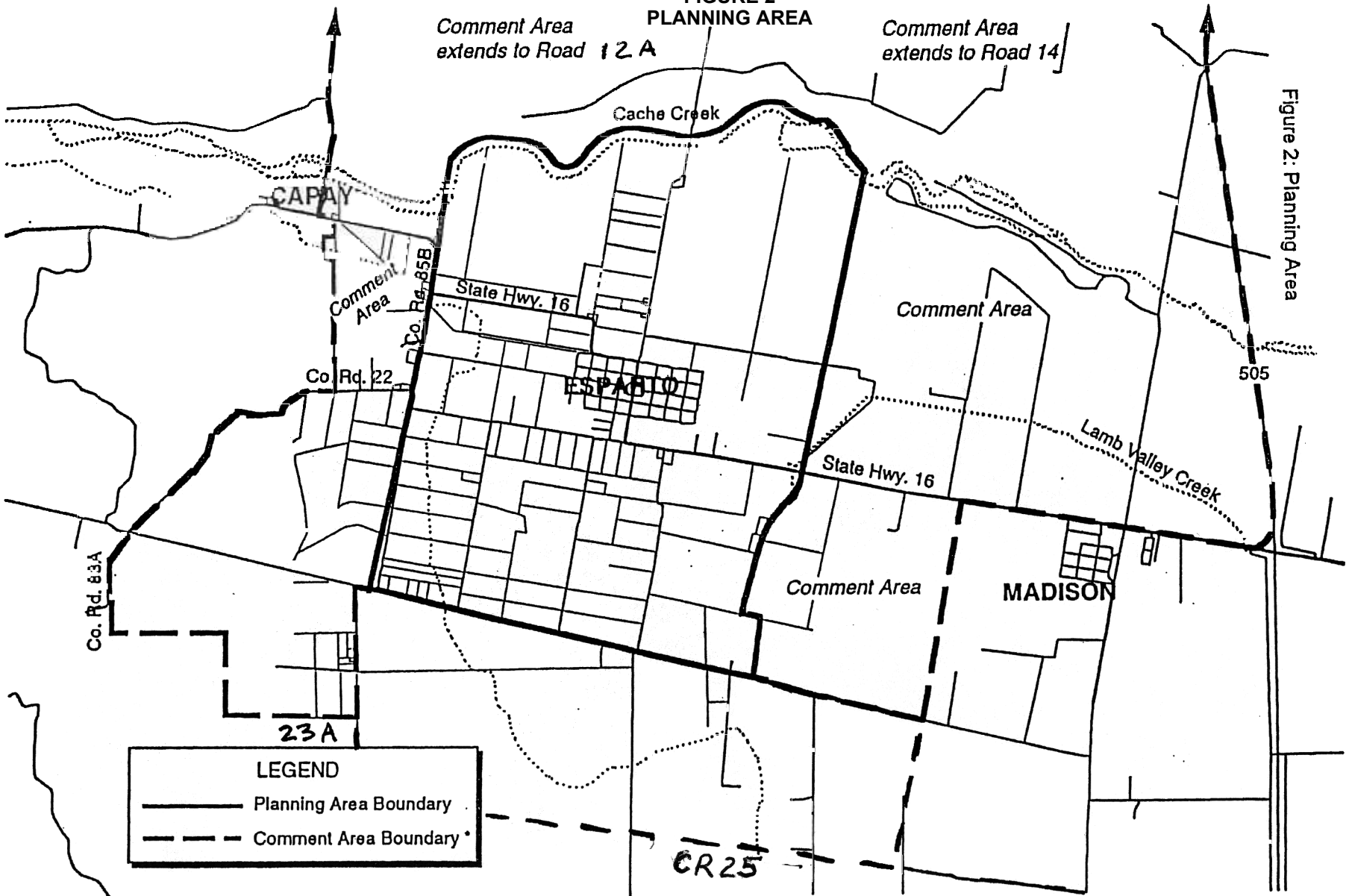
Two new controlled (traffic light or roundabout) intersections are planned on SR 16 at County Road 86A and at Alpha Street. Eventually, a third controlled intersection may be needed to the east. The intersection locations and type of operations would be determined after detailed traffic studies and coordination with Caltrans. One or more of the intersections may be restricted to “right in/right out” movements (prohibiting left turns onto SR 16).

**TABLE 2**  
**GENERAL PLAN LAND USE DESIGNATIONS**  
**AND ZONING DISTRICT CONSISTENCY**

Land Use Designation	Maximum Density	General Description	Consistent Zoning Districts
Very Low Density Residential	1 to 3 dwelling units per gross acre	Single-family dwellings on estate size lots.	RRA and R-S
Residential – Low Density	4 to 10 dwelling units per net acre, unless prescribed through a Planned Development project	Single family dwellings on urban size lots.	R-1 PD and R-2 PD
Residential – Medium Density	10 to 19 dwelling units per net acre, unless prescribed through a Planned Development project	Single and multi-family dwellings on urban size lots and mobile home parks.	R-2 PD and R-3 PD
Residential – High Density	20 or more dwelling units per net acre, unless prescribed through a Planned Development project	Multi-family dwellings on urban size lots.	R-3 PD and R-4 PD
General Commercial	N/A	Retail and other businesses that serve the everyday needs of residents in the larger community, including grocery, restaurants, offices, and like uses, but excluding automobile services and parking lots.	C-2 and C-2 PD
Downtown/Mixed Use	Height of 50 feet downtown and 40 feet elsewhere. As approved by the Planning, Resources and Public Works Department and the Yolo County Planning Commission	Maintain “main street” character of downtown; protect historic buildings. Allows a wide range of uses, including visitor serving shops, restaurants and specialty retail; craft shops and studios; residences; other job-producing uses. *	C-2 and C-2 PD, and the proposed Downtown Mixed Use (DMX) zoning district
Public/Quasi-Public	N/A	Public services and facilities, including public recreation; new or expanded schools.	PR and POS
Industrial	N/A	Light industrial and service commercial businesses including those that serve the needs of agriculture.	M-1, M-2 and M-2 PD
Agriculture buffer/Setbacks from major roads	N/A	Buffers to preserve agricultural interests; setbacks to preserve view corridors and minimize noise impacts from major roads.	All zones
Agriculture	Up to 2 dwellings	Farming, orchards, ranching and related activities.	All “A” zones

\* In addition to the commercial uses described above, other allowable uses shall be as described in Sections 8-2.1302 and 82.1304 of the Zoning Code, unless otherwise prescribed through a Planned Development project.

**FIGURE 2  
PLANNING AREA**  
 Comment Area extends to Road 12 A  
 Comment Area extends to Road 14



**LEGEND**  
 — Planning Area Boundary  
 - - - Comment Area Boundary \*

\* area in which the comments from the Esparto Citizens Advisory Committee will be explicitly requested for new private development or subdivisions and significant public projects.

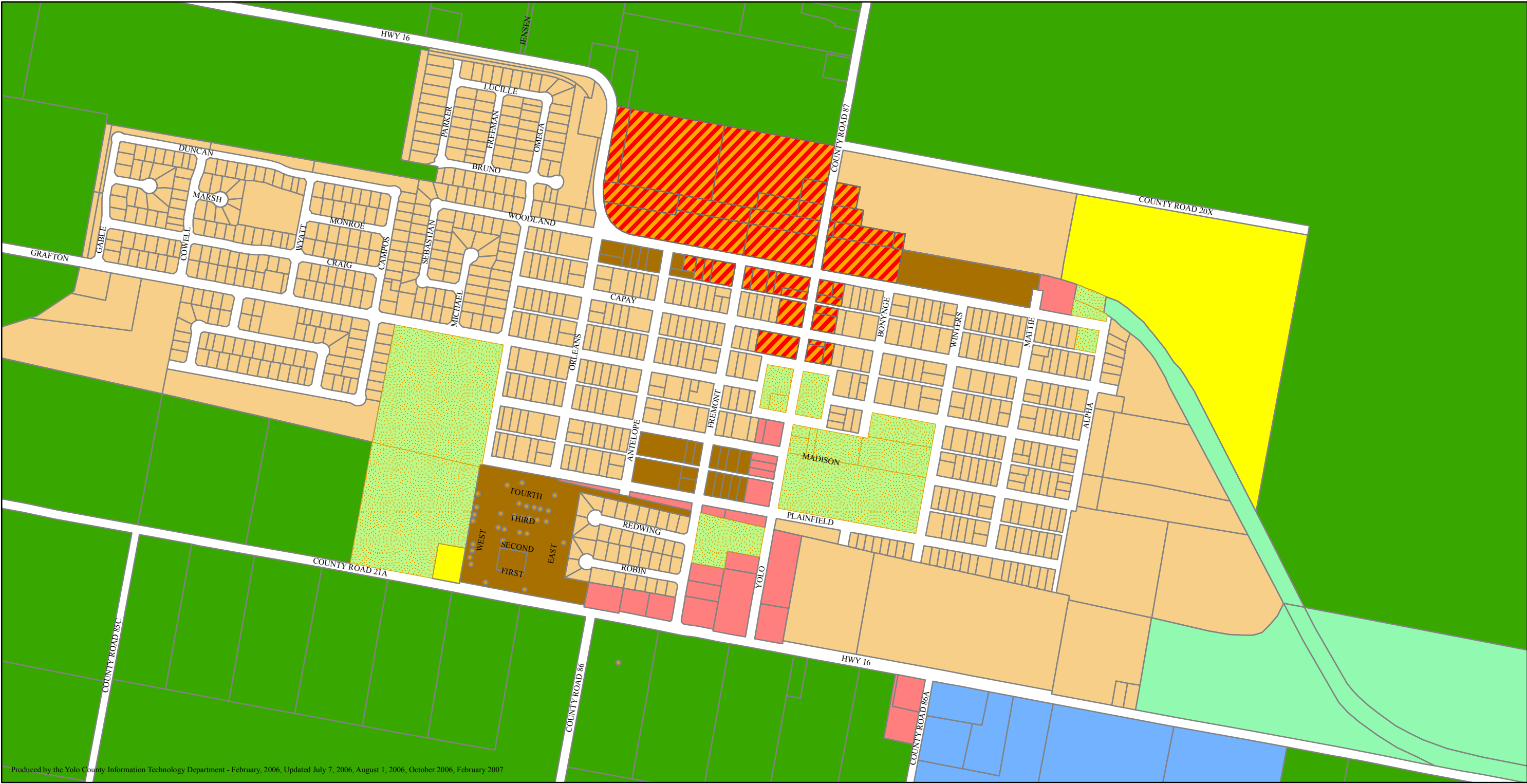
Esparto General Plan

Land Use



FIGURE 3  
GENERAL PLAN LAND USE MAP

# General Plan for the Town of Esparto



Produced by the Yolo County Information Technology Department - February, 2006, Updated July 7, 2006, August 1, 2006, October 2006, February 2007

- Proposed General Plan Designations**
- |                               |                           |                      |
|-------------------------------|---------------------------|----------------------|
| Agricultural                  | Residential, High Density | Light Industrial     |
| Residential, Very Low Density | Commercial                | Parks and Recreation |
| Residential, Low Density      | General Commercial        | Public Open Space    |
| Residential, Medium Density   | Downtown Mixed Use        |                      |

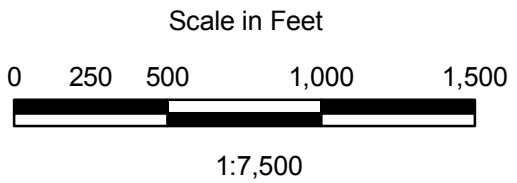


FIGURE 4  
ZONING MAP

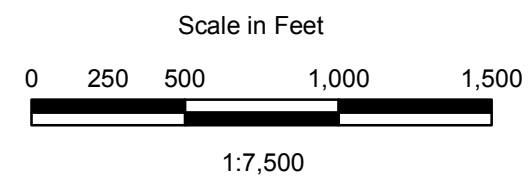
# Zoning for the Town of Esparto



Produced by the Yolo County Information Technology Department - February, 2006, Updated July 7, 2006, August 1, 2006, October 2006, February 2007



**Proposed Zoning Classifications**

 A-1	 R1-PD	 R3-PD	 C3	 PR
 A-P	 R2-PD	 C1	 M1-PD	 mobilehome
 RS-PD	 PD	 C2-PD	 POS	



**FIGURE 5**  
**Lamb Valley Slough Crossings and Bicycle/Pedestrian Trails**



 Bicycle/Pedestrian Trails  
 Slough Crossings (Proposed/Existing)

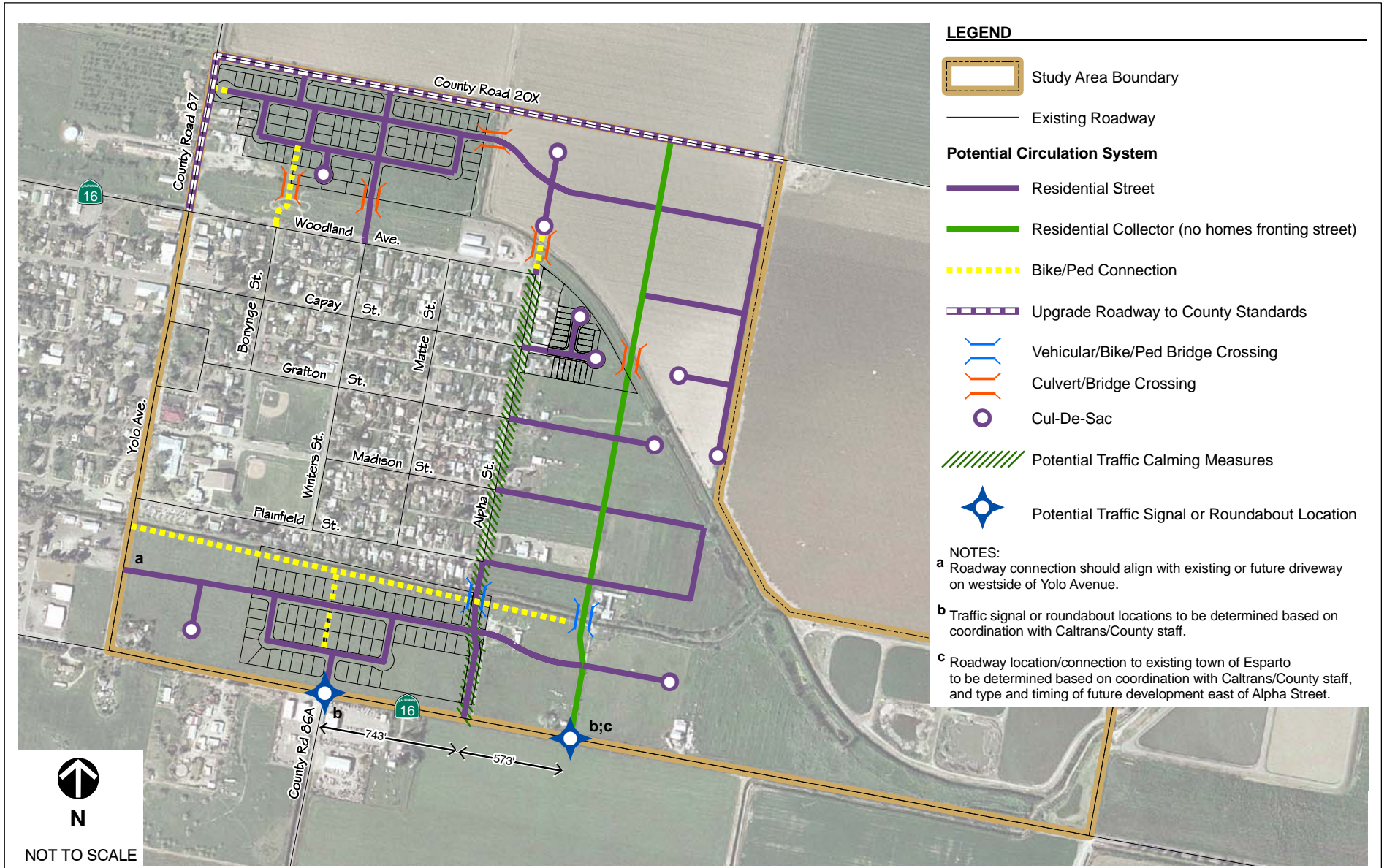
 Roads  
 Slough



0 500 1,000 1,500 Feet



FIGURE 5A  
**INSET A: EAST ESPARTO CIRCULATION PLAN**





## B. HOUSING

### Introduction

The Housing section of the General Plan sets forth the goals, policies and programs to meet the housing needs of present and future residents of Esparto, consistent with the rate and amount of new development envisioned in the Land Use section. The policies contained in this section are intended to supplement the policies contained in the Housing Element of the Yolo County General Plan.

Esparto is predominantly residential in character. According to a mid-1990s field survey and the 2000 U.S. Census, updated to take into account the recent growth over the last ten years, the town has a housing stock of about 750 single-family homes, plus 22 lots with duplexes or multiple-family residences, and one mobile home park that accommodates about 90 homes. The existing housing stock includes approximately 25 new in-fill single family and duplex units.

A housing conditions survey was conducted in 2000; approximately 37 residences were identified as needing significant repair; two were considered dilapidated, meaning that the units may not be habitable and rehabilitation is unlikely to be feasible.

Since the late 1980's, residential building activity in Esparto has varied widely from year to year. Annual building permit activity for the town is presented in Table 3. In 1989, the first phase of the Country West subdivision was constructed in Esparto. However, between 1990 and 2000 very little building activity occurred. Only 39 single family homes were built during the 1990's, or an average of about four per year.

Since 2000, three new subdivisions were completed: Parker Place (72 houses), Country West II (59 houses), and Esperanza (total of 96 houses). Building permit activity was high in 2002 (91 units), as Parker Place and Country West II were built, and in 2004 (89 units) as the Castle/Esperanza subdivision was completed. Building slowed dramatically to only two homes in 2005. A fourth subdivision, Countryview (Ryland/Lopez, 72 houses) was approved in 2005, with first occupancy in 2006 and expected completion in 2007. In 2006, the Countryview subdivision accounted for 23 of the 26 building permits for single-family homes that were issued.

The availability and affordability of housing depends on a variety of factors, including local land use policies. According to the 2000 Census, housing costs and vacancy rates for rental and owner-occupied housing in Esparto were lower than the statewide median in 1999, which suggests that, compared to many places, housing in Esparto at that time was both "affordable" and "available". The 2000 Census indicated that the Madison-Esparto-Capay Valley area had an unusually high vacancy rate, about 8%. The area also had an unusually large percentage of owner occupied units, over 73%. In 1999, the census showed that most monthly rents were between about \$ 450 and \$ 900 per month. The census reported that most for-sale housing in 1999 was priced between about \$150,000 and \$175,000, although there are significant numbers of homes valued much higher as well.

However, between 2001 and 2004, the resale price of an average home in the Esparto area doubled from about \$160,000 to \$322,000. By 2004, average rents for a two-bedroom apartment ranged between \$750 and \$900.

**TABLE 3**  
**RESIDENTIAL BUILDING PERMITS ISSUED IN THE ESPARTO AREA**  
**1988- 2006**

Year	Single-Family	Multi-Family
1988	11	0
1989	67 <sup>1</sup>	8
1990-1995	25	6
1996-2000	14	0
2001	34 <sup>2</sup>	0
2002	91 <sup>3</sup>	0
2003	14 <sup>4</sup>	1
2004	89 <sup>5</sup>	6
2005	4	3
2006	29 <sup>6</sup>	4
<b>TOTAL:</b>	<b>378</b>	<b>28</b>

Source: Yolo County

Notes:

Multi-Family includes duplexes.

1. Includes Country West subdivision, Unit One
2. Includes 15 units of Parker Place and 5 units of Country West subdivision, Unit Two.
3. Includes 57 units of Parker Place and 32 units of Country West subdivision, Unit Two.
4. Includes 6 units of Parker Place and 4 units of Esperanza.
5. Includes 86 units of Esperanza.
6. Includes 23 units of Lopez/Ryland (Countryview).

### Housing Issues

- *A variety of housing types and prices is needed in Esparto.*

New residential development in Esparto will predominantly be detached single-family dwellings on small lots. While these new houses are generally "affordable" when compared to many other surrounding communities, they are still beyond the affordability of many residents of Esparto. For this reason, new residential development should include some attached housing types and some housing priced to be affordable to lower income households.

- *New residential development must be in character with the existing town.*

Residents are concerned that new development may not reflect the size, scale and materials of the existing neighborhoods. If more new development of this type occurs, the character of

the town will be lost or diminished.

- *Housing for seniors is needed.*

The senior population of Esparto has been growing steadily over the past decade. There is a need to provide senior housing in town.

## Housing Goals, Policies And Programs

### Goals

1. To provide a continuing supply of housing to meet the needs of existing and future residents of Esparto in all income categories.

### Policies

- E-H.1. A variety of housing types and densities shall be encouraged in Esparto.
- E-H.2. New residential neighborhoods shall include a variety of residential units such as townhouses, attached housing, split lot duplexes, or small apartments and condominiums, that are integrated into new single family areas and not concentrated in separate zoning districts. In all subdivisions or housing projects with at least 50 lots/units, the developer shall be encouraged to set aside a minimum of 10% of the lots for purchase by owner-builders.
- E-H.3. The design of multi-family housing shall limit the number of units in one building to four or fewer and should be in scale and character with the homes in the existing town. Such buildings should appear similar to large single-family homes in size, architectural style and usable open space areas.
- E-H.4. Affordable housing shall be encouraged and maintained. New residential development that is affordable to low income households shall be dispersed throughout the town and not concentrated in one place. In all subdivisions or housing projects, at a minimum 20% of the units shall be affordable to households with low or very low incomes. Such housing shall meet the applicable requirements of the Yolo County Housing Element. Projects will be eligible for applicable density bonuses allowed pursuant to the Yolo County Housing Element.
- E-H.5. Housing for seniors shall be encouraged. Projects, which include at least 25% of the units for seniors, may receive a density bonus of 10% or as allowed under State law. Such units must be designed for seniors and must remain available to seniors for at least 30 years.
- E-H.6. Multi-family projects in the R-3-PD and R-4-PD zones shall provide at a minimum 25% or 35% of the units for low or very low-income households, in accordance with the Yolo County Housing Element. Such projects will be eligible for applicable density bonuses allowed pursuant to the Yolo County Housing Element and State law.
- E-H.7. New development in Esparto which provides at least 50% of the units for low or very low income households shall be eligible for a density bonus of 50% or as allowed under State law, subject to the approval of the Planning Commission.
- E-H.8. Multi-family rental housing is essential to accommodate local agricultural, casino, and other workers needing low to moderate-income housing. A key property near downtown Esparto (APN: 049-250-08) has been rezoned to R-3 to accommodate affordable multiple family housing.

**Programs**

1. The County will adopt an ordinance providing a density bonus for senior housing and for projects with at a minimum 50% lower income housing as described in the above listed policies.

Responsible Agency/Department: Planning, Resources and Public Works Department  
Timeframe: 2007  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

2. The County will inventory existing publicly owned land in Esparto and determine if it is suitable for housing and not needed for other public purposes. If so, the County may designate such land for residential purposes at suitable densities and will encourage the Housing Authority or non-profit to acquire and develop the property for lower income housing.

Responsible Agency/Department: Planning, Resources and Public Works Department  
Timeframe: 2007  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

## C. COMMUNITY DEVELOPMENT STANDARDS

### Introduction

The Community Development Standards contained in this section are to assist in the design and review of new development. This section contains *development standards* that are mandatory for all new development. Accompanying *Design Guidelines* for the Esparto community are included in Appendix A. The *Guidelines* suggest development approaches that will help both the community and developers address issues of local concern, protect natural and cultural/historical resources, and preserve community character. The guidelines and standards are described in both text and graphic illustrations.

### General

- E-D.1 The following mandatory Development Standards apply to all new development projects proposed in Esparto. The accompanying *Design Guidelines* in Appendix A are meant to be adhered to by all new projects, although the intent of the Guidelines is that they are not meant to be applied as mandatory General Plan policies. The *Design Guidelines* may be revised from time to time by the Citizens Committee or the County without the necessity of going through a formal General Plan Amendment or Update process
- E-D.2. Landscaping shall be required in all development projects subject to Site Plan Review. Landscaping plans shall include a generous number of trees in a variety of sizes. Landscaping materials shall be chosen that is low maintenance and drought tolerant.
- E-D.3. An application for a planned development shall be required for all new development on parcels with a PD zoning suffix. Such an application shall include at least the following:
- A statement of objectives to be achieved by the project through the particular approach chosen, including proposed land uses and residential densities.
  - A site plan consistent with the requirements of Section 8-2.2006 of the County Code.
  - Information on existing land on the site and on surrounding parcels.
  - Any additional information which may be required by the Community Development Director.

### Single Family Residential Development

#### Standards

- E-D.4. At least one 15-gallon street tree shall be planted on every new lot.
- E-D.5. Mature trees shall be preserved to the maximum extent feasible.
- E-D.6. New residential development shall emulate and enhance the existing character of the town and include the following:
- Modest sized homes with generous front yards.
  - A variety of architectural styles and materials.
  - Porches.
  - Street trees in the public right-of-way and trees in front yards.
- E-D.7. New residential subdivisions shall preserve and reiterate the present street grid system, with clear connections to the existing pattern. The use of alleys for access behind homes shall be reviewed on a case-by-case basis.

- E-D.8. New development shall be required to install curbs, gutters and sidewalks, or to secure the installation of such improvements with the exception of Very Low Density Residential projects.
- E-D.9. Multi-family residential projects shall be subject to Site Plan and Architectural Review. Required off-street parking spaces in multi-family projects shall be covered by a garage or carport.

**Commercial Development**

Standards

- E-D.10. Height, massing and scale should reflect the existing town, and should be no greater in height than downtown buildings.
- E-D.11. New commercial buildings shall be set back a minimum of 20 feet from adjoining residential neighborhoods.
- E-D.12. Trash areas shall be screened and located away from adjoining residential neighborhoods.
- E-D.13. Lights shall be hooded, and located and designed to not shine offsite.
- E-D.14. Existing mature trees shall be incorporated into the design of the project to the maximum extent feasible.
- E-D.15. Rooftop mechanical equipment shall be screened from public view by the use of architecturally compatible materials.
- E-D.16. Ground level mechanical and service equipment shall be screened using fencing, landscaping, walls, or a combination.
- E-D.17. All parking lots shall provide landscaping, including shade trees, and shall be setback a minimum of 10 feet from the street. The shade canopy should be 50% after 15 years. The setback area shall be landscaped to screen parked vehicles from public view.
- E-D.18. Landscaping and street trees shall be required for all new commercial development.
- E-D.19. The old train depot shall be re-used and restored.

**Mixed-Use Development**

Standards

- E-D.20. Mixed-use development shall be subject to the development standards to be developed as part of the proposed Downtown Mixed Use (DMX) zoning district regulations. Under an approved DMX planned development project, lot size and configuration, required yards, building height, lot coverage, and parking may be specified for the project without conformance to existing County standards if one or more of the following findings can be made:
  - a. The project provides facilities or amenities suited to a particular occupancy group (such as low income groups, the handicapped or elderly) which would be infeasible under conventional development standards.
  - b. Features of the particular design achieve the intent of conventional development standards (adequate parking, compatibility with surrounding

neighborhood character, etc.) as well or better than the standards themselves.

- c. The project provides exceptional public benefits such as parking, open space, landscaping, public art, or other amenities that would not be feasible under conventional development standards.

## Downtown

### Standards

- E-D.21. To protect and replicate the historical "Main Street" character, new commercial development in the downtown shall reflect the form, spacing, height, and materials of nearby historic structures, and should incorporate the following elements:
- New buildings should be built to the street and side property lines, with no required yards.
  - New buildings should be two-stories.
  - Off street parking shall be prohibited in the area generally bounded by Grafton Street, Woodland Avenue and the parcels fronting Yolo Avenue unless located behind the buildings and not accessed by a driveway from the principal commercial street.

## Industrial Development

- E-D.22. Access to new light industrial development fronting Highway 16 shall make use of common driveways to the extent feasible.
- E-D.23. Access to industrial projects shall be through established truck routes, or other major roads and not through residential areas.
- E-D.24. The storage and delivery of hazardous materials shall be consistent with the requirements of the Esparto Fire District and Yolo County.

### Programs

1. The County will amend its zoning ordinance to include the development standards outlined in policies E-D.1 through E-D.24, above, by adopting one or more Mixed Use (MX) set of zoning regulations that can be applied to Esparto.

Responsible Agency/Department:	Planning, Resources and Public Works	Timeframe:	2007
Funding:	General fund		
Monitoring:	Planning, Resources and Public Works Department		

## D. CIRCULATION

### Introduction

The Circulation section of the General Plan describes the existing transportation system serving the town, and establishes policies and programs to meet the present and future transportation needs of the community.

Automobiles are the principal form of transportation in Esparto. State Route 16 passes directly through the Town of Esparto. Other nearby roads include County Road 20A, 20X, 21A, 23, 85B, 85C, 86, 86A, and 87. State Route 16 and the county roadway system are an important component of the agricultural economy of the area. These roads are shown on Figure 6, and form a network that crisscross the valley and bring truck transportation to almost every farm. The majority of local trucking is used for transportation of produce from the farms to nearby processing plants. The harvest season brings the highest volume of trucking into the Esparto Area. The transportation of gravel mined from Cache Creek also impacts the area. A recurring idea has been to create designated truck routes to help reduce truck traffic in the center of Esparto.

Road maintenance and construction is the responsibility of the Yolo County Public Works Division, with the exception of the state highways which are the responsibility of Caltrans.

The traffic traveling on Highway 16 has dramatically increased since the Cache Creek Casino opened in Brooks. Average daily traffic on Highway 16 at County Road 21A in Esparto has increased from 5,100 vehicles in 1999 to 10,400 vehicles in 2004. The Rumsey tribe has contributed mitigation monies to upgrade some portions of Highway 16 in the Capay Valley, including the realignment of the Route 16/County Road 85B intersection in the Esparto area.

In 2006, Caltrans is implementing the State Route 16 Safety Improvement Project to reduce the accident rate along the highway. Roadway improvements include widening of the shoulders for the highway from Brooks to I-505. However, no improvements are proposed in Esparto because the accident rate within the community is not higher than the state average.

Another study, the East Esparto Traffic Study, was completed by Yolo County in 2006. The study examined the impacts of three pending subdivisions on the east side of the community. The study recommends updates to the existing grid road system and the pedestrian and bicycle plan for Esparto, as well as recommends improvements to existing intersections along Highway 16 to ensure safe and adequate access to and from the new subdivisions.

### Circulation Issues

- There are no current serious deficiencies in the capacities of either the County roads or State highway or intersections. However, access from new subdivisions onto Highway 16 must be planned carefully to ensure capacity and safety concerns are addressed.
- *Additional vehicular and pedestrian crossings of Lamb Valley Slough are needed.*

One concern has been raised related to the limited number of routes over Lamb Valley Slough in the southern portion of town. Currently, all traffic in town must use only two crossings; additional access over the slough is being provided in the Lopez subdivision and is proposed in the Eleanor Parker subdivision. These locations are shown in Figure 5. Additional crossings may be desirable and are being studied.

- *Farm machinery must continue to be accommodated on the main routes.*



Another transportation-related issue is the relatively high numbers of farm equipment traffic on Highway 16/Yolo Avenue. Because the town has some repair shops, farmers bring their equipment into town. So long as this area remains largely agriculture, farmers will continue to drive farm equipment on county roads and state highways.

- *Improved public transit to surrounding cities is needed.*

Esparto is served directly by only one form of public transit—the YoloBus, which runs between the Cache Creek Casino and Sacramento, stopping in Esparto. There are five buses daily.

Given the residential nature of the town and the dependence on other communities for shopping, jobs and services, the need for improved public transit is great.

- *Improved facilities and routes for alternate forms of transportation are needed.*

There is an apparent community desire for better bicycle and walking paths in and around the town for recreation, trips to school and errands in the downtown. Currently, the low traffic volumes and speeds make walking and bike riding in the town itself relatively comfortable. However, walking and bike riding are less pleasant on the state highway and main county roads where traffic is faster. Enhancement of the pedestrian and bicycle network in and around the town is needed. The recently constructed subdivisions have provided pedestrian and bicycle paths and proposed projects will also be required complete a link of trails around the community, according to the plan illustrated in Figure 8.

## **Circulation Goals, Policies and Programs**

### **Goals**

1. To provide a safe and efficient circulation network for Esparto.
2. To encourage the use of alternate forms of transportation other than the automobile.

### **Policies**

- E-C.1. The most often used indicator of the ability of a roadway system to accommodate traffic is Level of Service (LOS), which sets a standard based on a scale from LOS "A", free-flow conditions, to LOS "F", which refers to unstable conditions approaching gridlock. These standards or better are usually considered acceptable for daily traffic Level of Service "C" or better shall be maintained on all streets and intersections, with LOS "D" tolerated at peak times.
- E-C.2. New local streets shall be consistent with the goals, policies and programs of the Land Use section of the General Plan.
- E-C.3. Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.
- E-C.4. Public transit to surrounding communities, especially Woodland, shall be improved.
- E-C.6. A bicycle/walking trail shall be established around the town for errands, to link principal school routes and for recreation. Such a trail system shall also provide a link to other routes that lead to Cache Creek and to the Capay Valley.

E-C.7. Additional vehicular and/or pedestrian crossings of Lamb Valley Slough shall be required in new development east and west of Yolo Avenue.

**Programs**

1. The County shall work with the regional public transit authority, SACOG and other interested parties to improve public transit between Esparto and surrounding communities.

Responsible Agency/Department:	Planning, Resources and Public Works Department, SACOG, Transit Authority
Timeframe:	2007
Funding:	Ridership fees, State Highway funds
Monitoring:	Planning, Resources and Public Works Department

2. New development shall be required to dedicate an easement for a walking/bicycle path as illustrated on Figure 5A.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	Ongoing
Funding:	Developer dedications
Monitoring:	Planning, Resources and Public Works Department

3. The County shall use park in-lieu fees among other sources for designing and installing the walking/bicycle path.

Responsible Agency/Department:	Planning, Resources and Public Works Department, Public Works Department
Timeframe:	2007
Funding:	Developer fees
Monitoring:	Planning, Resources and Public Works Department, Public Works Department

4. New development adjacent to Lamb Valley Slough shall provide crossings as identified on Figure 5A. The County may require contributions or reimbursements as a condition of approval for development of other properties that will benefit from such crossings.

Responsible Agency/Department:	Planning, Resources and Public Works Department, Public Works Department
Timeframe:	Tied to development
Funding:	Developer dedications and fees
Monitoring:	Planning, Resources and Public Works Department, Public Works Department

## E. PUBLIC FACILITIES/PARKS AND RECREATION

### Introduction

The Public Facilities/Parks and Recreation section of the General Plan establishes goals, policies and programs to insure that the provision of public services and facilities keeps pace with new development, and that present infrastructure inadequacies are remedied. This chapter also identifies public facilities desired by the residents of Esparto, and strategies to help pay for the infrastructure and facilities improvements needed over the time frame of the plan.

### Esparto Community Services District

The Esparto Community Services District provides water wells and distribution lines, sewer lines and wastewater treatment, and street lighting for the community.

#### Water Supply

Existing water supply for the Esparto Community Service District (ECSD) is from groundwater wells located throughout the community. ECSD currently has four operational wells: 1A, 4, 5, and 6. Well #5 is the primary supply with wells #1A or #6 supplementing flows during peak flows. Well #4 would be used only during a major fire event due to the large amount of sand pumped during operation.

There is one 3,000 gallon hydro pneumatic tank located at Well #6 and a new 500,000 gallon ground-level storage tank at Well #5 with booster pumps and a hydro pneumatic tank and new generator. ECSD is currently seeking to develop a new well to enhance redundancy in the system. Well #5 is currently the only well with a backup power generator.

According to 2005 water demand calculations, maximum day with fire flow demand for existing and planned development in Esparto is 5.0 mgd (million gallons per day). Fire flow is estimated at 3,600,000 gpd (from the California Safe Drinking Water Act), which is conservative for the Esparto community because no heavy commercial or industrial developments exist and very few parcels within the current water service area are zoned or could be developed for such use. Esparto existing and planned developments do not currently exceed the maximum day with fire flow demand.

With new development, fire flows in combination with maximum day demands may not be met without additional infrastructure (e.g., wells and/or storage facilities). Consequently, development may be required to supplement flow and storage to eliminate possibilities of low pressure and flow impacts on the existing community.

The Yolo County Health Department and the State Department of Water Resources (DWR) are responsible for monitoring the water quality in Esparto. The County Health Department tests for the coliform bacteria levels in the water supply, while DWR checks for infiltration of dangerous chemicals. Water quality in the Esparto area is considered good; although total dissolved solids are somewhat above recommended levels. No special water treatment is required at this time.

There are some private wells in the Esparto community. However, private wells are not allowed to provide potable water within the boundaries of the Community Services District once services are made available from the District.

#### Sewer Collection and Treatment

The existing wastewater collection, conveyance, and treatment system within ECSD consists of 6-inch, 8-inch, and 10-inch sewer lines constructed in the late 1960s to convey flow to the treatment plant east of town. The wastewater plant consists of lift pumps and 17.7 acres of facultative ponds for treatment with disposal by percolation and evaporation. The ponding system was originally designed

for surface discharge to Willow Slough, but, subsequent waste discharge requirements prohibit discharge, and adequate ponding capacity is required for 100 percent disposal by percolation and evaporation.

Beginning in 2002, 8-inch and 10-inch lines were extended from existing lines to serve the Parker Place Subdivision, Esperanza Subdivision, and the Lopez Subdivision, all on the west and north sides of the community. The 10-inch line ties into a 12-inch line in Alpha Street along the east side of town and extends westerly along Woodland Avenue to the intersection of Omega Street (SR 16).

The existing wastewater treatment facilities consist of eight facultative ponds located east of Esparto at the Esparto Wastewater Treatment Plant (WWTP). The ponds consist of three primary treatment ponds that receive all wastewater prior to being discharged into the six remaining ponds for disposal. Plans are currently being prepared to add two ponds to the facility for a subdivision currently in the planning stages and additional expansion for another subdivision that is currently in the design phase. Design criteria for the water balance calculation are a 100-year seasonal rainfall event preceded and followed by 2-year return periods. As the community approaches its full build out potential, aerated lagoons will be required to provide adequate treatment for the quantity of sewage generated at that time.

Currently, sufficient land area is available to provide additional ponds for evaporation and percolation of the wastewater flow, as well as, construction of the aeration lagoons. However, as Esparto expand beyond the General Plan boundaries, it will be necessary to acquire WWTP property to accommodate additional growth. The ECSD is in the process of modernization/replacement of the sewer lift station, wastewater pond transfer structures, and metering equipment, and installation of aeration equipment. This WWTP expansion is of similar construction type and process in use at the existing WWTP today. The capacity increase is part of a plant modernization/replacement project and has already undergone environmental review under CEQA [SCH No. 2004022005] and been approved by the ECSD.

The lift station upgrade and expansion was completed in 2006. The upgrade and expansion is overseen by the CSD and partially funded by a “turn key” arrangement with another subdivision developer (i.e., in lieu of paying certain development fees, the developer partially funds the lift station expansion and upgrade). Funding will be provided by a proposed U.S. Department of Agriculture loan as well as collected development fees. Because future development projects will require additional facultative pond acreage, agreements between the developers and ECSD to contribute to the expansion of existing wastewater facultative ponds will be required.

### Street Lighting

The Pacific Gas and Electric Company currently charges the Esparto Community Services District a flat rate fee for the street lighting electricity, lamps, and poles. PG&E has replaced older lamps with high-pressure sodium vapor lamps. All electrical wiring has been placed underground along Yolo Avenue. Electric lines still run above ground in the residential areas.

## **Esparto Unified School District**

The Esparto Unified School District has three schools within its 550 square mile jurisdiction. A combined elementary/middle school and the high school are in Esparto. A continuation school is located in Madison. The district also rents a bus yard facility in Esparto, owns land in the town of Guinda, and houses the district office at the high school in Esparto.

Esparto High School currently has approximately 303 students, 15 full and part-time teachers, and one counselor. Esparto High currently exceeds its capacity by 33 students. EUSD’s long-range school facility plans include constructing a new high school to accommodate all of the District’s current and projected high school students.

Esparto Middle School has approximately 200 students and 10 teachers, and currently exceeds its

capacity by 168 students. After the new high school is constructed and Esparto High vacates its current facilities, EUSD plans to move all of the middle school students to the current high school site. As enrollment grows beyond this site's capacity, EUSD will eventually construct an additional middle school.

Esparto Elementary School has approximately 405 students and 22 teachers. In addition to the 405 current students, the facilities and staff at Esparto Elementary can accommodate approximately 120 new students. After Esparto Middle is moved to Esparto High's current facilities, EUSD plans to create a second elementary school at the middle school site. Additionally, projected enrollment growth over the next 25 years is sufficient to justify eventually constructing a third elementary school.

## **Yolo County Flood Control and Water Conservation District**

Esparto is within the jurisdiction of the Yolo County Flood Control and Water Conservation District. The district has authority to plan, develop, and manage water resources, including the construction, operation and maintenance of irrigation, drainage, and flood control facilities and related hydroelectric plants.

The total water supply currently available to the district includes surface water from the Clear Lake/Indian Valley/Cache Creek system as well as from groundwater. The district has the capability of delivering surface water supplies of nearly 150,000 acre-feet per year.

Very little water is wasted during the irrigation season. Most of the drainage water that runs off irrigated fields is returned to the conveyance system and reused by farmers further downstream. In cooperation with the U.S. Bureau of Reclamation, an irrigation management service is available to help growers schedule their irrigations.

## **Parks and Recreation**

Esparto has one park of about one acre in size located on Yolo Avenue near the High School. The park is maintained by the Yolo County Planning, Resources and Public Works Department. County standards call for five acres of parkland per 1,000 residents. Thus, at least two more neighborhood parks of about five acres each are needed to serve the existing town and the anticipated new growth.

The general plan calls for development of public facilities including parks, a new trail system and new swimming pool. With the exception of park construction, the cost of these facilities should be divided equally between existing residents and new development. The rationale for this approach lies in the fact that the general plan will approximately double the size of the town, and that the new facilities will be for the benefit of all residents.

The current residents of Esparto are served by the existing community park. Therefore, through their property taxes, they have already paid for a portion of the total number of parks designated by the general plan. Because the plan calls for installation of two new parks, new residents should pay a greater share of the new parks to equitably spread the cost among all of the town's residents.

Therefore, the total cost for the swimming pool and recreational trail system should be divided equally between new development and current residents, and 2/3 of the cost of the new parks would be attributed to new development. Thus, new development would contribute land for the new parks and trail system plus installation of same. This would be enough to actually build the pool and one of the new parks. Full development of the trails and the second park would be contingent on other sources.

## **Public Services Issues**

- *There are deficiencies in the sewer collection system and water distribution system currently serving the town.*

The water distribution system consists primarily of six-inch pipelines running in the alleys. Some lines are smaller than six inches and need upgrading. Some parts of the town lack adequate water pressure. To enhance both domestic delivery and fire flow, additional eight-inch water mains are needed in some places, especially on the northern and eastern perimeters of town. In some places the water lines are not looped, leaving dead ends. These areas should be fully looped.

The system has limited above ground storage capacity; this should be supplemented in the future to help ensure consistent domestic service and to improve fire fighting capability.

There is currently no auxiliary (back-up) power for the well pumps, except for Well #5. However, the wells are on three different PG&E circuits, so a system-wide power loss is unlikely. Nonetheless, new water supply facilities should be provided with auxiliary power.

- *The water and sewer system serving the town will require upgrading and expansion to accommodate new development.*

Additional water supply will be needed if significant new growth is proposed beyond the current General Plan area. When planning for new sources, the district should consider alternatives to the Upper Cache-Putah Basin; alternatives could include surface water or wells closer to Cache Creek in the Cache Creek Basin. By utilizing more than one source, the community is better protected if one source is disrupted (eg: by pollution infiltrating into one groundwater basin).

Any substantial new development will also require expansion of the sewage treatment plant. This may entail additions to the influent headworks, as well as additional ponding system. The area needed for the new ponds may vary with the expected demand generated by any proposed new development.

Besides the need for additional treatment capacity, there are a few other sewerage issues that may affect planning for new growth. New development farther west than the existing town boundary may not gravity flow to the existing treatment plant. Thus, depending in part on the location of the expanded plant, a lift station may be necessary. Also, some of the existing trunk lines are at capacity. Thus, new lines will be needed to serve significant new growth.

- *More recreational activities are needed for residents of all ages.*

Because Esparto is a small, unincorporated community, organized recreation opportunities are limited when compared with larger communities and cities. One of the most frequently cited needs for the town is a new swimming pool and recreation activities for all age groups, especially for children and teens. Additional parkland and a community center are also seen as desirable.

- *A new high school or middle school is needed.*

Facilities for some specialized courses, such as laboratory sciences, are nearing capacity at Esparto High School. Given the expected increase in enrollment at the high school and middle school, there is a need to either expand the existing high school or to build a new school.

- *The Esparto School District needs expanded school facilities to accommodate existing needs as well as additional growth of the town.*

Currently, the capacity of the elementary school is exceeded and the middle school is at

capacity. While it appears the high school can accommodate additional students, other limitations effectively restrict its effectiveness. For example, the labs can only hold about half of the current student demand. Thus a new facility better designed for current learning requirements is needed.

One possibility to resolving school capacity problems in the district would be to move the middle school to the high school, freeing up capacity for the elementary school, and constructing a new high school with up to date facilities.

- *The following community facilities are desired:*

*More parkland/recreation facilities*

*A public pool*

*A community and /or recreation center*

*Hiking, bike riding or equestrian trails which could link to a regional network including Cache Creek, Capay Valley and the hills to the west.*

These are not listed in any particular order or priority, and reflect a desire by the residents to have more public amenities, especially a new swimming pool, as part of their community.

- *Funding is necessary for public services improvements and desirable new facilities.*

New development is expected to pay its fair share for the cost of providing additional services. However, the cost of upgrading, replacing and expanding public services that serve the existing residents must be borne by the existing residents.

## **Public Services Goals, Policies and Programs**

### **Goals**

1. To provide the level of public services desired by the residents at an equitable cost.
2. To insure the provision of public services keeps pace with new development.
3. To build a new community center downtown, a new park and a public swimming pool.

### **Policies**

- E-S.1. Expansion of the sewage treatment plant and distribution system should be planned to coincide with the increase in the demand beyond current capacities resulting from development under the General Plan. New development within the Esparto Community Services District shall not be permitted unless adequate capacity to serve such development is available.
- E-S.2. Additional development within the town shall not be permitted until adequate water pressure and supplies are provided.
- E-S.3. The expansion of school facilities should coincide with the increase in population in accordance with the General Plan so that capacity is not significantly exceeded. The County, in consultation with the Esparto Unified School District, should establish thresholds beyond which new residential development will be restricted until services and facilities deemed adequate are provided. The level of development restrictions should reflect the severity of the services and facilities needs. If a new school is constructed, it should be built in Esparto proper, and not in another outlying area of the school district.
- E-S.4. Prior to approval of new development or subdivisions on the properties designated as

potential school sites on Figure 4 the Esparto Unified School District shall be asked if the subject location is the preferred location for a new school. If so, as a condition of approval of the project or subdivision, the County shall require the developer to offer to dedicate to the school district a site not more than five (5) acres in area. When calculating the allowable density for the subject properties, the number of allowed units shall be based on gross acreage (that is, the amount of land including the school site dedication area). If land is needed in addition to the five acres, it shall be obtained through another mechanism besides this dedication requirement such as purchase.

- E-S.5. A public swimming pool and a community center should be developed. The community center and library should be combined on one site on the west side of Yolo Avenue. The community pool should be located in the new park or new school.
- E-S.6. New development shall be charged an impact fee to offset its proportional share of the cost of a new community center.
- E-S.7. The County will use parkland in lieu fees collected from new development in the Esparto General Plan area for the design and construction of new parks and pedestrian/bicycle trails as illustrated on Figure 4 and toward a new community swimming pool. The County will investigate the possibility of joint development, use and maintenance of the pool with the Esparto Unified School District.
- E-S.8. Park sites of at least five acres in size shall be offered for dedication to the County as a condition of approval for new development or subdivisions for the locations shown on Figure 4. The allowed residential density on the affected sites shall be computed based on gross acreage (that is, including the parkland dedication area). In such cases where parkland is being dedicated, park fees which would otherwise be charged to the new development shall be waived.
- E-S.9. Recreation programs for persons of all age groups should be expanded in Esparto.
- E-S.10. Health care and emergency services should be expanded in Esparto.

**Programs**

- 1. Parkland in-lieu fees for Esparto shall be updated on a regular basis based on a nexus study, and every five years thereafter.

Responsible Agency/Department: Planning, Resources and Public Works Department, County Engineer, Esparto Community Services District

Timeframe: 2007

Funding: General fund; in lieu fees

Monitoring: Planning, Resources and Public Works Department

- 2. The County will adopt a capital improvement program to expand the recreation facilities in Esparto, and will allocate fees from new development toward the implementation of such a program.

Responsible Agency/Department: Planning, Resources and Public Works Department

Timeframe: 2007

Funding: General fund, developer fees

Monitoring: Planning, Resources and Public Works Department



- 3. The County will request the school district to conduct a fee analysis to establish the amount to be charged for school impact mitigations; the County will require this mitigation fee for all applicable new development within the boundaries of the school district.

Responsible Agency/Department: Planning, Resources and Public Works Department, Esparto School District  
Timeframe: 2007  
Funding: School District and developer fees  
Monitoring: Planning, Resources and Public Works Department

- 4. The County will review the long term use of County owned land within the Esparto planning area and will consider using such land for a library/community center and/or for low income housing. Included in such consideration will be the possibility of trading vacant or underutilized County land in locations not suitable for these uses for other parcels which may be more appropriate for such uses.

Responsible Agency/Department: Planning, Resources and Public Works Department  
Timeframe: 2007  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

## III. CONSERVATION

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The lands surrounding Esparto possess diverse natural resources that include fertile soils, flowing creeks, beautiful trees and clean air. Nearby Cache Creek provides valuable habitat for numerous species of plants and animals and is also an important source of gravel and aggregate.

In addition to the natural environment, Esparto is rich in history. Many of the former residents of the town played an important role in shaping the growth and development of the region. The houses and ornate buildings they constructed remain a valuable reminder of the town's heritage.

Together, these natural and human-made resources form the town's setting. If the rural character and quality of life enjoyed in Esparto are to be preserved, the General Plan must contain policies and programs that protect and conserve these valuable resources in and around the town. The Conservation chapter of the General Plan addresses these issues.

### A. NATURAL RESOURCES

#### Plants and Animals

The Esparto area has two major plant communities — those associated with open agricultural land and those related to riparian corridors.

The agricultural land was originally an oak woodland-grassland community. With the advent of early settlers, the land was converted to farming and livestock raising. Farmland provides cover for a variety of mammals, birds, reptiles and amphibians.

The riparian community is largely located along Cache Creek although some elements may also be found along the sloughs. The dominant tree species include willow, cottonwood, oak, salt cedar, and button willow with an understory of tall grasses and water tolerant brush. Numerous fish and other animals inhabit this community.

#### Air Quality

Esparto enjoys relatively clean air, but occasionally experiences high levels of ozone and other pollutants that are transported from the Sacramento area. More localized sources of air pollution include dust and smoke from agricultural operations.

Good air quality is a necessity in an agricultural region not only for the well being of the residents, but to insure continued high levels of crop production.

#### Visual Resources

Esparto's most important visual characteristics include the large number of mature trees that line the streets and grow in yards; the older homes with landscaped yards and gardens; and the historic commercial buildings downtown and near the old railroad line. Another aesthetic resource is the town's rural/agricultural setting.

On the other hand, there are some aesthetic problems in Esparto. Many homes are poorly maintained; in some places, automobiles and other machines are in various states of disassembly on the street or in driveways. Several non-residential buildings, including some in the downtown, are in disrepair and are under used. In some cases, it is not clear that rehabilitation of these buildings will

be economically feasible without special assistance.

## Soils

The U.S. Soil Conservation Service has developed a system for placing soils in land capability classes. The system uses a scale from I to VIII, with Class I having the most desirable characteristics and Class VIII having the least desirable characteristics. Soils classes I and II are considered prime agricultural land. Class I soils are very deep and well drained, with moderately fine texture on nearly level topography. Class II soils are also prime agriculture land but may have minor problems, such as inferior drainage, too fine a texture, or slight slope (between 0% and 2%). Class III and Class IV soils have additional restrictions (slopes, drainage, texture), but may still be suitable for agriculture. Class V and VI are generally unsuitable and un-irrigable because of excessive slopes or rocky soils.

In an effort to monitor the amount and productivity of the state's farmlands, the State of California Department of Conservation has mapped soils that it considers to be "prime" and of "statewide importance". Almost all of the soils surrounding Esparto are considered "prime" on the State Important Farmland Map.

## Sand and Gravel Resources

There are no mineral extraction operations in the town of Esparto itself. However, sand and gravel mining along Cache Creek has continued since the first settlers in the area dug this material from many locations along the stream bank. The construction of dams and diversion structures along Cache Creek has allowed excavations to occur directly from the streambed during low water stages. The quantity of gravel and sand extracted from Cache Creek now exceeds that deposited during winter storms.

## B. ARCHAEOLOGICAL, CULTURAL AND HISTORICAL RESOURCES

Although the Sacramento Valley has been inhabited for over 10,000 years, the evidence of early human use is likely buried by deep alluvial sediments that accumulated rapidly during the late Holocene period. As of the date of this Plan, no archaeological places or sites have been identified in the Esparto area. However, should development in the Esparto Area encounter an archaeological resource, the Yolo County Planning, Resources and Public Works Department must be contacted. Developers are required to stop any digging or excavation work immediately and contact the county. The county then refers the matter to individuals at University of California at Davis or another appropriate group to determine the appropriate safeguards.

If human remains are discovered, the specific requirements of Public Resources Code Section 5097.98 must be followed. The law requires that a county coroner be contacted to investigate any human remains found during excavation, and if the coroner determines that they are Native American in origin, the coroner must report this discovery to the Native American Heritage Commission.

The Public Resources Code, Section 5097.98 requires that upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally-accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendant(s) regarding their recommendations as prescribed in this section and, if applicable, has taken into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants regarding the descendants' preferences for treatment.

The descendents' preferences for treatment may include: preservation of Native American human remains and associated items in place, the nondestructive removal and analysis of human remains and items associated with Native American human remains, relinquishment of Native American human remains and associated items to the descendents for treatment, or other culturally appropriate treatment. The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section are located in the project area and to provide a basis for additional treatment measures.

Cultural resources are remains and sites associated with human activities, including Native American archaeological sites (both prehistoric remains and sites occupied after European arrival), historic buildings and archaeological sites, and natural landscape elements with traditional cultural significance (including areas of economic or religious significance). They are important for scientific, historic, and/or religious reasons to cultures, communities, groups or individuals. Some level of protection is provided to cultural resources pursuant to CEQA, which requires that a cultural resource inventory or study be conducted if a project will result in a substantial adverse change in the significance of cultural resources. Yolo County will ensure that appropriate levels of study will be conducted on such projects and that records related to Native American cultural resources will not be disclosed to the public, as required by Government Code Section 6254.10.

Yolo County has designated the Esparto commercial district and other significant residences and buildings as historic resources. Some of these properties are probably eligible for nomination to the National Register of Historic Places. If the properties were placed on the national register, additional grants and funds (as well as additional regulations) will apply to the structures.

The two-and-a-half block district fronting on Yolo Avenue encompasses the 13 commercial and warehouse buildings built in Esparto prior to 1920. The buildings are principally one-story structures, but the two oldest buildings are two stories in height. Various styles are represented, but the most common is a classically influenced storefront popular at the turn of the century. Also present are a Tudor Revival influenced garage structure, a Mission Revival former bank, and some railroad related structures. The buildings have only received minor alterations, so the stylistic integrity of the district is still intact. Several of the buildings are underutilized and in disrepair, however.

## Conservation Issues

- *Expansion of the town will result in the loss of some fertile agricultural soils.*

If Esparto is to expand in accordance with the goals, policies and programs of the General Plan, it can only do so on the agricultural land that surrounds the town. The habitat value of this land and its potential for agricultural production will be effectively lost.

- *The continued development of the town will contribute to the incremental area-wide deterioration of air quality.*

The Yolo-Solano Air Quality Management District has adopted an Air Quality Attainment Plan as required by state law. The plan contains strategies for attaining the pollutant emission reductions required by the California Clean Air Act (CCA) which focus on reducing dependence on the automobile as the primary mode of transportation. Under the Esparto General Plan, pollutant emissions would increase as the population grows. Therefore, it is important for the General Plan to contain policies and programs that further the goals of the Air Attainment Plan and help achieve the air quality standards mandated by state and federal laws.

- *Cache Creek should be managed to protect its habitat and recreation value while allowing careful use of its gravel and aggregate resources.*

Cache Creek is a sensitive biological resource that provides habitat for a variety of plants and

animals. The creek is also an important recreation and open space resource for Esparto and other communities. Continued or expanded aggregate mining could result in the loss of these other values if not properly managed. Countywide policies should govern these kinds of operations.

- *New development could result in the loss of mature trees.*

The large trees that line the streets of Esparto are an important component of the character of the community that should be preserved wherever possible. Also, as old orchards are developed, some trees should be preserved and incorporated into the subdivision design.

- *The historic character of the town could be diminished by the demolition of existing historic buildings.*

New development that is not respectful of the town's rural character and architectural styles could result in the loss of this important aspect of the town.

- *The storage of inoperable automobiles and other debris in yards detracts from the attractiveness of the town.*

Esparto is a rural community where cars and farm machinery are sometimes repaired and stored at residences. The storage of old cars and other materials that are visible from the streets of town diminish the appearance of Esparto. Better property maintenance standards and enforcement are needed.

## Conservation Goals, Policies and Programs

### Goals

1. To protect the town's natural, cultural, visual and historical resources.

### Policies

E-R.1. Policies that promote the use of alternate forms of transportation should be encouraged as a way to conserve air and energy resources. Public transit to surrounding communities, especially Woodland, shall be improved as a way to reduce dependence on the automobile and to conserve air and energy resources.

E-R.2. All new construction shall incorporate standard mitigation measures recommended by the Yolo Solano Air Quality Management District. In addition, any new development project that is greater in size than the "trigger levels" set by the YSAQMD and which is anticipated to generate emissions over the YSAQMD thresholds, shall be required to reduce their air quality impacts to a less than significant level to the extent feasible. The reduction in anticipated emissions shall be accomplished by incorporating trip reduction measures and specific design features into the project, and/or adopting other measures that are recommended by the YSAQMD. These measures may include: planning for a mixture of complementary uses; increasing planned residential densities; providing multiple and direct pedestrian access to adjacent, complementary land uses; providing bicycle lanes, racks, lockers and showers; requiring use of electric maintenance equipment such a lawn mowers; and others. All new residential projects shall be required to include natural gas fireplaces, or other fireplace inserts recommended by the U.S. Environmental Protection Agency, and energy-efficient (Energy Star) appliances.

E-R.3. Development projects involving drainage modifications should be constructed so as to minimize soil erosion and silt transport.

- E-R.4. If the development of a site uncovers cultural resources, the procedures and recommendations developed according to Section 15064.5 of the California Environmental Quality Act shall be followed for identification, documentation and preservation of the resource. If human remains are discovered, the specific requirements of Public Resources Code section 5097.98 must be followed. The law requires that a county coroner be contacted to investigate any human remains found during excavation, and if the coroner determines that they are Native American in origin, the coroner must report this discovery to the Native American Heritage Commission. The NAHC must then contact the persons it believes to be the most likely descended from the deceased Native American.
- E-R.5. The County shall document and record data or information relevant to prehistoric and historic cultural resources which may be impacted by proposed development. The accumulation of such data shall act as a tool to assist decision-makers in determinations of the potential development effects to prehistoric and historical resources located within the County.
- E-R.6. Prior to approving any proposal to expand existing gravel mining operations or for new such operations, the County shall require submission of a haul road plan including routes and expected traffic volumes.
- E-R.7. If off channel mining is deemed acceptable by the County, associated recreation features shall be incorporated into such operations including, but not limited to, a public trail along Cache Creek. Any off-channel mining proposal shall include a reclamation/restoration plan.
- E-R.8. Historically or architecturally significant buildings should not demolished or substantially changed in outward appearance, unless doing so is necessary to remove a threat to health and safety and other means to avoid the threat are infeasible.
- E-R.9. Through the environmental assessment and review process, the County shall encourage developers to limit fireplace installations in new projects, and encourage the use of EPA Phase II-Certified woodstoves and fireplaces, LPG-fired fireplaces, pellet stoves, or other devices which minimize emissions.
- E-R.9. New development shall preserve and enhance existing riparian and wetland habitat along Lamb Valley Slough and other small canals in the planning area, unless the need for flood protection and maintenance prevents such preservation and enhancement.

**Programs**

- 1. The County will continue to refer development applications that may affect cultural resources to the Northwest Information Center at Sonoma State as part of the County's environmental review procedures.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	ongoing
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department

- 2. All new construction projects shall incorporate the standard dust suppression requirements recommended by the YSAQMD, including:

- Nontoxic soil stabilizers according to manufacturer's specifications shall be

applied to all inactive construction areas (previously graded areas inactive for ten days or more).

- Ground cover shall be reestablished in disturbed areas quickly.
- Active construction sites shall be watered at least three times daily to avoid visible dust plumes.
- Paving, applying water three times daily, or applying (non-toxic) soil stabilizers shall occur on all unpaved access roads, parking areas and staging areas at construction sites.
- Enclosing, covering, watering daily, or applying non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) shall occur.
- A speed limit of 15 MPH for equipment and vehicles operated on unpaved areas shall be enforced.
- All vehicles hauling dirt, sand, soil, or other loose materials shall be covered or shall be maintained at least two feet of freeboard.
- Streets shall be swept at the end of the day if visible soil material is carried onto adjacent public paved roads.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	ongoing
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department

3. All new construction projects shall incorporate the standard NO<sub>x</sub> reduction requirements recommended by the YSAQMD, including:

- To the extent that equipment and technology is available and cost effective, the applicant shall encourage contractors to use catalyst and filtration technologies;
- Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required; and
- District Rule 2.3 requires controlling visible emissions not exceeding 40% opacity for more than three minutes in any one-hour.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	ongoing
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department

4. Any new residential projects with wood burning appliances shall use only pellet-fueled heaters, U.S. EPA Phase II certified wood burning heaters, or gas fireplaces. Installation of open-hearth wood burning fireplaces shall be prohibited.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	ongoing
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department

5. The County will continue to require grading and drainage plans for new development that minimizes soil erosion and silt transport.

Responsible Agency/Department: Planning, Resources and Public Works Department, Building Department  
Timeframe: Ongoing  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

6. The County should adopt a tree planting and preservation ordinance. Such an ordinance should include the following components:

- A master tree list and a master street tree list that specifies the species of trees suitable and desirable for planting along streets and other areas.
- Street tree planting procedures for residential and commercial areas.
- Maintenance requirements and procedures.
- Tree protection and removal standards, and penalty for non-compliance.

Responsible Agency/Department: Planning, Resources and Public Works Department, Public Works  
Timeframe: Ongoing  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department

7. The County shall continue to enforce zoning ordinance regulations relating to property maintenance.

Responsible Agency/Department: Planning, Resources and Public Works Department  
Timeframe: Ongoing  
Funding: General fund  
Monitoring: Planning, Resources and Public Works Department



## IV. SAFETY

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The Safety section of the General Plan identifies areas subject to natural or human-made hazards, and establishes goals, policies and programs to protect people and property from their effects. This chapter also discusses ways to improve public safety and the provision of public safety services.

### A. NATURAL HAZARDS

#### Introduction

Esparto is located on relatively flat farmland in the west-central Sacramento Valley; few natural hazards affect the area. However, there are two forms of natural hazards that can affect the town: flooding and seismic (earthquake) activity.

#### Flooding

Areas subject to flooding are shown on Figure 6. Flooding can occur in two forms:

- Excessive ponding following heavy rainfall in poorly drained areas
- Breaching of levees along the Lamb Valley Slough.

Lamb Valley Slough drains the area located to the west of Esparto and takes water collected at the Winters Canal through to the east side of town. The design of the slough and lack of regular maintenance has combined to restrict the flow of storm water causing the channel to overflow in severe storms.

During periods of extensive rainfall, the flat topography of the area can create localized ponding, especially between Madison and Esparto on State Route 16 and in the south east area of town.

A drainage study was completed by the County in 2006 as part of the review of three pending subdivisions. The preliminary study examined some concepts to provide regional drainage and flood control facilities in the eastern part of the community, so that individual subdivisions would not be required to include on-site detention basins as part of their projects. Additional, more detailed studies will be needed to plan for, and determine the feasibility and cost of, regional drainage facilities.

Although Cache Creek is located less than one mile to the north, the 100-year flood plain (the area with a statistical likelihood of being flooded once in a 100 year period) does not extend to the town, although the area of inundation resulting from a failure of the Indian Valley Dam does come close to the north side of town. However, it would take almost three hours for the water from the dam to reach the town in the event of a failure, leaving adequate time for emergency procedures.

#### Seismic Safety

There are no recorded fault zones in Esparto itself, but there are three such areas in Yolo County: the Dunnigan Fault zone, Midland fault zone and the Capay Valley. The Dunnigan fault zone lies in the north east portion of the County, where seismic activity would probably not effect Esparto. The Midland fault zone is located between the town of Winters and the Coast Range in the southwest corner of the county. It includes a number of relatively small, related faults. Within the Capay Valley area, there are two major faults. The Sweitzer fault is located just below the ridge line of the Capay

Hills paralleling the valley. The Eisner fault is located at the upper end of Capay Valley just below the Sweitzer fault. Other known faults are located on the western and northwestern border of Yolo County in the Blue Ridge and Rocky Ridge Hills.

Major faults also lie to the west along the Pacific Coast (the San Andreas Fault Zone) whose movement could affect Esparto. Other faults are to the east, along the Sierra Nevada, in the Bear Mountain and Melones Fault zones.

Earthquakes can cause landsliding, subsidence, ground displacement, ground shaking, and dam and levee failure. The following discusses the likelihood of these in Esparto.

*Landsliding.* Esparto, which is quite flat, would not be affected by landslides.

*Subsidence.* Subsidence is the gradual settling or sinking of an area with little or no horizontal motion. Identifying subsidence areas can be difficult. Although subsidence due to groundwater withdrawal in the Central Valley is well documented, there are no reports of significant areas of subsidence affecting the Esparto area.

*Ground Displacement.* All major earthquakes in California have involved a large amount of surface displacement, but the faulting is generally along established fault lines. Esparto has no known fault lines and, thus, will not likely experience ground displacement during an earthquake.

*Ground Shaking.* Esparto may be subject to ground shaking during an earthquake. The damage to structures caused by an earthquake depends on several variables; the distance to the epicenter, the earthquake magnitude and duration, the soil, and the building materials and height. As noted above, Esparto is not located on a known fault line. However, a strong earthquake nearby could still produce strong ground shaking in the area. The deep soil of the Central Valley will transmit the shock waves associated with an earthquake.

Most single-story wood structures with good foundations will survive even a strong earthquake. The building materials and construction methods are flexible enough to move with the ground movement. Unreinforced brick or masonry buildings, on the other hand, are relatively inflexible and can be hazardous during an earthquake.

A problem associated with groundshaking is liquefaction, which occurs when saturated soils turn to a quicksand-like consistency and fail to support building foundations. The soils near Esparto are not heavily saturated and are not likely to be subject to liquefaction.

*Dam and Levee Failure.* Should Indian Valley Dam fail in an earthquake, the existing town of Esparto would be spared from flooding. The closest area near Esparto that is subject to flooding is north of the old Southern Pacific Railroad tracks. Development north of the old railroad lines should consider appropriate safeguards to minimize flood damage.

## Natural Hazard Issues

- *The lack of regular maintenance of Lamb Valley Slough has resulted in an increased risk of flooding from the buildup of debris in the channel.*

Regular maintenance could reduce flood hazards, but the availability of funds to do that maintenance is a concern among the residents. However, new development should not exacerbate the flooding problem.

There are two possible solutions to localized flooding of Lamb Valley Slough. One is to provide on-site detention basins to capture runoff and meter it out to the slough in an amount that the slough can accommodate without flooding. Another solution would be to construct a second flood control system that bypasses the slough.

- *The flat topography and lack of a comprehensive drainage system in the town have resulted in localized flooding from the ponding of water after heavy rains.*

Localized ponding and flooding can be remedied through properly engineered flood control and drainage systems.

- *Some of the older buildings in town are made of masonry and other materials that may not be safe in the event of an earthquake.*

Although there are no known faults in Esparto, a moderate earthquake on one or more of the faults in the Capay Valley could result in damage to structures made of inflexible materials, such as masonry and plaster.

- *Drainage facilities serving the town will require expansion and a regular schedule of maintenance to accommodate additional development and remedy existing drainage problems.*

Lamb Valley Slough carries a substantial amount of storm water from Esparto and points to the west. Local residents remember the frequent floods and respect the slough's limitations. Homes along the eastern end of town may be at-risk during large storms.

A key factor in the slough's ability to handle water run-off is the maintenance of the channel. The County has collected money from developers of new subdivisions in Esparto to clean the slough of debris, deepen the channel, and straighten a sharp turn that was restricting flows. Maintenance has not been performed on a regular basis and this may contribute to capacity problems.

## Hazards Goals, Policies And Programs

### Goals

1. To protect the lives and property of the residents of Esparto from unnecessary risk due to flooding, earthquakes, and other natural and human-made hazards.

### Policies

- E-HZ.1. New development shall be prohibited in areas with sensitive environmental characteristics, or where natural or human-caused hazards pose a significant threat to safety and property.
- E-HZ.2. Prior to approval of any major development projects, the County shall resolve how regional storm drainage shall be handled in Esparto. The options include: continue to require project-by-project mitigation through on-site detention basins; or approval of a comprehensive regional storm drainage system with adequate funding mechanism, perhaps developed in conjunction with the planned Caltrans improvements to SR 16 between Esparto and Madison.
- E-HZ.3. As a condition of approval of any development project or subdivision on property along the Lamb Valley Slough, a maintenance easement shall be offered to the County for the portion of the slough on the subject property.
- E-HZ.4. Any project proposed in a flood zone shall provide detailed mitigation plans for the protection of lives and property from flooding.
- E-HZ.5. Reuse or redevelopment of seismically vulnerable buildings in or near downtown Esparto

(e.g., the Wyatt Hotel, or the train station) shall be upgraded to the latest and highest appropriate seismic retrofit standards under the Uniform Building Code.

- E-HZ.6. Require additional hazardous materials investigations or cleanup prior to approval of additional construction or redevelopment of the sites identified in the Yolo County Environmental Health Department-Hazardous Waste Site Files.

**Programs**

- 1. The County will require maintenance easements for new development along Lamb Valley Slough and will acquire easements from existing development along the Slough. In addition, the County will adopt a regular program of maintenance of the Slough.

Responsible Agency/Department: Planning, Resources and Public Works Department  
 Timeframe: Ongoing  
 Funding: Developer dedications, assessment district, and general fund  
 Monitoring: Planning, Resources and Public Works Department

- 2. The County shall complete the drainage study for the town to identify plans and the cost of long-term alternative solutions to the flooding problem associated with the sloughs. The study should investigate the feasibility and cost effectiveness of providing on-site detention basins for individual projects versus construction of one or more large detention facilities and improvement of existing ditches and sloughs. The costs of this study shall be reimbursed to the County by developers.

Responsible Agency/Department: Planning, Resources and Public Works Department  
 Timeframe: 2007  
 Funding: General fund, developer fees  
 Monitoring: Planning, Resources and Public Works Department

- 3. The County will develop a standard format for maintenance easements along the Lamb Valley Slough and will request that property-owners along Lamb Valley Slough grant such easements to the County.

Responsible Agency/Department: Planning, Resources and Public Works Department  
 Timeframe: 2007  
 Funding: General fund, dedications  
 Monitoring: Planning, Resources and Public Works Department

- 4. The County will form an area-wide assessment district to pay for the ongoing maintenance of Lamb Valley Slough.

Responsible Agency/Department: Planning, Resources and Public Works Department  
 Timeframe: 2007  
 Funding: Assessment district  
 Monitoring: Planning, Resources and Public Works Department


- 5. The County shall ensure that no discretionary or building permits are issued for any of the specific parcels listed as an active case in the Yolo County Environmental Health Department-Hazardous Waste Site Files, until environmental remediation has been completed to the satisfaction of regulatory agencies.

Responsible Agency/Department:	Planning, Resources and Public Works Department
Timeframe:	2007
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department

FIGURE 6  
AREAS SUBJECT TO FLOODING



**LEGEND**

 Areas susceptible to flooding



## B. PUBLIC SAFETY AND EMERGENCY SERVICES

### Emergency Response

Emergency response includes fire, police and ambulance services.

The Yolo County Sheriff's Department serves all of unincorporated Yolo County, including the town of Esparto. The Department is headquartered in Woodland, but has satellite offices throughout the County. The nearest office to the project site is located in Woodland, approximately 14 miles east of Esparto. Services offered to the community include routine patrols, traffic enforcement, crime investigations, narcotics, youth services, family violence services, animal services, and training sessions.

There are currently two sheriff's deputies who routinely patrol the Esparto area. They work eight hours per day, five days per week. Local sheriff's deputies are first responders to traffic accidents. However, California Highway Patrol (CHP) is the main enforcer of traffic in the area. CHP has one officer on "day watch" and two or three officers on "swing shift" in Esparto and the surrounding areas seven days a week. One or two officers work the "grave yard shift"; however that shift serves the entire county. Currently, CHP has a contract with Yolo County for increased patrols, funded by the local Indian gaming facility, that adds one or two additional CHP officers in the area typically during peak traffic hours or when the casino hosts special events.

Fire and emergency medical services (EMS) for the project area are provided by the Esparto Fire Protection District. The District fire station is located at 16960 Yolo Avenue and is staffed by 24 volunteers and two paid staff members—the District's fire chief and office manager. The District's ISO (Insurance Services Office) rating for in town is 6, with a rating of 8 for rural areas.

Average response time within the Esparto community area is four minutes, and outside of the town it is eight minutes. At present, the District, comprised of approximately 81 square miles surrounding Esparto, is able to meet the town's needs. The District's firefighting equipment consist of a new Type 1 truck with 1,500 gallons per minute (gpm) pump that holds 700 gallons, an older Type 1 truck with a 1,250 gpm pump, and two grass rigs. The District typically responds to structure fires with all of this equipment. When there is a structural fire the District's Mutual Aid agreement with the town of Madison has the Madison Fire Protection District "start an engine" and wait to proceed to the fire after hearing from the Esparto District.

Although the existing volunteers and equipment adequately serve Esparto's fire protection and EMS needs, a paid firefighter might be added next year depending on calls received in 2005. The District provides emergency medical technician (EMT) services but not paramedic services. The nearest hospital is Woodland Memorial Hospital in Woodland, approximately 14 miles from Esparto. U.C. Davis Medical Center in Sacramento is the closest major trauma center to the project area.

While the District responds to a variety of incident types (severe weather, service calls, hazardous conditions, etc.) the majority of their calls are either EMS or fire related. In 2004, the District responded to a total of 264 calls. Of that total, 105 were EMS related (40%), 8 were structure fires, 32 were grass fires, 4 were vehicle fires (17% fire related), 51 were vehicle accidents, which often require EMT services (19%), 4 were hazardous materials calls (2%), 27 were mutual aid calls (10%), 9 were false alarms (3%), and 24 were other public assistance calls (9%). According to the Esparto Fire Protection District, any addition of homes into the community could have an effect on the level of service currently provided.

### Health Facilities

The Town of Esparto has limited medical and other health care services. Health services are generally sought in Woodland or Davis for any complicated or extensive medical treatment.

Esparto does have one local clinic, the Esparto Family Practice Center, which is run by the Agricultural Workers Health Center, a non-profit corporation. The clinic is staffed by a part time doctor, family nurse practitioner and a physician's aide. The hours of operation have been limited and varied. The clinic provides a variety of services, and performs programs such as family planning assistance, free blood pressure testing for seniors and the distribution of flu shots. The clinic is open to all persons and offers payment options on a sliding scale for low-income persons.

There is one dental office in Esparto, open part time.

## Public Safety Issues

- *The relative isolation of the town has resulted in long response times for police and ambulance service.*

The Town of Esparto has limited medical and other health care services. Health services are generally sought in Woodland or Davis for any complicated or extensive medical treatment. Ambulances dispatched from Woodland usually require 45 minutes to deliver an Esparto resident to the Woodland hospital. Because of the time lag, many people choose to drive the injured or ill into Woodland rather than rely on an ambulance. For these reasons, emergency management technicians (EMTs) are needed to serve the Esparto area.

- *Fire protection in the town is hampered by poor water pressure in some parts of town, and by the age and condition of some of the older commercial buildings.*

Several conditions in Esparto make fire fighting more difficult. First, many of the buildings are old and do not have adequate fire sprinklers or smoke/heat detection devices. Second, fire flow in certain parts of the town, and certainly in parts of the rural areas, is not at recommended levels.

- *Increased levels of industrial development could result in the storage and transportation of hazardous materials, including pesticides and other agricultural-related chemicals.*

The General Plan designates additional land for light industrial development, primarily on the south side of Highway 16 immediately east of Yolo Avenue. The most likely occupants of this industrial land would be businesses that serve the needs of local farmers. This could include services, such as the sale, repair and maintenance of farm machinery, but could also include the retail or wholesale distribution of agricultural chemicals such as pesticides and fertilizers that could be a hazard to nearby residential neighborhoods in the event of a fire.

- *Additional development will necessitate upgrading fire-fighting facilities.*

There are four programs that the fire department would like to see acted upon to improve fire protection:

- add 8-inch water mains in certain locations in the community;
- require standard fire hydrants and valving to replace the existing wharf style hydrants;
- drill at least one additional deep well with a minimum flow rate of 1,000 to 1,500 gallons per minute; and
- install a water storage tank and booster pump.



## Safety Goals, Policies and Programs

### Goals

- 1. To shorten emergency response times within practical limits of funding and staffing.
- 2. To increase health care options in town.

### Policies

- E-PS.1. The seismic safety standards contained in the Uniform Building Code shall be enforced.
- E-PS.2. All proposed development within the jurisdiction of the Esparto Fire District should be reviewed for fire safety standards by the Fire Chief, including the provision of adequate water pressure for fire suppression, and adequate egress and ingress.
- E-PS.3. The installation of smoke detectors shall be encouraged in existing residences constructed prior to the requirement for mandatory installation of such detectors.
- E-PS.4. Structurally unsafe and fire hazardous housing units shall be inventoried and shall be demolished if considered reasonably beyond repair or rehabilitation. [See Program 2 related to the preservation of historic structures.]
- E-PS.5. Sheriff Department staffing shall be maintained at a level consistent with the officer-to-population ratio established by the Board of Supervisors.
- E-PS.7. The County shall encourage and support members of the Esparto Fire Department to be trained as Emergency Medical technicians.
- E-PS.8. Fire flow and water storage shall be improved to meet Title 22 California Waterworks Standards. (Refer to Program 30.)

### Programs

- 1. The County shall investigate the possibility of state or federal grants to help pay for the seismic retrofitting of existing buildings in town.
 

Responsible Agency/Department:	Planning, Resources and Public Works Department, Building Department
Timeframe:	2007
Funding:	General fund
Monitoring:	Planning, Resources and Public Works Department
  
- 2. The Esparto Fire District shall adopt a fee program to pay for the acquisition of additional equipment.
 

Responsible Agency/Department:	Esparto Fire District
Timeframe:	2007
Funding:	Developer fees
Monitoring:	Esparto Fire District

## C. NOISE

### Introduction

Excessive noise is a form of pollution that has measurable adverse effects on human health. This section of the General Plan supplements the Noise Element of the Yolo County General Plan and addresses how noise levels will be minimized to preserve the quiet environment of the town.

Environmental noise is frequently measured in decibels (dB). The A-weighted decibel (dBA) refers to a scale of noise measurement which approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the sound level of normal talking is about 60 to 65 dBA. The Yolo County General Plan sets the upper limit of "clearly acceptable" noise levels for residential areas at 60 dBA.

Vehicles on Route 16 are the principal source of noise in Esparto. Recent noise measurements taken in 2005 for a proposed subdivision along Route 16 found noise levels measured 66-68 dBA (24-hour CNEL), at a location 65 feet from the centerline of the road.

Other potential sources of noise in Esparto include activities related to crop drying north of town, welding shops and garages, and aircraft and other machinery used in nearby agriculture.

### Noise Issues

- *Noise levels in and around the town are likely to increase as a result of increased urban development and traffic.*

The Esparto area is rural, sparsely populated and relatively quiet. As the town grows there will be increased levels of noise generated directly by the activities associated with new development and indirectly by increased traffic.

- *Uses that are sensitive to noise, such as residential areas and schools, should be protected from excessive noise from traffic and nearby commercial and industrial activities.*

The General Plan designates additional lands for commercial and light industrial development that are surrounded by residential land. As these lands develop, there will be an increased likelihood of noise impacts on the residential land from traffic and commercial and industrial activities, unless otherwise mitigated.

- *Increased traffic on Highway 16 could result in higher noise levels.*

State Route 16 passes through Esparto and provides a direct route between the Sacramento metropolitan region and the Cache Creek Casino. Higher volumes of vacation traffic on Highway 16 will have a corresponding increase in noise.

### Noise Goals, Policies and Programs

#### Goals

1. To preserve the quiet, rural setting of the town and protect residents from exposure to excessive noise.

#### Policies

- E-N.1. Areas within the town shall be considered noise impacted if exposed to existing or projected

noise levels on the exterior of buildings that exceeds 60 dB. New development of commercial, industrial or other noise generating land uses will not be permitted if resulting noise levels will exceed 60 dB in areas containing residential or other noise-sensitive land uses.

- E-N.2. New development will maintain an appropriate setback from major routes and agricultural operations to minimize noise impacts.
- E-N.3. New Development shall mitigate outdoor and indoor noise levels for existing residences that would be exposed to an increase in noise level of five dBA or more and would be exposed to an  $L_{dn}$  in excess of 60 dB.
- E-N.4. Noise sensitive land uses shall not be allowed where the noise due to non-transportation noise sources will exceed an hourly  $L_{eq}$  of 55 dB between 7:00am and 10:00pm and 50 dB between 10:00pm and 7:00am. These noise levels should be lowered by 5dB for simple tone noises or for noises consisting primarily of speech or music.

**Programs**

- 1. The County will continue to enforce the regulations contained in the Noise Element of the General Plan.

Responsible Agency/Department: Planning, Resources and Public Works Department, Building Department  
 Timeframe: Ongoing  
 Funding: General fund  
 Monitoring: Planning, Resources and Public Works Department

- 2. Development standards will be implemented as a way to mitigate the effects of noise on new development.

Responsible Agency/Department: Planning, Resources and Public Works Department, Building Department  
 Timeframe: Ongoing  
 Funding: General fund  
 Monitoring: Planning, Resources and Public Works Department

## V. IMPLEMENTATION

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The process of implementing or carrying out the goals, policies and programs of the Esparto General Plan will require the completion of a series of steps. The implementation process will begin with the formal adoption of the plan itself by the Board of Supervisors after the completion and certification of an environmental analysis. The analysis will identify the environmental consequences that will likely result if further land use and development occurs in Esparto as envisioned by the updated General Plan. The next step will be for the County to initiate amendments to its zoning ordinance and zoning map to incorporate the changes outlined in the plan.

The County will then request that the Esparto Community Services District apply to the Local Agency Formation Commission (LAFCO) for an amendment of its sphere of influence to allow annexation of any new lands designated for urban use by the General Plan. Sewer and water service may only be extended to parcels within the District; policies of the General Plan prohibit urban development outside the service area of the District.

At the conclusion of this process, the plan will be carried out through review and approval of residential subdivisions and commercial or industrial development in accordance with the goals, policies and programs of the plan, and the establishment of new public services, facilities, and infrastructure as recommended by the plan.

Before substantial new development can take place in Esparto, the sewer, water and drainage systems now serving the town will require upgrading and expansion. This work will be preceded by detailed engineering studies of the design and cost of these improvements. (See also section II(E): Public Services.) More development will also generate the need for more schools that must keep pace with the increased demand. A key component of the implementation of the plan will be to identify alternative financing strategies for these improvements. Alternatives include impact fees on new development, forming an assessment district, creating a redevelopment area, and user fees. Table 4 summarizes the important steps toward implementation of the plan.

The plan also identifies a number of desirable objectives to be achieved in the next five years and the next ten years. These objectives are summarized in Table 5 and include the acquisition of new parks, the construction of a community center, and the construction of a community swimming pool. These objectives represent measurable milestones by which the success of the plan can be periodically evaluated. Following Table 5 is a summary implementation timeline for each program, including the responsible department/agency.

### **Interpreting the General Plan**

The entire text of this document and the General Plan map which accompanies it constitutes the Esparto Comprehensive General Plan. Rezoning of parcels to a higher intensity of use consistent with the land use designation on the Plan map will require that an appropriate application be filed with the County Planning, Resources and Public Works Department. This will ensure that the proposal can be reviewed and appropriately conditioned so as to carry out the overall purposes and intent of this plan, and to preserve, protect and perpetuate the existing scale, design and small town character of Esparto.

The wide range and complexity of subject matter covered by the General Plan is certain to generate questions of interpretation. As questions arise, the County's Planning, Resources and Public Works Department should prepare written interpretations for review with the concurrence by the County Planning Commission, Board of Supervisors and other affected bodies (e.g. the School District and LAFCO). These written interpretations will become a body of official opinion and a public record for consistent application of policies and proposals of the plan, and for discussion during annual review and consideration of proposed amendments to the plan.

The word "general" is a key to understanding the nature of policies and programs. It implies overall agreement on major issues without a straight jacket of inflexibility; it implies variation and encourages innovation while working toward the achievement of common goals; and it implies the need for adjustment of policies and proposals as changing conditions may dictate. While not inflexible, neither is the plan to be viewed as totally flexible so as to accommodate whatever position or policy may be sought through interpretation.

A properly administered general plan demands that the rule of "reasonableness" be applied to permit flexibility, variation and adjustment as long as the integrity of basic policies and proposals is maintained. However, any changes that are desired must result from careful study. Such study should be made independent of pending applications for controversial development proposals, temporary fiscal problems and other "matters of the moment". The policies and proposals of the plan are not intended to be interpreted to accommodate special interests, whether public or private. The integrity of the plan must be maintained if it is to be an effective instrument of public policy among units of government, private enterprise and the public-at-large.

### **Achieving Zoning Consistency with The General Plan**

State Law requires the County's zoning ordinance and zone plan be consistent with policies and proposals of the Esparto General Plan. In order to fulfill requirements of law and give the town the types of zoning district and procedural regulations needed, the first priority of the County after adoption of the plan should be to draft a revision of its zone map for the community and any amendments to the ordinance necessary to fully carry out provisions of the revised General Plan.

### **Annexations to the Community Services Area**

A major policy of the General Plan is that the County sponsor the annexation of the lands designated for expansion to the Esparto Community Services District. In order to implement this policy, the County should prepare a program of annexation that addresses all of the criteria and requirements of law that must be evaluated by the Yolo County LAFCO on a comprehensive basis. In reviewing a proposal for annexation, the core factors which LAFCO must consider concern community-wide land use, development and public service policies of the County, and may be summarized as follows:

1. The likelihood of significant growth and its effect on other incorporated and unincorporated territory during the next 10 years.
2. The costs and capability of providing adequate public facilities and the levels of government service required.
3. The effects on adjacent areas, on mutual social and economic interests, and on the local government structure of the County.
4. Conformity with LAFCO policies which seek efficient patterns of urban development, including encouraging the guiding of urbanization away from existing prime agricultural lands and encouraging development of existing vacant or non-prime lands within the existing urban area before allowing development outside the current boundaries of the District.
5. Maintaining the physical and economic integrity of agricultural lands.

## **Redevelopment and Revitalization**

The California Community Redevelopment Law is being used by many counties in California, including Yolo County, in order to accomplish economic development and revitalization. Consideration of redevelopment is a major potential implementation tool for the General Plan.

## **Implementation Strategy and Annual Report**

The State Planning and Zoning Law requires a systematic approach to General Plan implementation. Section 65400 of the Government Code requires the Planning, Resources and Public Works Department to investigate and recommend to the Board of Supervisors "...reasonable and practical means for implementing the General Plan or element of the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan." The law further requires the Board of Supervisors to receive an annual report on the status of the General Plan and progress toward its implementation.

This requirement seeks to avoid the often fragmented and incomplete attention to plan implementation that has characterized the actions of some cities and counties. The most common practices have been to respond to requests for plan amendments and zoning applications, to prepare a capital improvement program, and to undertake special projects as desired.

To assist in the ongoing monitoring of the plan's implementation, Tables 4 and 5 set forth a series of objectives by which the success of the plan can be assessed.

**TABLE 4**  
**SUMMARY IMPLEMENTATION SCHEDULE**

Program	Time Frame		
	Before Development	Within Five Years	Ongoing
Certify environmental document.	X		
Adopt Updated General Plan.	X		
Amend sphere of influence of ECSD; annex lands designated for urban use by General Plan (if required).	X		
Amend zoning ordinance and map (includes growth management ordinance, development standards, density bonus and inclusionary housing requirements, tree planting ordinance and new zoning designations).	X		
Prepare engineering studies for drainage, sewer and water systems.	X		
Decide on financing strategy for infrastructure improvements.	X		
Implement Capital Improvement Program for infrastructure improvements.	X	X	
Construct new school and rehab existing schools.		X	
Upgrade fire protection facilities.		X	
Prepare downtown physical plan; implement program.	X	X	X
Establish agricultural lands trust fund; acquire ag land and/or open space easements.	X	X	X
Obtain parkland dedications.		X	X
Review projects for consistency with general plan and development standards.	X		X

**TABLE 5**  
**SUMMARY OF 5-YEAR AND 10-YEAR OBJECTIVES**

Within 5 Years	Within 10 Years
<p>Adopt Updated General Plan.</p> <p>Amend zoning ordinance and map.</p> <p>Expand ECSD.</p> <p>Upgrade water system,</p> <p>Expand sewage treatment plant.</p> <p>Establish maintenance program for Lamb Valley Slough.</p> <p>Obtain maintenance easements for 50% of length of Slough.</p> <p>Conduct engineering study of drainage alternatives.</p> <p>Designate truck route around town.</p> <p>Prepare downtown physical plan and engineering drawings.</p> <p>Acquire new school site, construct new school and rehab existing schools.</p> <p>Develop new visitor serving complex in downtown; restore depot.</p> <p>Generate a net increase of at least five commercial establishments, including a restaurant open during evening hours.</p> <p>Construct new community swimming pool.</p> <p>Acquire park sites.</p> <p>Construct at least 100 but not more than 250 new housing units.</p> <p>Ensure 10% of new housing affordable to low income households.</p> <p>Obtain 20% of easements for community bike/hiking trail and perimeter park.</p> <p>Generate at least 100 new local jobs.</p> <p>Develop one new light industrial development (related to agriculture or other "clean" industries)</p>	<p>Obtain 100% of easements for perimeter park; completion of trail.</p> <p>Develop a total of 12 new commercial establishments.</p> <p>Create at least 100 new jobs.</p> <p>Develop at least one additional light industrial employer.</p> <p>Construct at least 300 but not more than 500 new housing units.</p> <p>Ensure at least 20% of new housing affordable to low income households.</p> <p>Build 1 new bridge over Lamb Valley Slough.</p> <p>Train a total of 8 EMTs in the Esparto Fire District.</p> <p>Improve daily bus service to Woodland.</p> <p>Structurally rehabilitate three downtown buildings.</p> <p>Install at least 50% of improvements in downtown physical plan.</p>



## **APPENDICES**

### **A. DESIGN REVIEW GUIDELINES**

**Esparto Citizens Advisory Committee**  
**Design Review Guidelines**  
May 8, 2006

**Esparto Citizens Advisory Committee**

Wayne Belshaw  
Mike Goodin  
Pat Harrison  
Melissa Jordan  
Alice Meserve Manas  
Giacomo Moris  
Ron Voss

**Architectural and Design Review Sub-Committee**

Mary Castillo  
Tammy Fullerton  
Pat Harrison  
Artis Jensen  
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# Table of Contents

	<u>page</u>
<b>Vision Statement</b>	<b>2</b>
<b>Guideline Overview</b>	<b>4</b>
<b>Introduction</b>	<b>4</b>
<b>Discretionary and Non-Discretionary Approval Processes</b>	<b>6</b>
<b>Street Standards</b>	<b>9</b>
<b>Lighting</b>	<b>16</b>
<b>Walls and Screening</b>	<b>17</b>
<b>Landscaping</b>	<b>19</b>
<b>List of Trees/plants</b>	<b>22</b>
<b>Single-family Residential Design</b>	<b>23</b>
<b>Objectives</b>	<b>23</b>
<b>Public Areas</b>	<b>25</b>
<b>Private Areas</b>	<b>26</b>
<b>Architectural Diversity</b>	<b>28</b>
<b>Garages</b>	<b>29</b>
<b>Multi-family Residential</b>	<b>32</b>
<b>Objectives</b>	<b>32</b>
<b>Guidelines</b>	<b>32</b>
<b>Downtown Commercial Design Concepts</b>	<b>37</b>
<b>Objectives</b>	<b>37</b>
<b>Sidewalks</b>	<b>39</b>
<b>Public Areas and Open Spaces</b>	<b>40</b>
<b>Renovated and/or New Commercial</b>	<b>42</b>
<b>Mixed-use Projects</b>	<b>44</b>
<b>Commercial Development</b>	<b>47</b>
<b>Guidelines</b>	<b>47</b>
<b>Parking</b>	<b>51</b>
<b>Industrial Design Concepts</b>	<b>53</b>
<b>Signs and Signage</b>	<b>55</b>

## **Vision Statement**

The first impression of the vision of Esparto begins at the State sign giving the elevation and population. At that point the image is established as to whether we are a community without long term planning or a community with plans and visions.

Any signage established at this point sets the tone for the rest of the community and up-Valley as well. Are we an offshoot of the casino or a community committed to preserving the integrity of the rural Capay Valley, its agriculture, beauty and history?

The small community atmosphere and historic integrity can be maintained. Many small California communities are excellent examples of how Esparto should look in the future. Specific plans and visions for a livable community that is both socially inclusive and environmentally sound should be addressed immediately. In writing the design review guidelines used by various communities, the following were incorporated:

1. A major highway was designed to become a boulevard, i.e. Hwy 16 through Esparto.
2. From the entrance of the town proper (city limits or general town boundary) the road was bounded by green space on both sides of the highway, planted with evergreen and flowering trees. This would apply to both sides of Hwy 16 as it crosses the bridge and moves west on Hwy 16 before it turns to the right into the downtown or progresses west, as the road becomes county road 21A. This would provide a visual entrance into town from the east; this applies to exit areas also.
3. Avoid isolated pods of look-alike houses in a single price range.
4. Pedestrian friendly appearance with subdivisions being joined by green space.
5. Delete overly wide streets in the subdivisions. The wide streets appear to condone speed rather than slower residential driving.
6. Sidewalks shall be provided at appropriate widths throughout the community.

7. The architecture should reflect the diverse community and the rural setting.
8. Adequate parks and recreation facilities speak to the concern for health and well-being in the community.

# ESPARTO DESIGN GUIDELINES

## **Design Review vs. Aesthetic Control**

Design review is not synonymous with aesthetic control. The latter dwells upon the superficial aspects of the visual setting. Aesthetic control is narrowly focused and prescriptive. Design review should be broadly oriented and encourage the creative application of design principles to a specific site. Aesthetic control seeks to severely limit choices, while design review attempts to expand choices. Aesthetic control is concerned with product, while design review is concerned with performance. Aesthetic control is exclusionary; design review embraces different solutions to general criteria. Aesthetic control uses rigid rules, while design review deals in principles. Moreover, aesthetic control involves unilateral mandates; design review involves collaboration and accommodation throughout the design process. Finally, aesthetic control values conformity, while design review values creativity. Fortunately, the shallow and often rigid techniques of aesthetic control is giving way to design review, which is more comprehensive and effective (Design Review, Mark L. Hinshaw, AICP)

## **Introduction**

The Esparto Design Guidelines provide a regulatory framework to implement the Goals and Policies of the Esparto General Plan and expand the basic development standards of the Yolo County Code. Specifically, the design guidelines cover nine sections and are intended implement the Esparto General Plan land use policies and strategies and represent the desires of the Esparto community relative to urban design, pedestrian circulation, community and neighborhood identity, and residential, commercial, and industrial project design. The Esparto Design Guidelines shall serve to provide design professionals, property owners, residents, staff, and decision-makers with a clear and common understanding of the County's and Esparto community's expectations for the planning, design and review of development proposals in the town of Esparto.

## **Purpose and Intent**

The purpose of design review in Esparto is as follows:

1. To encourage high quality land planning and architecture reflecting the historical architecture qualities of Esparto;
2. To encourage development in keeping with the desired character of the town of Esparto;
3. To ensure physical, visual, and functional compatibility between land uses; and,
4. To ensure proper attention is paid to site and architectural design, thereby ensuring consistency with community values.

## **Design Review Required when:**

- a. Ministerial approval is required prior to issuance of any building permits (e.g., Site Plan Review applications) and,
- b. Prior to or in conjunction with discretionary development applications (e.g. Conditional Use Permit, Variance, etc.).

**Design Review for Subdivision Maps shall be processed in conjunction with the Tentative Subdivision Map application. Design Review is required for development types listed below:**

- a. Single-family Residential Parcel and Subdivision Maps;
- b. Master Home Plans for Single-Family Residential Subdivisions and Manufactured Homes;
- c. Multi-family Residential Development Projects;
- d. Non-Residential Development (e.g. commercial, office, industrial, and public/quasi-public development.)

## **Authority to Approve Design Review.**

The Planning Director or designee is responsible for implementing the Esparto Design Review Guidelines on ministerial single-family residential, multi-family and non-residential development on existing parcels within Esparto, subject to

appeal to the Planning Commission.

The Esparto Citizens Advisory Committee shall make recommendation to the Planning Commission and/or Board of Supervisors on discretionary projects within the scope of the Esparto General Plan.

The Zoning Administrator, Planning Commission, and/or Board of Supervisors are responsible for Design Review determinations on discretionary single-family residential subdivision maps, multi-family residential and non-residential projects. Such design review shall be conducted concurrently with project consideration.

The Design Review process is tentatively complete when the Zoning Administrator, Planning Commission, and/or Board of Supervisors takes action to approve, conditionally approve, or deny the discretionary application. However, implementation of the action (e.g. site improvement plans, building permits) may not occur until such time as the required appeal period has expired or been fully exercised.

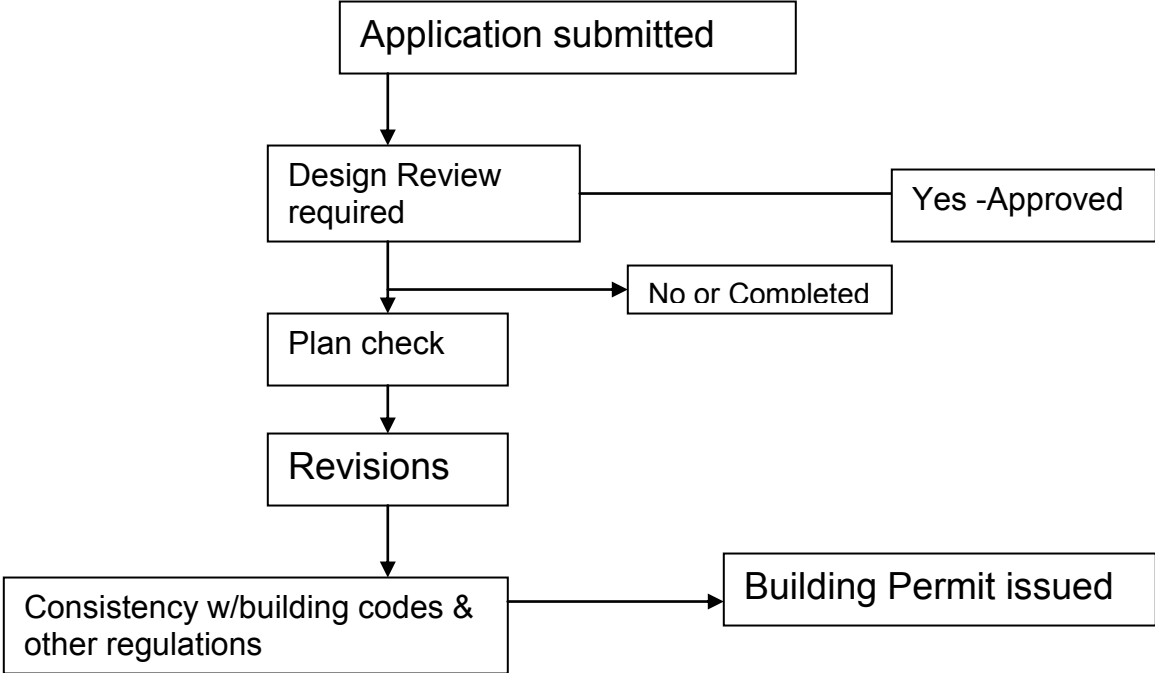
### **Processing Requirements**

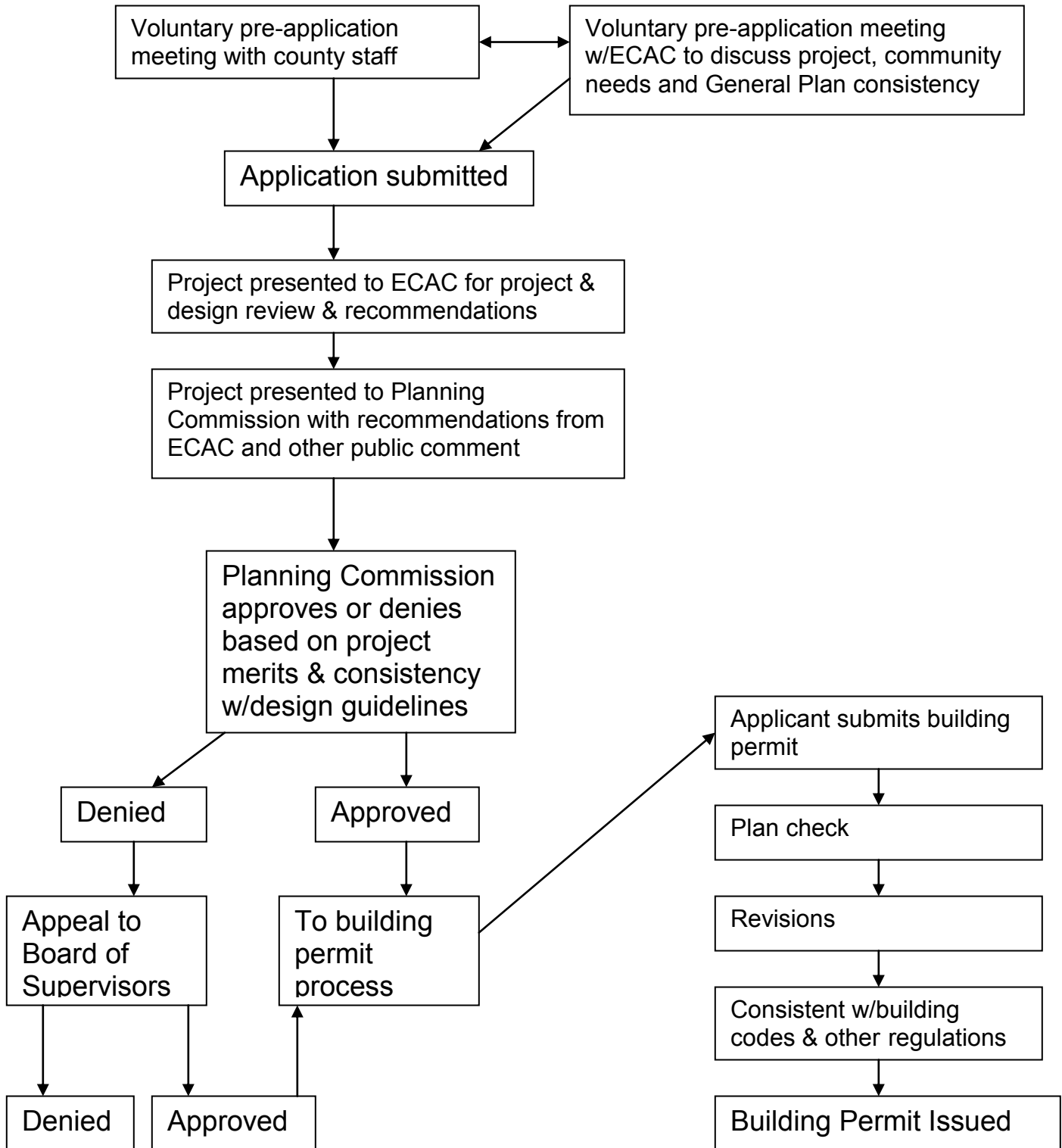
The following flow charts are designed to clearly aid in implementing the processing of plans for development for projects requiring discretionary and non-discretionary approvals.



**DESIGN REVIEW  
NOT REQUIRING DISCRETIONARY APPROVAL**

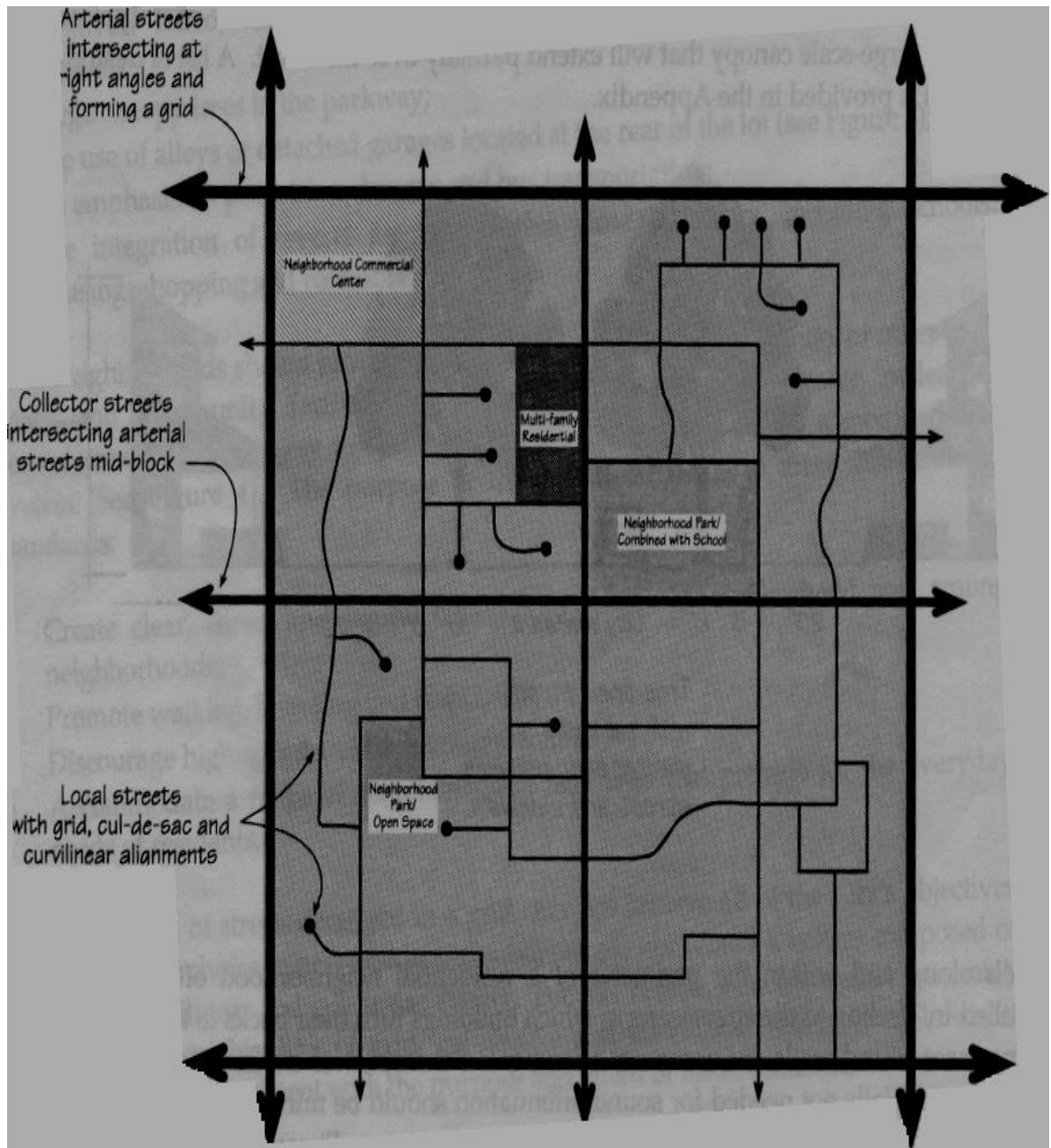
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## Street Standards

New streets in the Esparto Community should follow the following hierarchy of street design. Arterial streets should intersect at right angles (i.e. in a grid). Streets should not be curved. Traffic calming tools are to be included in all residential streets to encourage quiet neighborhoods.



## Existing Alleys in Old Town

**Purpose:** Provides access to the rear of property

### Design Features

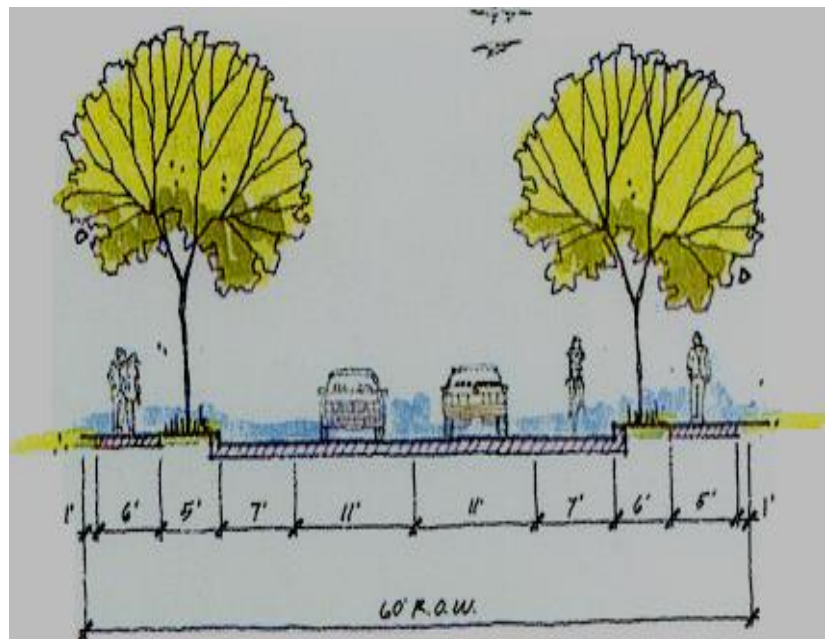
- Design speed 10 mph
- Requires a 28-foot ROW
- Utility location underground on one side
- Paved width minimum of 10 feet each direction.
- No parking in alleys.



## Local Street

**Purpose:** Provides access to housing

- Street width 36 ft. with curb, gutter and informal parking
- Planting strips 5 or 6 ft.
- Sidewalks 5 or 6 ft. on each side
- Average speed 25 mph
- Requires a 60-foot ROW
- Utility location - underground or alley
- Drainage - Curb and gutter
- Two to six blocks long

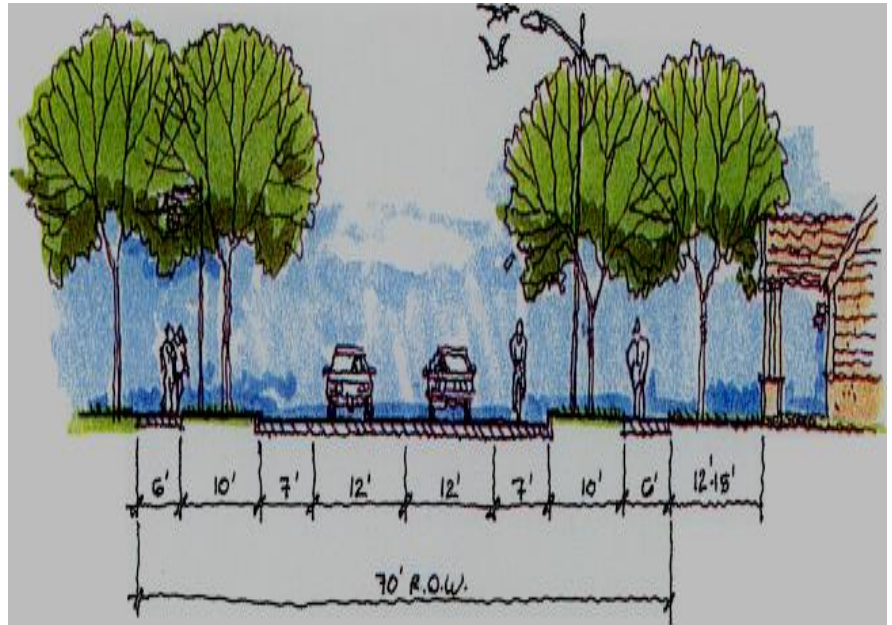


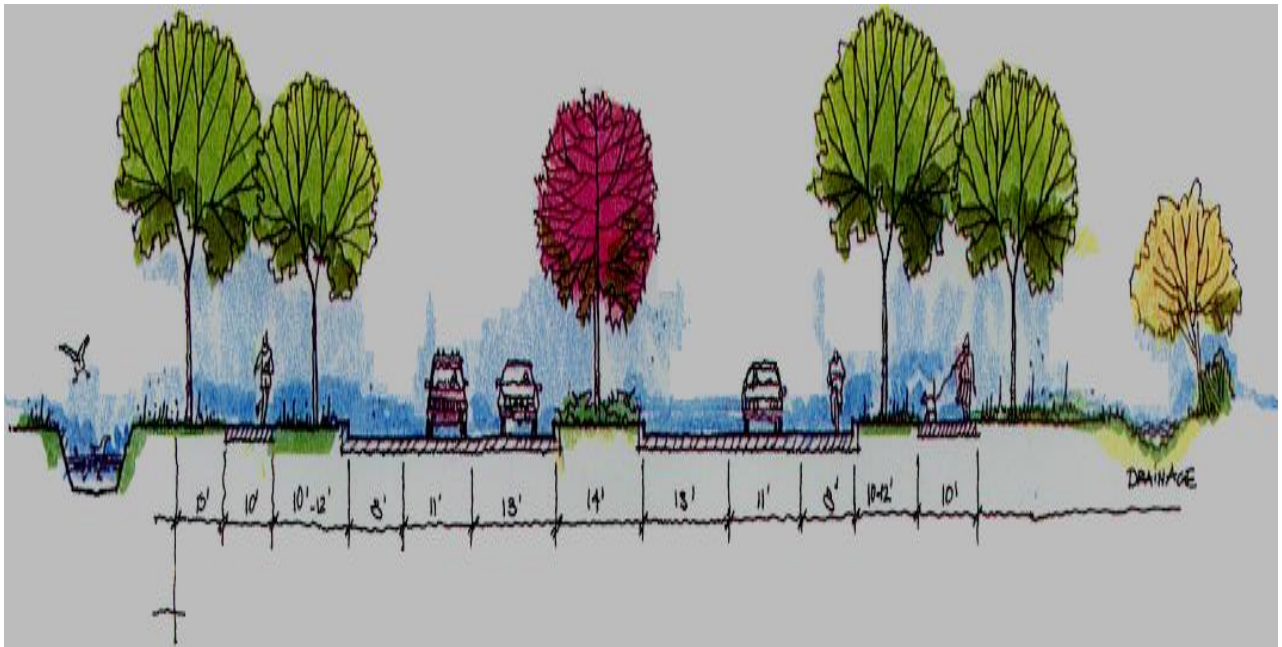
## Collector with Parking

**Purpose:** Connects town centers and neighborhoods. Avenues go from neighborhoods to town centers, and are not long (no more than one mile). Avenues may circulate around a square or neighborhood park.

### Design Features:

- Street width 24 ft. on both sides with on-street parking (19 ft. if no parking) curb and gutter.
- Travel lanes 12 ft.
- Maximum two travel lanes
- Bike lanes and planting strips 6 ft minimum.
- Sidewalks 5-8 ft. on each side
- Average speed 25-30 mph
- Utility location - underground
- Drainage - Curb and gutter, median can have swale for natural drainage and water retention.





## Arterial Street with Median

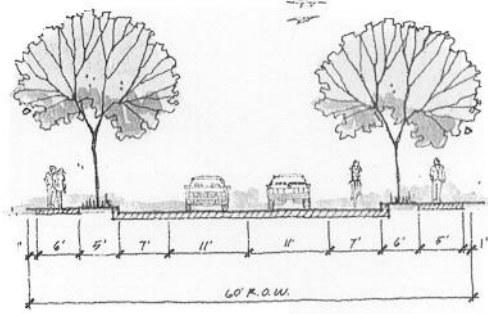
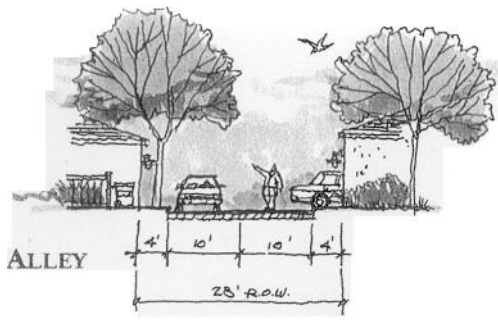
**Purpose:** Provides access to, and a space for, neighborhood commercial and mixed-use buildings.

### Design Features:

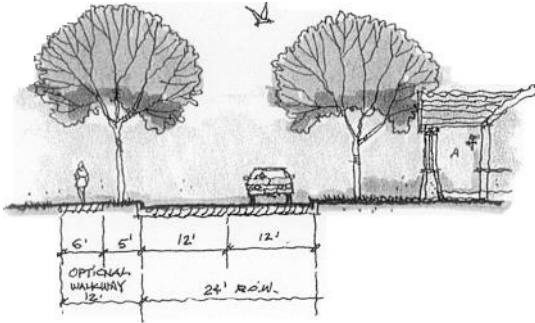
- Travel lanes 11 ft. minimum w/ striped parking
- Maximum 4 travel lanes in both directions
- Planting wells 6 – 14 feet landscaped median option
- Sidewalks minimum of 10 ft. on each side
- Average speed 20-35 mph
- Utility location - underground
- Drainage - curb and gutter
- Includes bulbouts at intersections and mid-block crossings
- Bike lanes optional but preferred
- Traffic calming methods such as round-a-bouts

**Location of traffic calming islands is suggested in lieu of stop signs/lights.**

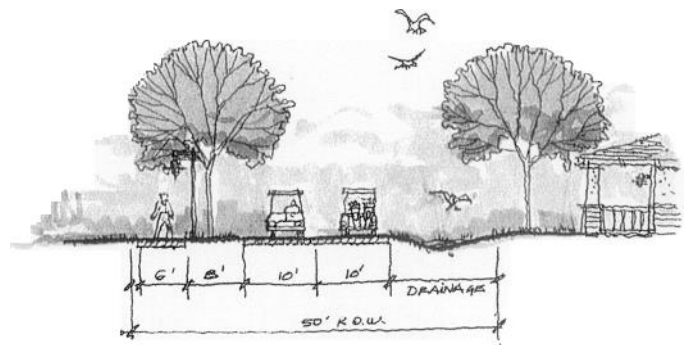




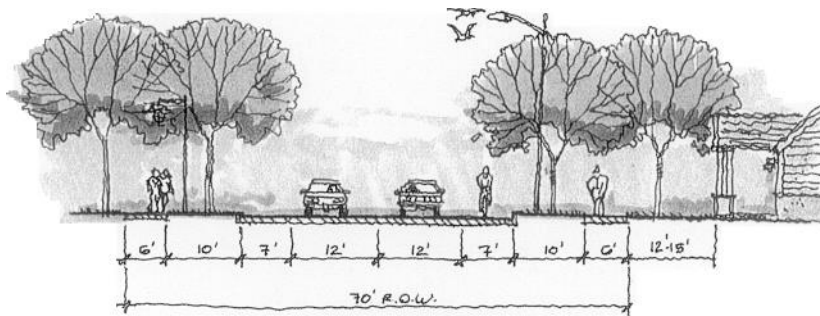
LOCAL STREET



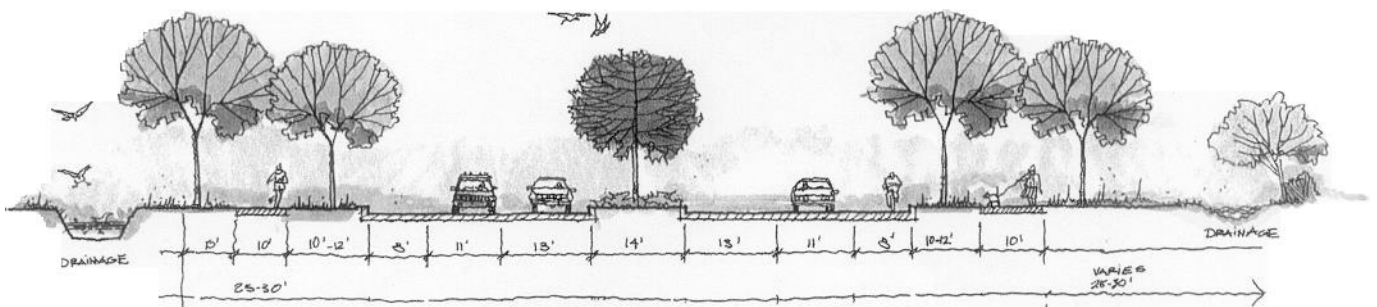
MINOR STREET



ELECTRIC, CART PATH



COLLECTOR STREET



COVELL BOULEVARD



## Residential Street Lighting

Lighting is to be provided in accordance with the County of Yolo lighting regulations in conjunction with the service provider.

Street lighting along local residential streets shall be designed at a pedestrian scale with a maximum height of 14 feet in height.

Lighting should be designed to confine the light within the site boundaries and to provide

safety and security. All building entrances and pedestrian ways should be adequately lighted.

Light fixtures should be designed to be architecturally compatible with the main structures on the site.



Lighting should be shielded from neighboring properties and directed at a specific task or target. Exposed bulbs should be prohibited.

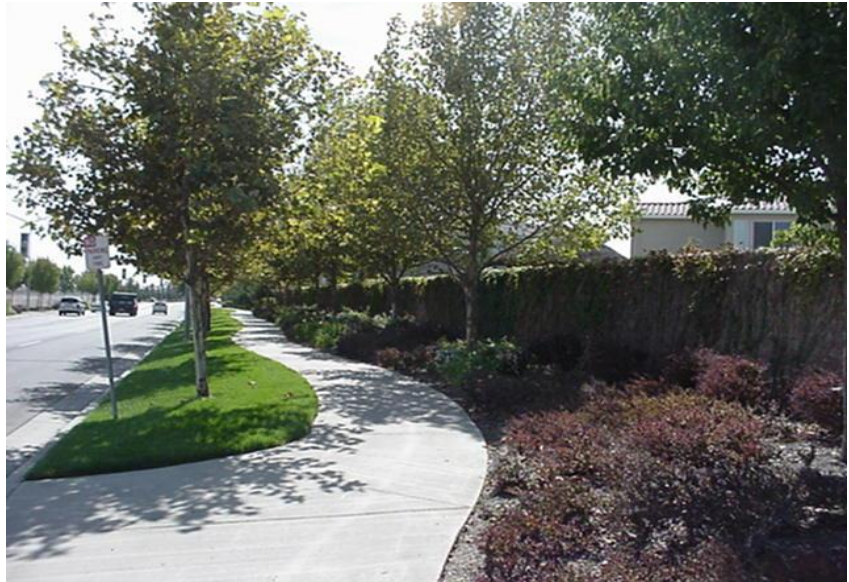


## Walls and Screening

Screen walls should be designed to be compatible with the style and materials of the architecture of the site.

Landscaping should be used in combination with such walls which covers at least 50% of the wall within five years.

Berms should be incorporated into such landscaping.



**A conceptual landscaping design that accomplishes these goals is provided below:**

Long-expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony.

Accents such as decorative texture for walls and pillars shall be incorporated into the design.

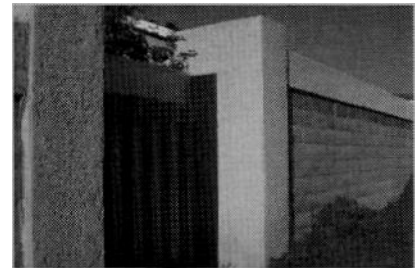
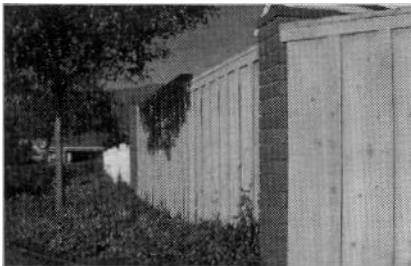
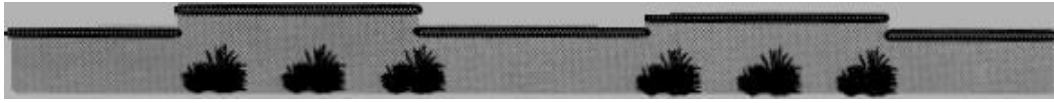


Landscaping pockets and pedestrian access through walls should be provided.

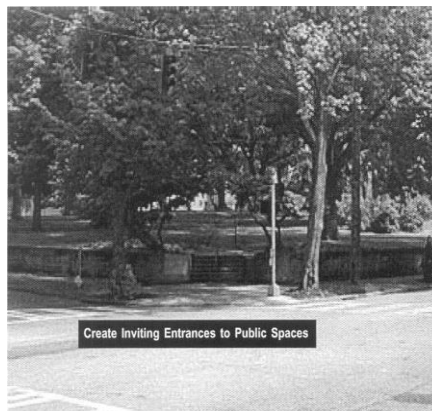


Walls shall be kept as low as possible so long as their effectiveness for screening and/or privacy is not impaired.

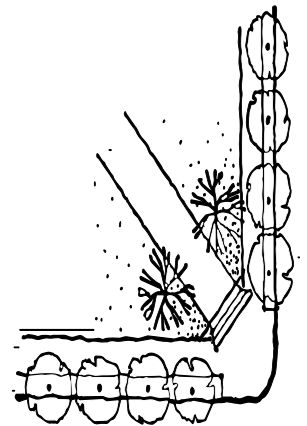
Additional design concepts for downtown and commercial are in those sections of the guidelines.



Good Wall Concealment



Create Inviting Entrances to Public Spaces



## Landscaping.

**In addition to these guidelines, all projects must comply with the County's Landscape Ordinance.**

In conjunction with land planning, Design Review for subdivision maps shall include conceptual streetscape design for visually, physically and functionally appealing environments throughout the neighborhood.

Landscaping corridors should enhance surrounding improvements, create a pedestrian friendly environment, and establish year-round and seasonal landscaping to soften the appearance of streets.

**Developments shall provide cohesive design themes for landscape corridors along arterial/thoroughfare and collector streets as follows:**

- On local residential streets and primary residential streets, street trees are required for aesthetic, shade, climate control, and pedestrian purposes. Ideally, street tree plantings will create a contiguous tree canopy along street over time.
- A minimum of two trees shall be planted on each single-family residential lot. One of the trees shall be planted near the street and sidewalk as listed below (street tree). The second tree (accent tree) may be located anywhere in the front yard area.
- Where a monolithic sidewalk abuts the back of the curb, the street tree shall be planted within seven to eight feet from the back of the walk.
- Where the sidewalk is separated from the back of the curb with a planter strip, the street tree shall be planted centrally in the planter area.

**Landscaping should achieve the following objectives, as relevant to a particular project:**

- Enhance the aesthetic appearance of development.
- Help buffer the transition between residential and abutting non-residential development.
- Help control erosion.
- Screen incompatible land uses.



- Preserve the visual integrity of neighborhoods and commercial districts, and enhance pedestrian and vehicular traffic and safety by clearly distinguishing walkways and access points.
- Provide shade in parking areas.



**Some commonly used planting design concepts include:**

- Grouping specimen trees and providing rows at major focal points and entries.
- Flowering vines on walls and arbors.
- Pots, vases, window boxes and raised planters.
- Trees to create canopy and shade, especially in parking areas and long pedestrian ways.
- Flowering trees or seasonal flowers to provide color.
- Berms, plantings and low walls to screen parking areas.

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

Greening of streets lacking trees, flowers and landscaping is strongly recommended.

Flower boxes on windowsills and planters at entryways are encouraged.

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Thick evergreen hedges, non-invasive vines on fencing or low walls, and other substantial landscaping should be used to visually and physically buffer sidewalks and adjacent buildings from parking areas; camouflage exposed concrete walls; and buffer adjacent single-family houses and residential developments

**New public spaces should provide as many seating opportunities as possible:**

- Planter walls should be set at a height that allows for their use as seating;
- Moveable chairs and tables are strongly encouraged.
- Design of planters and curbside design should encompass permanent setting areas.

**RECOMMENDED TREES FOR RURAL AND URBAN LANDSCAPING**

**RURAL TREES**

Blue Oak  
Valley Oak  
California Sycamore  
Oregon Ash

**URBAN TREES**

London Plane  
Hackberry (European/Chinese)  
Pistache  
Zelkova  
Elm (Siberian)  
Cork Oak  
Hornbeam  
Maple (Campestre)  
Camphor

**CITY OF WOODLAND (Approved List)**

Akebano Cherry  
Aristocrat Pear  
Chinese Pistache  
Crape Myrtle  
Eastern Redbud  
*These varieties are good for planter  
strips*

Evergreen  
Coast Redwood  
Cork Oak  
Holly Oak  
Southern Live Oak  
*Good for large open space*

**DAVIS APPROVED LIST**

Carob  
Redbud  
Maidenhair Tree  
Crape Myrtle  
Pinus Elderica  
Chinese Pistache  
London Plane  
Ornamental Pear  
Live Oak  
Valley Oak  
Pin Oak  
Cork Oak  
Coast Redwood

## Single-Family Residential

**Mature trees shall be preserved in each new residential development to the maximum extent feasible.**

At least one 15-gallon street tree shall be planted in the yard of every new lot and one in the planter strip.

Gated communities shall be prohibited.

New residential developments shall emulate and enhance the existing character of the town. These design objectives include the following:



Example of streetscape

**Objective 1:** A variety of architectural styles and materials;

**Objective 2:** New residential subdivisions should provide a variety of lot sizes distributed throughout the project and home designs.

**Objective 3:** Porches of usable size, which define the front façade;

**Objective 4:** Street trees in the public right-of-way, trees in the front yard including accent trees from at least 15-gallon containers

**Objective 5:** Houses on small lots oriented toward the street;

**Objective 6:** Narrow streets with landscaped parkways between the curb and the gutter;

**Objective 7:** Trees that will provide a large canopy in the parkway;

**Objective 8:** A de-emphasis on the garage and the use of detached garages located behind the rear of the house;

**Objective 9:** An emphasis on pedestrian, bicycle and bus transportation;

**Objective 10:** Create neighborhoods and lot design consistent with neo-traditional qualities.

**The older community areas of Esparto possess a rich tradition of residential architecture. The older and newer residential neighborhoods contain a number of examples including, but not limited to: Craftsman, Tudor, Victorian, Cottage, and Ranch styles. Although no particular “architectural style” is required of these design guidelines, these homes illustrate diversity and quality in craftsmanship.**

New residential subdivisions should be designed with an authentic architectural style. A particular style should be represented by building form, decorative features, variety in materials and color. Diversity of architecture is encouraged throughout. Desirable examples for Esparto are illustrated below:



**A primary goal in the design of new single family residences is to emphasize the entrance and de-emphasize the garage, especially when the garage is located adjacent to the main living area closest to the street.** Architectural techniques that help achieve this goal include:

**A. Orient the primary entry of the primary building to the street.**

- Orient the front porch to the street.
- All structures should have one primary entry that faces the street.
- Additional entrances may be located to the side and rear.
- Multi-unit structures (where allowed by zoning) should be street oriented.

**B. Clearly define the primary entrance by using a raised front porch or stoop, unless the raised porch must be compliant with ADA or accessibility guidelines.**

- Orient the front porch to the street.
- The front porch should be functional, used as a means of access to the entry.
- The minimum depth for a usable front porch is typically 8 feet or more.
- Stoops should be covered and generously sized to provide a sufficient coverage for at least two persons..
- Separate walkways connecting to the sidewalk with the front door not via the driveway
- Courtyards/entryways to break up monotony of front facades.



**Exterior colors and materials should emphasize quality and attractiveness with consideration for maintenance.** Examples include wood siding, plaster or stucco, with wood or brick or stone accents. Other materials will be considered on a case-by-case basis consistent with the objectives of these guidelines. Materials to be avoided include metal siding, reflective materials, and unfinished concrete block. The extensive use of T-111 siding is discouraged.

**Side or rear building elevations of a dwelling visible from an adjoining street** or road should receive architectural detailing and articulation so that the view from the street is enhanced and follow the design of the front facade.

**Entries should emphasize the transition between the street and the dwelling and provide maximum visibility.** Gateways, canopies, porches, and other elements help further define the transition from the public space along the street to the private space within the dwelling.

**The under grounding of utilities and related equipment shall be required of all new development.** Utility boxes located above the ground shall be screened with landscape

features, planting, or a combination thereof. The intent is to visually screen the equipment from the street and not to preclude access to the equipment on all sides.

Solar panel options are to be made available in all single family homes.

Bikeways and pedestrian paths should be incorporated throughout new residential neighborhoods to connect residential areas with schools, parks, neighborhood-serving commercial areas and transit stops.

## **Walls**

Walls along and within the perimeter of a residential neighborhood often create a “walled in feeling” to the streetscape in which buildings turn their back to the street. This should be avoided, with the exception of developments that front on arterial streets. In some cases walls are necessary to mitigate the impact of traffic noise on nearby residences. Walls not needed for sound attenuation should be minimized.

**Walls forming courtyards** on individual residences should be of sufficient height and not extend into the front yard setback.

**New residential neighborhoods shall have a clear focal point**, such as a park, school or other open space and community facility and should be designed to promote pedestrian visibility using a combination of a modified grid, curvilinear and cul-de-sac streets.

**New development shall be required to install curbs, gutters, and sidewalks**, or to secure the installation of such improvements, with the exceptions of Very Low Density Residential Projects.

**Residential streets that provide access to dwellings should not be wider than the street standards in accordance with the County’s standards.** Parkways of at least five feet (5’) in width should be provided between a paved sidewalk and the back of curb. Street trees should be provided at a rate of one tree per lot within the landscape parkway and should be a variety that typically develops a large-scale canopy that will extend partially over the street.

**Private and common open spaces shall be provided in all residential developments.** All open space should be designed to be accessible and usable by occupants of the development. Functional open space enhances circulation within a site and contributes to the site’s aesthetic qualities.

## **Public Areas**

**Public areas shall be accessible and connected by a comprehensive, on-site pedestrian circulation system.** Public open space recreation areas, plazas and courtyards should be located and landscaped to take advantage of solar

orientation, provided protection from prevailing wind, and to afford summer shade and winter sunshine.

### **Private Areas**

Private usable open space should be directly accessible from the individual dwelling and be of such size as to offer a reasonable outdoor living opportunity. The placement of air conditioning equipment should not render private open space unusable. This means that the air conditioning unit shall not be placed at the rear door of the dwelling or in the backyard area to be used for outdoor activities. The units shall be placed in the side yards, not under bedroom windows but adjacent to the garage wall. Care should be given to the relationship to the windows in the neighboring house.

Although the desire to incorporate designs of houses as illustrated, a whole subdivision of one or two designs is not acceptable.



**Front doors must face the street, court, or pathway that provides primary access.** At least twenty (20%) (measured linearly) of the house façade must be windows or doors (excluding the garage doors).

**All residential structures shall be oriented with the main entrance toward the adjoining street.** On corner lots the short street frontage shall be considered the front yard. Dwellings on corner lots shall be designed to appear fronting on both intersecting streets.

**Front walls facing the street shall have at least three (3) wall lines, excluding the garage.** The garage may be counted if there is at least five (5) feet setback from the wall line of the main dwelling adjacent to the garage.

**Minimum roof pitches** shall generally be five (5) vertical to twelve (12) horizontal. Elevations within the development shall provide a mixture of gable and hip roofs or combination thereof. The use of pitched roofs, balconies, dormers, turrets, or other roof projections within the development is strongly encouraged. Roofing materials shall consist of asphalt shingles, fire rated wood shingles, concrete or clay tile, or slate tile or metal.

**Garages shall be subordinate to the main living area.** No more than forty percent (40%) of the front elevation may be garage, except when recessed a minimum of five feet (5') feet of the adjoining wall line of the main living area or where features such as recessed garage doors, windows within the garage doors, and varied roof lines are incorporated into the house design to detract from a prominent garage façade.

**Each residential dwelling shall be provided with a three-foot (3') wide walkway from the front door to the public walk, unless the walkway conflicts with ADA or accessibility guidelines.**

**Each single-family dwelling shall be provided with a minimum of two (2) enclosed off-street parking spaces, except for smaller, affordable units.** Enclosed parking spaces may be either attached or detached from the main dwelling. Carports shall not be allowed. Concrete driveways shall have a minimum width of sixteen (16') feet. Where the enclosed parking spaces are detached from the dwelling, they shall be located in the rear ½ of the lot, unless architecturally compatible (as determined by the Planning Director or designee). When detached, driveway strips, including irrigation systems, shall be encouraged. The minimum length of any driveway shall be twenty (20) feet as measured from the back of sidewalk.

Single-family dwellings must incorporate articulation and massing that provides richness and scale. Long interrupted exterior wall should be avoided on all structures. Elements that provide texture, relief, and design accents should be employed to create an interesting blend of landscaping, structure and streetscape. Such elements include:

- Articulation of walls.
- Pitched roofs, balconies, dormers, and other projections.

- Trim or other treatment (recessed, door, windows, other ornamentation) to garage door when facing the street.
- Roof overhangs that project long shadows on a wall.
- Tile accents, pop-outs and relief bands; recessed in building walls.
- Window and door ornamentation including multi-paned doors and windows.

### **Architectural Diversity.**

**To achieve architectural diversity throughout the Esparto community and to allow for owner-builder homes, in each new residential development project greater than 50 lots/units, the developer shall be encouraged to set aside a minimum of (10%) of the lots within the development for purchase by owner-builders.**

**In order to achieve architectural diversity within residential neighborhoods builders shall offer the following minimum range of different floor plans and building elevations:**

Number of Units	Floor Plans	Elevations
< 25 units	3 plans	9 elevations (3 per plan)
25-50 units	4 plans	12 elevations (3 per plan)
51-75 units	5 plans	15 elevations (3 per plan)
75-100 units	6 plans	18 elevations (3 per plan)

**An important goal for new single-family residential subdivisions is to provide visual variety along residential streets and to discourage neighborhoods in which identical homes march down long, uninterrupted streets with no variation in the placement of buildings or the appearance of the street.** The following elements help to promote variety in the design of single family residential subdivisions:

- A mixture of one-story and two-story single-family dwellings throughout the development at a ratio of 3 to 2 (60%).
- Varied street (front) yard and side yard setbacks. Side yard setbacks should provide an average of 10 feet between dwellings while maintaining adequate separation for fire protection, light and air.
- Zero lot line dwellings on corner lots with a dwelling facing each intersecting street.
- Variability in the orientation of lots and lot widths.
- The front (street) yard setback is 10 feet for the house (where a planter strip is provided between the sidewalk and the street) and 20 feet for the garage. If no planter strip, the setback shall be twenty feet for all structures

- Zero lot line using single driveway to garages.
- Rear wall lines with at least two wall lines.

## **Garages**

New residential neighborhoods should design new driveways and parking areas to minimize their visual impact. These design features should include:

- Garages should not dominate the streetscape.
- Minimizing garages may be achieved by locating it to the rear of the building lot, or along an alley.
- Detached garages are encouraged.
- If a garage must be accessed from the street, set it back behind the primary building such that parking will not be extended beyond the front plan of the primary building.

In all subdivision garages in single-family residential neighborhoods should be subordinate to the main living area and not dominate the streetscape. Garage doors should appear to be set into the walls rather than flush with the exterior.

**Techniques to help de-emphasize the garage and driveway include:**

- Place the garage at the rear of the lot, attached or detached from the main dwelling.
- Recessing the garage so that the living area projects closer to the street.
- Recessing the garage doors.
- A walkway shall be provided between the sidewalk and front door to emphasize the entrance to the dwelling, especially when the garage faces the street even with the main living area, except when design of the walkway conflicts with ADA or accessibility requirements or with affordable units.
- Projecting the second story out over the garage.
- Tandem garages in which vehicles are parked one in front of the other.



Examples of garage located in the rear of lot



**Cottage Style**



**Colonial Style**

Ranch Style



Mediterranean /  
Spanish Style

Craftsman Style





## Multifamily Residential

### Objectives

Esparto wishes to retain its rural ambience therefore prefers to have smaller apartment complexes.

Multi-family units should be clustered on a site to provide usable open space and convenient access to adjoining parking areas and the street. The design of useable open space should take advantage of solar and wind directions and should be sheltered from highway noise.

Common open space nearby each unit should be accessible.

Esparto has prided itself on its diversity of neighborhoods. Apartments for senior residents should be incorporated into each multi-family project.

### Guidelines

**Multifamily residential developments shall incorporate the following elements:**

- **Sufficient outdoor privacy for each unit such as patios, decks, and balconies.**
- **Covered off street parking.**
- **Parking sited off the primary access street and screened with landscaping.**
- **Parking shall not be at the front door of any unit.**
- **Building mass broken into smaller units, including one story elements.**
- **Pitched and varied roof lines.**
- **Functional and accessible interior site open space.**
- **Recreation areas for children, including teenagers.**
- **Attractive landscaping including larger trees**
- **Easily identified and sheltered entrances to units.**
- **Energy efficient design that takes advantage of opportunities for passive solar heating and other energy saving features.**
- **Solar design should be incorporated into all multifamily homes.**



1. Multifamily units should be clustered on a site to provide useable open space and convenient access to adjoining parking areas and the street.

2. The design of useable open space should take advantage of solar access and should be sheltered from the noise and traffic of adjacent streets or other incompatible uses.

3. Common area open space should be conveniently located to serve the majority of the units.

- 4.** Private open space should be contiguous to the units they serve and screened from public view.
- 5.** Children areas should be visible from the units they serve.
- 6.** Trash receptacles must be constructed to County Standards and fully enclosed with durable materials that are architecturally compatible with the design of the buildings. Enclosures must be landscaped and screened whenever possible. Trash enclosures should be conveniently located for collection and maintenance.
- 7.** Separate pedestrian walkways should be provided to connect parking lots with the buildings they serve.
- 8.** To help integrate multi-family development into a residential neighborhood and provide variety, the following design techniques should be used:
  - Varying the front yard setback within the same structure.
  - Staggering and jogged unit plans.
  - Use of reverse building plans to provide variety.
  - No more than two adjacent units with the same wall and roof lines.
  - Variety of building orientations.
- 9.** Project entries should provide a clear open view of the project so that visitors can quickly orient themselves with project directories and signage. Colored, textured paving treatment at entry drives helps distinguish the project entrance from the street.
- 10.** Parking lots should be broken into smaller units to avoid large expanses of uninterrupted asphalt. Within the parking lot, landscaping should be provided in accordance with the County's landscaping standards.
- 11.** Multifamily residential buildings should be broken down into smaller components that resemble individual single-family dwellings. Design elements should be incorporated to add visual interest and to avoid a box-like appearance.
- 12.** Elements such as balconies, porches, arcades, dormers, and cross cables should be considered. Hipped or gable roofs are preferred to mansard-type roofs.
- 13.** Mechanical equipment, whether roof mounted or on the ground, should be adequately screened from view.
- 14.** Solar Panels should be integrated into the design of the roof and flush with the roof slope. Frames should be colored to match the roof color. Natural aluminum finish is discouraged. All mechanical equipment should be enclosed and completely screened from view.
- 15.** All antennas should be placed in attics or building interiors. Units should be pre-wired for cable TV. Satellite dish antennas are prohibited on roofs and should be integrated in the site design for a project.

**16. Carports, detached garages and accessory structures should be designed as an integral part of the architecture of the project, with similar materials, colors and details as the residences.**



**Desirable**



**Undesirable**

**17. Townhouse dwellings with one wall connected are desirable. Play areas shall be incorporated into all multi-family developments.**



**18. Multi-family developments shall discourage the following features:**

- Flat roofs
- Shallow/small overhangs
- Long blocks of undifferentiated units
- Large single buildings
- Little or poor sited open space
- Monotonous color schemes or lack of variation in color tones
- Absences of architectural distinctiveness
- Highly visible off street parking or inadequate off street parking.

- 19.** All areas not covered by structures, drives, parking, or other hardscape shall have abundant landscape.
- 20.** Project entries should provide an open view of the project so that visitors can easily orient themselves to the project.
- 21.** Parking lots should be broken into smaller units to avoid large expanses of uninterrupted asphalt. Within the parking lot, landscaping and trees should be provided.
- 22.** Multi-family complex should be designed to provide maximum security.
- 23.** Parking areas shall be well lighted.
- 24.** Full height walls and fences should be used sparingly and only where privacy is of greater concern than security.
- 25.** Mechanical equipment whether on roof or ground should be adequately screened from view.
- 26.** Long monotonous balconies serving several units shall be avoided.

## Downtown Commercial / Main Street

To protect and replicate the historic “Main Street” character, new commercial development in the downtown shall reflect the form, spacing, height, and materials of nearby historic structures, and should incorporate the following objectives:

**Objective 1:** New buildings should be built to the street and side property lines, with no required yards.

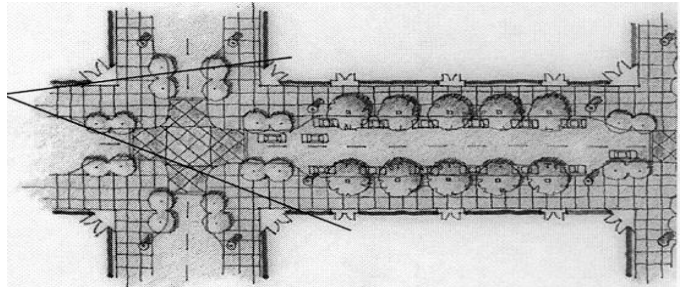
**Objective 2:** New buildings should be two stories.

**Objective 3:** Off-street parking shall be prohibited in the areas generally bounded by Grafton Street, Woodland Avenue and the parcels fronting Yolo Avenue unless located in behind the buildings and not accessed by a driveway from the principal commercial street.



As the town revitalizes, the first floor of commercial buildings in the downtown should be reserved for retail, restaurants, and offices with higher visitor use. Other types of commercial, office and retail businesses, including residences should be allowed on the upper floors.

Commercial Development in the Downtown of Esparto should be an active place with complementary uses.



In general, the street should be active with commercial uses that invite pedestrian activity. Retail, service businesses and dining establishments in particular are appropriate uses. Upper floors should include offices and residential uses. Overall **density of the downtown should be intensified by constructing upper floor additions to existing structures and developing new buildings of primarily two or three stories.**



**New development should be sited and designed to encourage human activity on the main street. Outdoor dining indoor/outdoor commercial/retail space, balconies, public plazas and outdoor seating are particularly encouraged on lots located on main street.**

While the diversity of individual design solutions is encouraged, an overall sense of visual continuity with the existing architecture should be reinforced through similar relationships to the street and a general compatibility of scale and materials of the existing town of Esparto.

Buildings within the commercial core area should exhibit the basic features of Esparto's traditional structures. Buildings should align at the sidewalk edge, define the pedestrian zone and provide a sense of scale and visual interest. This pattern of development must be strengthened in order to enhance the vibrancy of the Downtown Commercial Area.

**In addition to the architectural design of traditional structures in Esparto, new construction in the downtown area should have the following common design features.**

- Display windows at sidewalk level.
- High quality construction and materials
- Awnings, overhangs and shaded areas over sidewalks at sidewalk level
- Accentuated/Recessed entries
- Pedestrian oriented signs/clearly delineated
- A storefront with transparent display windows or display cases
- Outdoor dining areas
- Public displays
- Canopies, Awnings, and Trellises
- Landscaping, shade trees and benches

Design in the Downtown Commercial areas should provide interest at the street level to enhance pedestrian use. Structures in the Downtown area shall develop the ground floor level of buildings to encourage pedestrian **activity, which shall incorporate pedestrian elements such as:**

- All parking in the Downtown shall not be located so that it interrupts the storefront continuity along the sidewalk.
- Bike parking should be incorporated into new construction.
- New trash and recycling receptacles, benches, and flower plants throughout the downtown area shall be installed with new development.
- 



- All street furniture should be durable and affordable. Wrought iron, metal, wood and colored concrete street furniture is encouraged.
- Accent lighting should be used to accent building details such as tower elements, ornamental windows, and tile or to accent landscaping.
- Streetlights in the downtown area should incorporate banners and hanging flowers to help add color and signify the downtown area.

## Sidewalks

Sidewalk widths throughout the Main Street area are less than ideal, and connected sidewalks will allow for more pedestrian circulation and activity. Within Main Street retail areas, proposed developments shall be required to construct street improvements fronting the property to ensure connectivity to abutting sidewalks.

The Main Street sidewalk width should be a minimum of 12-foot sidewalks, however, 16-foot sidewalks are preferred, where appropriate.

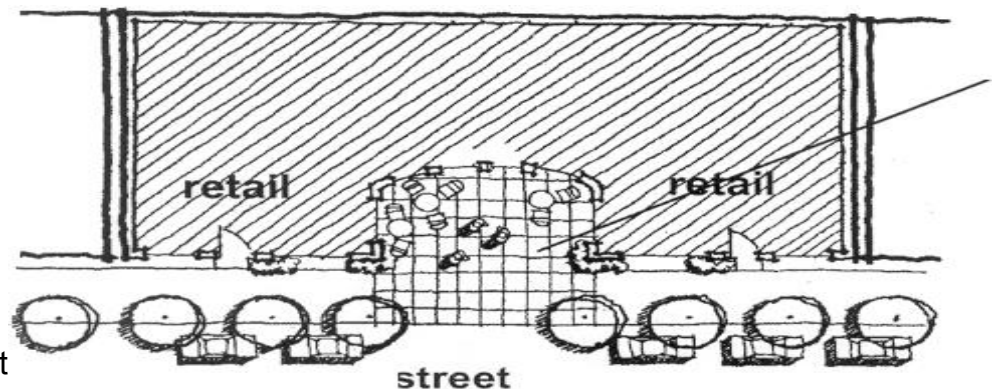
Developments should have internal drives and walkways adjacent to buildings designed with the basic elements of good pedestrian-oriented shopping street: buildings oriented close to walkways, landscaping, pedestrian-scale lighting, walkways of sufficient width to encourage social interactions without impeding pedestrian movement, and other similar enhancements.

Sidewalks are the principal place of pedestrian movement and casual social interaction.

Designs and uses should complement this function.

Consider setting portions of the building back to create spaces at street level for

pedestrian-oriented activities. Take the "indoors' outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity.



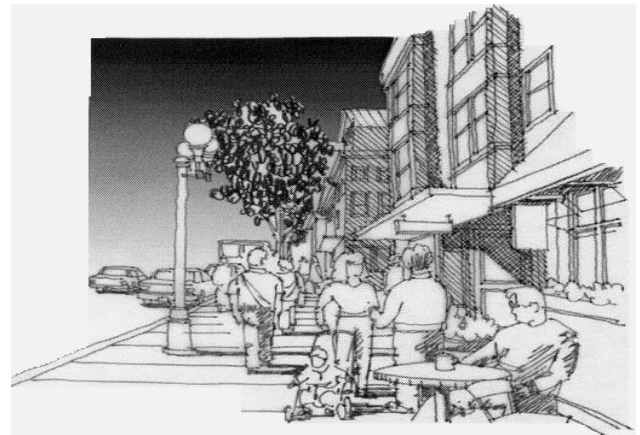
Design for uses that are accessible to the general public, generate walk- in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple



entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.

Sidewalks with special paving treatments (such as pavers or stamped, colored concrete) add a unique design element to the streetscape and can enhance the walking experience for pedestrians.

It is important to design special paving so that it retains its integrity over time. This reinforces existing retail concentrations.

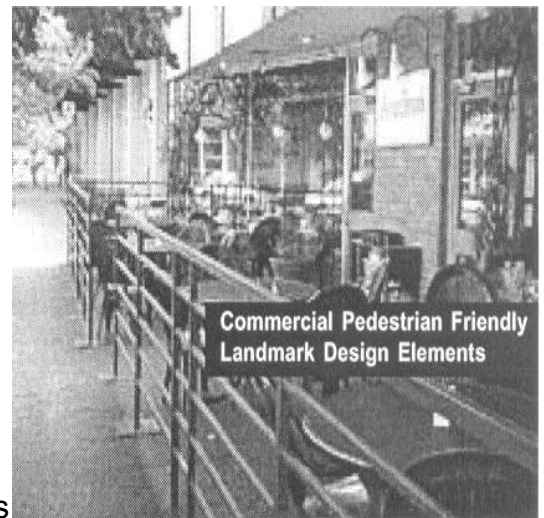


**The following elements in the adjacent public realm and in open spaces around the building:**

- unique hardscape treatments and pedestrian-scale sidewalk lighting - accent paving (especially at corners, entries and passageways)
- creative landscape treatments (plantings ,planters, trellises, arbors)
- seating, gathering spaces
- water features, inclusion of art elements
- Building/Site Corners. Building corners are places of convergence.

**The following considerations help reinforce site and building corners:**

- provide meaningful setbacks/open space, if feasible
- provide seating as gathering spaces
- incorporate street/*special paving* pedestrian amenities in these spaces
- make these spaces safe (good visibility)
- iconic corner identifiers to create way finders that draw people to the site.



Design for uses that are accessible to the general public:

- open during established shopping hours,
- generate walk-in pedestrian clientele,
- contribute to a high level of pedestrian activity,
- consider configuring retail space to attract tenants with products or services that will 'spill-out' onto the sidewalk (up to six feet where sidewalk is sufficiently wide).

Open spaces such as plazas, courtyards and outdoor areas adjacent to sidewalks should be an integral part of the social life of Esparto. They promote civic gathering, or they can provide a quiet refuge from the urban environment.

The location, size, and design of an open space must be carefully considered in relation to its surroundings. Integrating open spaces that provide amenities for residents, workers and visitors is an important part of the neighborhood plan's urban village strategy.

Mixed-use developments are encouraged to provide useable open space adjacent to retail space, such as an outdoor cafe or restaurant seating, or a plaza with seating.

- Locate plazas intended for public use at/or near street grade to promote physical and visual connection to the street; on-site plazas may serve as a well-defined transition from the street. Take views and sun exposure into account as well.
- Define and contain outdoor spaces through a combination of building and landscape, and discourage oversized spaces that lack containment.
- The space should be well-buffered from moving cars so that users can best enjoy the space.

Open spaces can feature art work, street furniture, and landscaping that invite customers or enhance the building's setting.

Examples of desirable features to include:

- attractive pavers;
- pedestrian-scaled site lighting;
- retail spaces designed for uses that will;
- comfortably "spill out" and enliven the open space;
- areas for vendors in commercial areas; e. landscaping that enhances the space and architecture;
- pedestrian-scaled signage that identifies uses and shops; and
- site furniture, art work, or amenities such as fountains, seating, and kiosks.

## Renovated and/or new Commercial

Renovated and new commercial and commercial centers should be designed to reinforce planning and design objectives for the surrounding district and neighborhood. This could include creation of gateways, open spaces, providing an interconnected system of pedestrian ways, or other design features.

- Renovated and new commercial buildings and centers should be planned and design so that the siting and shape of buildings contribute to the district's identity and urban design concepts. This could include orientation of buildings, composition of roof forms, and architectural treatments.
- The frontage of primary commercial roadways and connecting side streets should be enhanced by the design of commercial buildings and centers. They should improve streetscape, building edge and land use continuity.
- Building and parking setbacks should be designed as an extension of the urban design concept for the district and neighborhood. This includes the depth, edge treatment, pedestrian facility and landscaping of setback areas.
- Renovated and new projects should support urban design concepts with open spaces that create gateways, act as collectors for pedestrian systems, or provide a social focal point for a project and the surrounding district.
- Renovated and new commercial buildings and centers should have signage and graphic identity concepts that support both project and district planning and economic objectives.
- Buildings should be sited and designed to reinforce the pedestrian experience.
- Building edges should be transparent and provide a visually interesting shopping experience at a pedestrian's pace.
- Building setbacks should contribute to overall streetscape concepts for the district. The setbacks should be sized to support the size and spacing of trees and visual continuity of the district.



- When necessary, setbacks should provide for landscape screening of parking and loading areas. This could include trees, shrubs, trellis, and/or berms.

New and renovated commercial projects should enhance the connections to shopping streets. They should provide streetscape, side-walks, building setback and storefront design that link residential streets to main commercial and transit streets. Residents should be able to walk a direct route from their homes to commercial center stores without traversing parking lots.

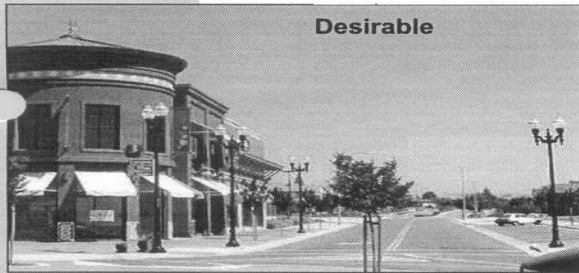
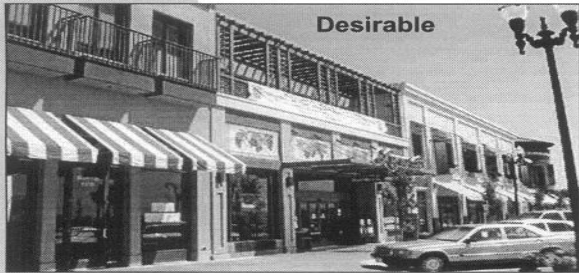
- New and renovated commercial projects should provide a landscape plan that supports the design and pedestrian access objectives for contiguous residential streets.



- New projects should acknowledge the scale and proximity of adjacent residential neighborhoods by stepping down in height, increasing setbacks, and providing a more friendly building orientation.
- Placing loading and service areas adjacent to residential areas is discouraged. Site circulation and placement of loading areas should be incorporated into the project so that it is screened and held back from residential areas.
- Where screening walls are required, they shall be designed as a natural extension of the architectural and landscaping concepts for the project.

**Commercial frontage portions of mixed-use projects should utilize**

**materials and colors that support retailing and image objectives for shopping environments.**



- Portions of mixed-use projects with residential frontage should use colors and materials that enhance the project's architectural concepts and are compatible with adjacent residential streets.
- Architecture within each mixed-use project should use a palette of materials that convey an image of quality and durability. Certain materials have an inherently inexpensive, insubstantial or garish quality. These materials should not be used in new construction or renovation. Examples include:

**Roofs:** glazed or painted tiles, highly reflective metal or sheet materials, fake shingles made from metal or plastic materials.

**Walls:** vinyl, metal, plywood, T-111 siding, masonite or other sheet materials.

Wood or hardboard siding, if used, should be shiplap or board-and-batten.

Shiplap should be installed so there are no visible joints. Board-and-batten should be installed so there are no visible joints in the underlying "board" material.

Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as block or stone.

**Service and loading dock areas** in village centers should be placed in locations that are not visually prominent and screened from view.

**Building edges** should contribute to a safe, comfortable and interesting pedestrian shopping experience. At least 8' of unobstructed sidewalk should be provided along storefront edges.

- Display windows should comprise at least 33% of the width of the facade that faces a public street. When large blank walls are unavoidable, they shall be articulated with 3-dimensional elements, such as planters, and soften with vines and shrubs.

- New and renovated commercial buildings and centers should have a clearly understood system of connected storefronts and entries. Sidewalks, streetscaping and building edges should be designed in a coordinated fashion.
- Building edges and storefronts should be design to reflect both auto-oriented and pedestrian-oriented merchandising needs of the tenants and district. Pedestrian comfort should not be sacrificed by an auto-oriented design approach.
- Corner and mid-block pad buildings should be oriented towards the street. Drive-thru windows and parking should not isolate the building from the sidewalk or connecting walkways.

## Architecture for Commercial and Downtown Development

1. Desirable design elements and qualities that should be incorporated into new commercial development include:

- Variety of surface texture,
- Wall articulation and relief [awnings, trellises etc.],
- Large windows at street level for commercial buildings that provide display areas and allow shoppers to see inside the store,
- Roof overhangs proportional to the scale of the adjoining building wall or arcades,
- Regular rhythm of windows,
- Significant landscaping that complements the building,
- A comprehensive sign program that is incorporated into the design of the project,
- Detailing such as tile accents, pop-outs or window trim.

**2. Larger buildings that convey a box-like structure appearance are generally unattractive and not compatible with the rural design of the Esparto community. The following design techniques should be employed to help reduce the box-like appearance of large scale, bulky buildings:**

- Vary the plane of the exterior walls in depth (recessed or projected) or direction,
- Vary the height of the building so that the mass is broken into smaller district massing elements,
- Varying the roof line to break up the apparent mass of the building.
- Provide articulation to the various components of a building's façade through the use of color, the arrangements of façade elements and other architectural features to provide visual interest,
- Incorporate landscaping and architectural detailing at ground level to lessen the bulk of the building,
- Avoid long blank walls at the ground floor level. Windows, trellis, wall articulation, arches, changes in material and other features help provide visual interest.

## **Commercial Development**

Esparto should be a vital, active place with a mix of complementary commercial uses. The goal for Esparto is to revitalize the commercial uses to facilitate pedestrian activity. Retail, service businesses and dining establishments are particularly appropriate for this use.

Height, massing and scale should reflect the existing town, and should be not greater in height than existing downtown buildings in the Esparto community.

**All commercial sites, especially in the downtown areas, buildings shall be located near the street perimeter. Such siting reinforces the streetscape and helps to provide additional screening for large parking areas. Decorative sidewalks, paving, street furniture, traditional street lighting, and landscaping is encouraged in the downtown areas.**

**Buildings in the downtown commercial area should exhibit similar features as the traditional “Main Street” in new, innovative ways. Storefront buildings should have the following features:**

- Display windows at the sidewalk edge
- High quality construction and materials
- Awnings shading features and storefront level
- Accentuated/Recessed entries
- Pedestrian oriented signs/clearly delineated

**Buildings in the downtown area shall align with the sidewalks edge, define the pedestrian zone and provide a sense of scale and visual interest for the pedestrian. This pattern of development is essential to enhance the vibrancy of the downtown area.**

**All development in the downtown area shall provide interest at the street level to enhance the pedestrian experience.**

- Buildings along the downtown area shall have a zero front setback.
- Primary building facades should be parallel to the front property line except where significant vistas, plazas, or courtyards are provided.
- Outdoor spaces that result in unusable space between buildings shall be prohibited.



**Ground floor levels of buildings shall incorporate the following design features:**

- Display windows and cases
- Outdoor dining areas
- Public displays of art
- Canopies/Awnings and Trellises
- Landscaping, shade trees and benches

**Existing mature trees shall be incorporated into the design of the project to the maximum extent feasible. Any removal of existing trees shall be brought to ECAC.**



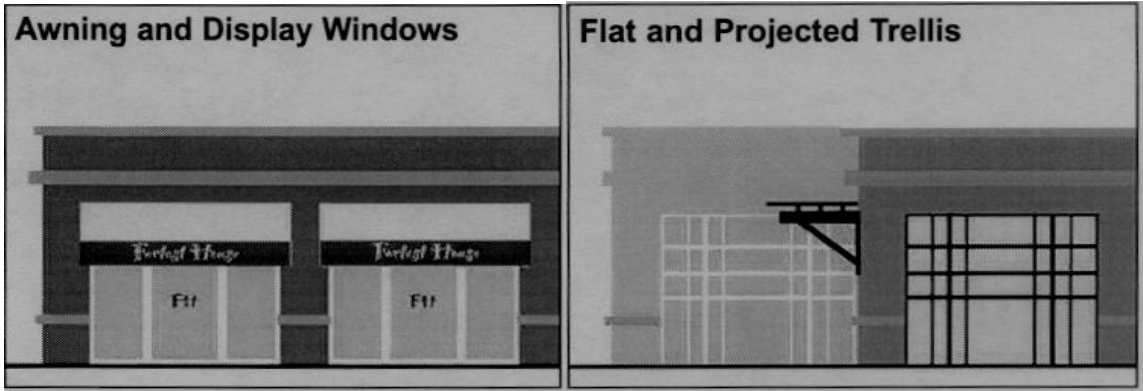
**Lack of trees is undesirable.**

**Implementation of a streetscape plan for principal pedestrian and gateway streets that includes coordinated street trees, directional signage, furniture, lighting and improved pedestrian street crossings are desired.**

- New commercial buildings shall be set back a minimum of 20 feet from adjoining residential neighborhoods.
- Lights shall be hooded, and located and designed to not shine offsite.
- Rooftop mechanical and service equipment shall be screened using fencing, landscaping, walls, or a combination thereof.

- Buildings should be oriented so that the entrances are clearly identifiable and directly accessible from a sidewalk. Buildings should be accessible for pedestrians and public transit users, not just people driving private automobiles.
- Buildings shall be oriented to allow for the use of common driveways, especially along arterial streets, where a reduction in the number of curb openings will enhance the streetscape and promote traffic safety.
- Service areas (loading, docks, refuse collection areas and similar facilities) which could be sources of odor, noise, and smoke, or could be visually objectionable, should not be located in highly traveled areas.
- Sidewalks and plazas shall be made comfortable for use by pedestrians through the use of landscaping, overhangs, and canopies in order to provide shade and non-heat absorbing materials.
- Where the development is located on an established bus route, bus turnouts and shelters should be incorporated in the site design.
- Site Planning for commercial development should emphasize a strong relationship to the adjoining street, between the buildings and transit stops and between the building sites. Pedestrian access should be separate from vehicular access, where feasible, and emphasized with textured paving, landscaping and lighting.
- Whenever possible, new commercial buildings should be arranged on a site to create outdoor “rooms” or “courtyards”. When this type of arrangement is not practical, buildings on a site should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of an arcade, trellis or other open structure.

**In commercial areas where in-fill development is contemplated and the pattern of existing development has resulted in a majority of buildings constructed at the back of the adjoining sidewalk, new development should continue this pattern. In such cases, parking should be placed behind the building so that there are no spaces or vehicular access points parallel to the sidewalk located between the sidewalk and the front building face.**



In general, commercial buildings on a site should be oriented with the main entrance toward the adjoining street. Exceptions may include commercial or office space that are oriented around the parking or shared open space. The design of these projects should also consider the appearance from the streets. In such cases, the building should have its major façade parallel to the street.

Shopping centers shall have covered walks, seating areas and other features to help create a pleasing pedestrian experience.

Opportunities for public use should be incorporated into the design of public spaces.



Drive-thru facilities (for banks, fast-food restaurants, etc.) must not face a public street. Stacking areas for vehicles shall be screened from view and be designed as an integral component of the on-site circulation system.

Conformable and attractive street furniture that is accessible to the physically disabled should be provided in public spaces for public enjoyment and comfort. Street furniture may include seating and tables, drinking fountains, trash receptacle, information kiosks, and directories.

## Parking

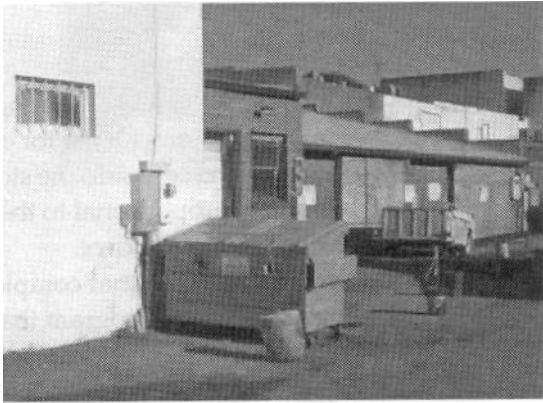
Parking should be screened and visually subordinate to the development. Parking lots should not overwhelm the appearance of the site, or views from the site and should incorporate landscaping for all areas not used for vehicle storage, access or circulation. Plants, berms and low walls, or a combination of these features should be used to help screen parking from adjoining streets.

**Parking lots shall be landscaped both on the interior and around the perimeter. In general, a planter should be provided at intervals sufficient to achieve an overall canopy of trees and should generally have minimum dimensions of six feet by eight feet. However, there should be flexibility to this requirement to reflect site constraints, especially on smaller parcels.**

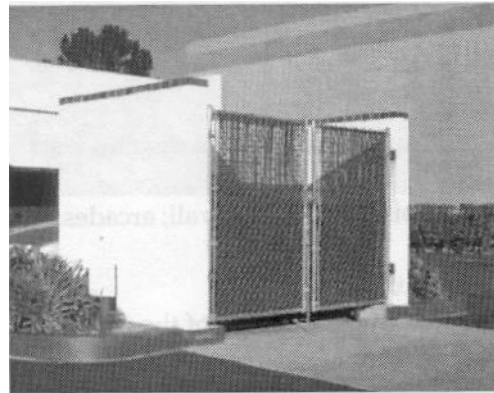
- All parking lots shall provide landscaping and shall be setback a minimum of 10 feet from the street. The setback area shall be landscaped to screen parked vehicles from public view.
- Landscaping shall be interspersed throughout a parking lot to soften the appearance of the paved area.
- Common driveways that provide access to more than one commercial sites are encouraged and shall be utilized whenever possible.
- Parking lot access points should be located as far as possible from the intersection so that adequate on-street stacking is provided. The number of driveways serving a site should be limited to the minimum number necessary for adequate circulation.
- The use of landscaping and accent paving can help define the beauty of a project entrance as viewed from the street. The vehicular entrance to a project should be clearly defined and provide adequate site distance for vehicles and pedestrians
- When commercial building sites are developed in phases, vacant building pads shall be landscaped with hydro-seed, sod, or other suitable plant materials.
- Existing mature trees shall be incorporated into the design of the project to the maximum extent feasible.

## Trash and Dock Sites

Loading from view and where noise, odors and other potential nuisance impacts to surrounding properties may be minimized. Access to loading and storage areas should be incorporated into the circulation plan for the site and should provide separation from pedestrian and auto circulation.



Undesirable



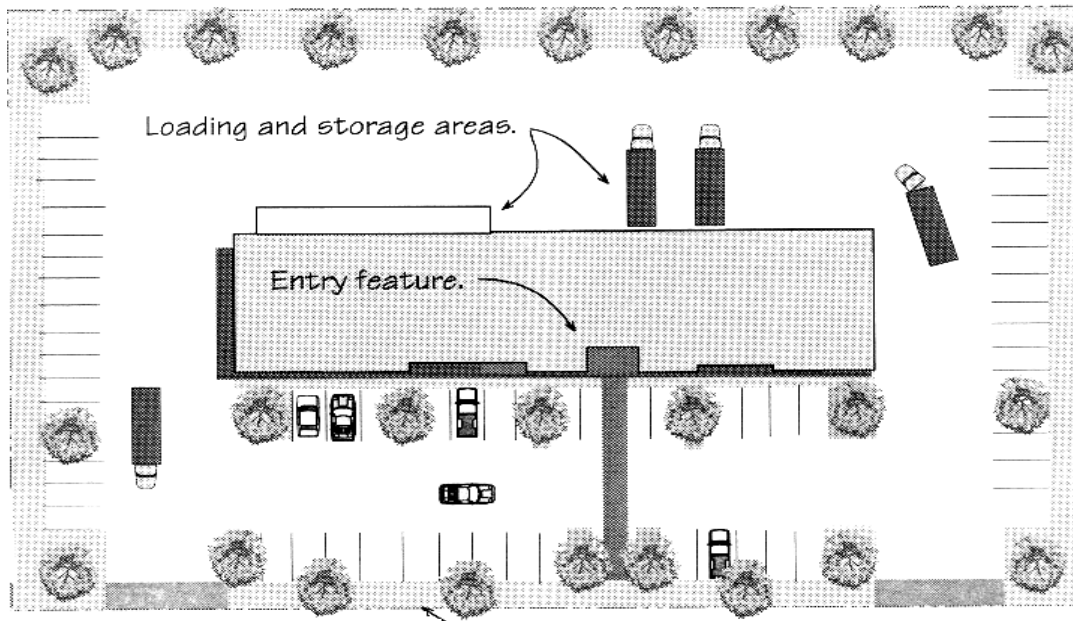
Desirable

**Trash areas shall be screened and located away from adjoining residential neighbors.**

## Industrial Design

Site Planning for industrial development should address the following principles as shown below:

- Controlled and shared site access whenever feasible.
- Service and loading areas located at the rear or side of the building and screened from public view.
- Safe and convenient vehicular access in which truck access is separated from visitor/employee parking uses.
- Emphasis on the main entrance to the building with designated pedestrian access to the main entrance of the building.
- Landscaping within the parking lot areas and in areas visible from the public right-of-way. Berms shall be constructed along the public right of ways to provide visual relief from the street.
- Signage, landscape and building framing a business entry and primary street.



1. Building setbacks should be proportionate to the scale of the buildings. Larger structures should be set back further on the lot to provide balance with open space and so that buildings do not impose upon neighboring properties. Large expanses of parking areas shall be avoided.

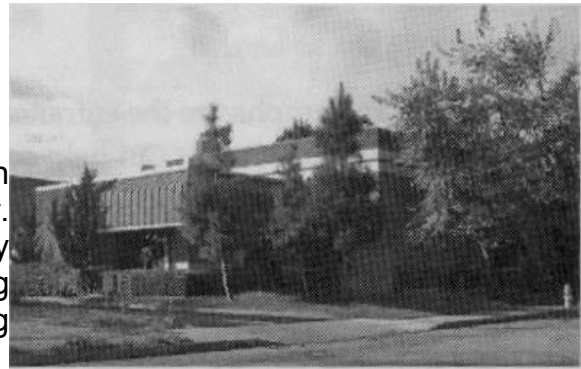
2. Access to new light industrial development fronting on Highway 16, shall make use of common driveways to the extent feasible. Views from Highway 16 and adjoining land uses shall be considered when siting industrial buildings.

3. Access to industrial projects shall be through established truck routes, and other major roads and not through residential areas.

4. The storage and delivery of hazardous materials shall be consistent with the requirements of the Esparto Fire District and Yolo County.



5. The visual presence of parking and loading areas should be de-emphasized in planning and design. Examples include, tree selection, lighting, furniture, signage, decorative walls, arbors, pylons, trellises, and other design elements as follows:



6. Streetscapes should reinforce urban design concepts for the business center. This includes creation of gateway elements, defining focal points, framing views and edges, and highlighting architectural features.

7. Parking should be to the rear or side of buildings to allow them to front on public streets.

8. Loading areas should be located to rear or inside side yards.

9. For corner parcels, parking should be from primary streets and service areas from secondary streets.

10. Landscaping should contribute to the “sense of place”. It should enhance the definition and distinctiveness of courtyards and other public places.



## Signs and Signage



The standards and guidelines set forth in this section shall apply to properties within the Community Commercial (C-2) and General Commercial (C-3) Zones in Esparto.

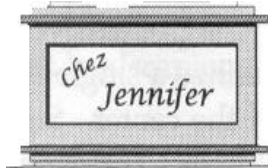
All proposed signs consistent with the guidelines stated herein shall require approval of a building permit.

Signs not consistent with the guidelines stated herein, shall be subject to approval by the Planning and Public Works Director.

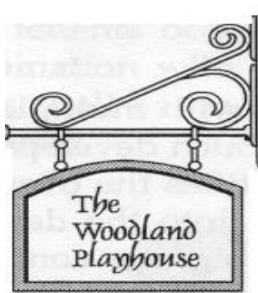


**Non-conforming signs within the Community Commercial (C-2) and General Commercial (C-3) are encouraged to comply with these sign provisions.**

New buildings in the Esparto Downtown should be designed with consideration for the incorporation of signage and lighting.



New buildings and additions must be designed to allow for signs appropriate in scale and location to the use and the neighborhood. Signs shall be architecturally integrated with their surroundings in terms of size, shape color texture, and lighting so that they are complementary to the overall design of the building.



Signs shall be designed with the purpose of promoting retail and street activity while enhancing the pedestrian experience.

Design elements such as window patterns (vertical and horizontal rectangles, arches, squares, etc.) will help determine the sign shape that will suit the building.

Signs that encroach or project over the public right-of-way shall be subject to approval of an encroachment permit.

Exterior building lighting should be used to accentuate the building design and the overall ambiance of the Downtown with emphasis on the following features:

- Highlight architectural details and features with lighting integrated into the building design.
- Façade lighting should provide for a sense of vibrancy and safety without resulting in excessive light and glare.
- The innovative use of lighting is encouraged.
- Energy conservation and efficiency should be considered.



## Placement

The architecture of the building often identifies specific locations for signs, and these locations should be used.

- The size of signs shall be in proportion to the size of their location
- Repetitious signage information on the same building frontage should be avoided, regardless of the sign area square frontage allowed in the zoning code.
- To minimize irreversible damage to masonry, all mounting and supports should be inserted into mortar joints and not into the face of the masonry. This technique does not damage the surface and allows for easy removal.
- Signs that are replaced on stucco exteriors can result in unattractive “patched areas”. These potential maintenance problems shall be addressed during the approval process for the sign replacement.

**All signage shall be compatible with the building and site** relative to colors, materials and placement, and shall respect established architectural and/or historical character desired by Esparto.

All signs are to constructed of **high quality materials** such as stone, wood, cast concrete, tile or similar materials. Bare wood, metal or other non durable materials shall be reviewed on a case by case basis.

For commercial development with **multi tenants**, a comprehensive sign program for the entire center is required. Such development shall use a single monument style sign on each street frontage that identifies then overall name of the center.. Signs for individual tenants shall be incorporated into the design consistent with the guidelines and standards for signage in these guidelines.

**Signs shall be designed with permanent [non-changeable ] graphics** that are either back-lit or illuminated by means of a recessed light fixtures at the sign base. Back-lit sign letters fixed directly to the sign face are encouraged over cabinet signs or other type signs of lettering.

**Flashing or message board signs are not allowed.**

## Freeway Signs

- Signage at the State highway shall be compatible with the scale and character of the development it serves.
- Monument signs are preferred to identify individual businesses.
- Pole mounted signs are not acceptable such are used on freeways.

