

**GENERAL PLAN
Summary****SUMMARY**

This is a comprehensive General Plan with maps, policies, some standards, and includes a number of Urban Area, Community and Subject Plans. It contains redrafted, consolidated policies from the previous Master Plan and other policies and maps. It also has some new material.

The reconstitution and upgrading of the Yolo County General Plan began early 1982. The first step was identification of the general deficiencies of the present set of policies and maps, followed by preparation of a program to redraft the existing Plan in more concise and workable form, enhance the clarity of the text and maps, reduce the volume of material, and generally improve the Plan in any possible way. The program also called for revisions, additions, and deletions, and other changes to improve the Plan in terms of local needs, as well as to clearly meet State laws and guidelines. This Plan meets the above criteria, the Office of Planning and Research "General Plan Guidelines," and of course, State law.

Significant early effort was expended in finding all of the material that was or had the effect of, planning policy. First, all documents adopted specifically as policy were reviewed, abstracted, and temporarily stored "as found." This work revealed that the documented policy was also modified or supplemented by specific policy statements which were occasionally made by our planning authorities in findings, conditions, and directives attached to adopting (or rejecting) actions. These modifying or supplemental policy statements were used to interpret the basic adopted policies in this redrafting of the existing General (Master) Plan.

These modifying or supplemental policy statements were also critically useful in formulating the later recommendations for amendments to the existing General Plan policies and maps.

This Plan consists of a concise restatement of the existing policies of the Yolo County Master Plan and the many elements and area, community, or subject plans that make up the total body of the "General Plan" of Yolo County. Additionally, change, additions, or deletions were made.

Map amendments are also shown in several places. The maps express the written policies in the General Plan maps. Some problems arising from old mapping errors or from physical changes which changed the underlying base map features were corrected.

Report (on green edged paper). This Plan reiterates our existing Plans and improves our opportunities to mitigate or avoid environmental hazards. The Environmental Impact Report sets forth a candid appraisal of all anticipated primary and secondary adverse impacts which might occur. It also expresses the enhanced opportunities for mitigation and avoidance of environmental damage. It is not possible to expect a total avoidance or mitigation of all possible adverse impacts. A Statement of Overriding Social and Economic Considerations has been adopted by the Planning Agency for those impacts. However, despite that action, the new General Plan will have fewer or lower adverse impacts than the Plan prior to this redrafting and improvement.

The Referenced Environmental Impact Report does not contain a precise, numerical evaluation of impact or mitigation. This is because we are here dealing with a General Plan. In the future, more specific plans and administrative approvals will present specific impacts coupled to specific mitigation.

Study sessions and public hearings were held to fine tune the proposals. Notices of the studies and hearings were published and mailed notices were sent to owners of properties in areas where General Plan map designation changes were recommended.

The changes adopted with this reconstructed General Plan do several things. They express more policies for coordination of the planning function with other agencies to achieve the objectives and goals. They clarify previously confusing statements. They amplify the basic policy of centralizing and containing urban uses in urban designated areas. Conversely, the policies strengthen and put into concise words the many administrative and legislative devices which this County uses to preserve agricultural lands.

Some old policy statements which flatly committed the County to provide certain facilities or services were modified to express them in real terms, as cooperating with and encouraging the provider agencies to do so.

Other recommended policies tie the various elements and Community, Area, and Subject Plans together and make it possible to express important policies in only one or a few places, while referencing them to other parts of this Plan.

Some "new" policies are expressed which solidify, in policy form, official practices and decisions made in the past. Some of these are amortization of non-conforming uses, business licenses, and standards for landscaping and incidental office space in conjunction with industrial uses.

Farmsite and home development for farm families is addressed in terms of the Commission's and Board's most recent actions and studies. "Agricultural uses" were defined more specifically. Many of the policies clarify the generalized agricultural land policies of the earlier Master Plan or Area and Community Plans. Additionally, clarification of the bases of applying Agricultural Preserve zones is accomplished.

Some policies are recommended for deletion. For example, "removal of 'manmade' objects from the environment" was so worded that its strict application would have returned the County to its state prior to the introduction of Western (Spanish) society! Substitutes were proposed in some cases. For example, the abatement of urban uses, including billboards, is encouraged in agricultural areas.

Development Standards adoption and use are included in this Countywide plan re-expressed from the several Urban Area Plans recently adopted. New landfill area policies were added to meet a new statutory requirement.

A number of straightforward administrative instructions have been expressed in these new policies to provide faster, improved, more efficient, and generally better administration of the planning program. Fiscal requirements and procedures have been added to the written policies to

ensure that new or renewed development is accompanied by means of a workable program to pay for new costs engendered now and in the future.

A few changes to the Plan map(s) of the County were proposed. These would generally convert commercial or residential areas in rural areas to agricultural designations where they lie outside of designated urban areas. Nine and one-half square miles of area between Highway I-5 and Highway I-880 and between the Sacramento River and the Yolo By-Pass have had the "Second Stage Urban Residential" designation removed from all but a handful of parcels under and around the Interstate 5 ramp and bridge. They are now designated only "A," "Agriculture." A couple of others would slide compatible designations under some old non-conforming zones which match long-standing use patterns. A few would clarify boundaries of Plan designated areas in East Yolo where the Kegle Avenue Extension (Jefferson Boulevard) disrupted the old base map patterns. Finally, a change from industrial designations to "agriculture only" below Bevan Road in Southport was recommended.

Mitigation of adverse environmental impacts is required by these policies, as an exercise of police power, to make clear a long-standing normal procedure. Also, the practice of making appropriate, legally required findings, is now expressed as written policy.

This Yolo County General Plan integrates or amends and supercedes the following plans:

- Supercedes the Land Use and Circulation Elements of the Yolo County Master Plan, 1956, as amended (and amends parts of the map of Land Use).
- Supercedes the Noise Element, 1977
- Supercedes the Open Space Element, 1972
- Supercedes the Safety Element, 1972
- Integrates the Housing Element, 1982
- Integrates the County Emergency Plan, 1972
- Integrates the Fire Prevention Programs for Wildlands Area, 1980
- Supercedes the Conservation Element, 1973
- Integrates the Sacramento Area Transportation Study, 1980
- Integrates the Regional Transportation Plan, 1981, and Annual Updates
- Integrates the State Implementation Plan for Attaining and Maintaining National Ambient Air Quality Standards, 1973
- Supercedes the Safety Element, 1974
- Supercedes the Scenic Highways Element, 1974
- Integrates the Energy Plan, 1982
- Integrates the Cultural Element, 1980
- Integrates the Yolo County Airport Comprehensive Land Use Plan, 1980
- Integrates the East Yolo People's Element, 1976
- Integrates locally effective parts of the Delta Plan
- Integrates the following Community Area Plans:
 - Capay Valley, 1982
 - Clarksburg and Clarksburg Area, 1982
 - Dunnigan, 1981
 - East Yolo, 1976
 - Esparto, 1981
 - Knights Landing, 1974 (and amends a part of the map)

- Madison, 1974 (and amends a part of the map)
Southport, 1982
- Integrates the following Urban Area Plans:
 - Woodland
 - Davis
 - Winters

GENERAL PLAN

Introduction

INTRODUCTION

The County General Plan is a written and mapped document embodying locally derived policies to resolve perceived issues in terms of State and County law.

Peace, beauty, safety, and efficiency are generally sought as the result of adjusting and synchronizing, through local government, the aggregate result of many individual citizens and groups building and rebuilding the environment. Social and economic outcomes are often sought as a secondary effect of these physical changes.

Retarding decay and amplifying the forces that generate the kind of environment sought are basic objectives. Security of investments and physical security of self and family is also sought.

Counterbalancing these issues, in most cases, is the desire to minimize government interference with individual, private choices, and, of course, the chronic shortage of money or other resources to accomplish the resolution of the issues.

Thus, this General Plan organizes our perceptions of present and future problems, outlines how we plan to deal with them, and prescribes some procedures to move toward their resolution.

Issues change constantly, both in the minds of the public and its planning agents. Some are resolved and others drop to lower significance as more critical issues arise. Thus, there has developed the accumulated mass of documents, maps, reports, and minutes of studies and hearings over the past 25 years. Some were resolved, some became relatively less important, some were reiterated in slightly different ways; and new, critical issues were added, along with sometimes elaborate policies and administrative processes to achieve their goals.

From time to time, therefore, it is necessary to "clean house" and restructure the General Plan. Changes are allowed three times each year and annual reports are required. However, most communities and counties do not do major revisions at less than five or ten year intervals. Dropping resolved issues and the policies that went with them, reorganizing the plans to be more efficiently used, and verifying that the Plan coincides with present basic requirements are all part of this redrafting process.

The first stage of this Plan was designed to express the currently effective Plan, without significant change, but with improvements, adjustments, and verifications. This, by itself, would be exempt from environmental reporting as it only restates the existing Plan. The second stage of this work, however, introduced significant amendments to the Plan. The combined stages are therefore accompanied by a Referenced Environmental Impact Report, even though nearly all of the changes are designed to enhance the environment directly or to provide the Planning Agency

with the appropriate tools to protect and enhance the built, the grown, and the natural environment.

This General Plan sets forth the basic policies and requires the separate adoption of standards, guidelines, and regulations to provide for appropriate administration of the Plan, the achievement of its goals, and the resolution of its issues. Many standards are presently used, some additional standards are added, and some must be expanded.

The General Plan map of the County is an official part of this Plan and is accompanied by more detailed maps of the several Community Area Plans, City Urban Area Plans, and small rural area detail maps. These maps set forth the distribution and extend of land uses designated in this Plan. A uniform design is used for the covers of all documents which comprise the General Plan in its several parts.

The operation of this Plan will continue, and should enhance, the ability of local government to analyze local conditions and to respond to problems or opportunities to guide development toward the achievement of local, regional, and state goals and policies. Operation of this Plan also will serve to provide citizens with information about the County and their role in participating in the planning decision-making process here.

Coordination opportunities among various government agencies and public interest groups are improved and the bases of future planning efforts are founded in this General Plan.

This Plan is the legal expression of the best possible abstraction of local public needs and wishes for a better physical and natural community environment, at least cost, and with minimal interference with individual freedoms. This Plan recognizes statewide goals and policies and provides the means to assist in achieving those goals at the local level. The Plan will be implemented with improved management and techniques sharpened by a growing history of documented implementation and political and legal interpretation.

**GENERAL PLAN
Issues****ISSUES**

Yolo County encompasses both rural and urban areas. Thus the General Plan addresses issues similar to those found in cities for its urbanized area and rural issues in the broad expanse of its territory. This County Plan also addresses issues of coordination among rural regions, several small towns, three cities, and the highly urbanized East Yolo area.

Implicit in each of these issues is the idea that we want to structure and manage our environment to be safe, pleasant, functional, and efficient for the least cost and with the least interference with private rights.

We expect to accomplish the goals and objectives of this Plan by means of the available laws and techniques of the public planning process. This will require legal enforcement, persuasion, education, and coordination of the participants in growth and change. It will require the vigorous exercise of the democratic processes of decision-making by the Planning Staff and other County staff persons, the Planning Commission, and the Board of Supervisors and its representative advisors. And, it will require coordination of the various Districts, comprising a most effective part of County area local government.

A. BASIC ISSUES

The following basic issues are addressed by the Plan.

1. How can the quality of life be maintained or restored?
2. How shall we improve the safety of ourselves and our property?
3. The pattern, amount, and location of land uses in the past has produced some areas that now are perceived as inefficient, unsafe, bad looking, or in other ways not what the public prefers. How can we plan for better land uses?
4. It may be becoming less quiet and peaceful or there is a probability that this will occur; how can we restore or maintain the peace and quiet?
5. Can we get better, more efficient public services for less tax cost?
6. Can we make our County and communities look better?
7. Is it easy to get to work, schools, stores, restaurants, entertainment, medical services, and public and private offices; is it easy and safe to move around in this County and community?
8. Is investment in property reasonably protected from unnecessary diminishment by what neighbors do on their land?

9. Is there adequate and appropriately located housing to meet the needs of all economic segments of the County and its community areas?
10. Is the natural environment and open space being adequately protected?

B. FUNCTIONAL ISSUES

Land use

1. Is the pattern, distribution, extent, and intensity of uses and the associated populations contributing to the support or resolution of the Basic Issues of this Plan?
2. Are current standards of population density, building intensity, and physical and appearance requirements provided?
3. Is there enough or too much land designated for the various land use needs of the County and its communities?
4. Are areas subject to flooding adequately identified and is a program of annual review established?
5. Is there adequate protection for the preservation of agricultural lands in Yolo County?
6. Are the land use related policies in other plans and elements effectively integrated with this element?

Circulation

1. Is the general location and extent of existing and proposed major roads, highways, bridges, rail and transit routes, terminals, and related public utilities and facilities appropriate to the support or resolution of the Basic Issues of this Plan?
2. Is the Circulation Element correlated with the Land Use, Housing, Noise, and Scenic Highway elements?

Conservation

1. Are our water, forests, soils, rivers, lakes, harbors, fisheries, wildlife, minerals, and other natural resources being adequately protected to insure long-term conservation to the advantage of our present and future inhabitants?
2. Are there adequate inventories of resources to provide rational basis for decision making by the Planning Agency?

Open Space

1. Are we appropriately conserving our Open Space resources and managing the production of resources to support or resolve the Basic Issues of this Plan?
2. Is Open Space adequately preserved for plant and animal life conservation, for ecologic or other, scientific studies?
3. Is Open Space adequately managed for the production of resources?
4. Is Open Space available for outdoor recreation and for the enjoyment of scenic, historic, and cultural values?
5. Is Open Space protected for public health and safety, including special management areas because of hazardous or special conditions such as fault zones, unstable soil areas, flood plains, watersheds, areas of high wild fire risks and areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality?

Scenic Highways

Are appropriate areas for scenic highways established and protected along scenic highway corridors?

Noise

Are noise sources adequately investigated, or are we capable of determining the levels of sound, in order to set land use policies for compatible uses and for enforcing local controls and providing guidelines contributing to public health and safety?

Safety

1. Do we have adopted standards and plans sufficient to protect our communities and rural and wildland areas from fires, floods, and geologic hazards?
2. Are areas subject to flooding identified?
3. Are our public safety systems and facilities adequately supported by appropriate plans and programs to insure the public health and safety?
4. Are physical hazard areas reviewed at required intervals?
5. Are there effective policies and implementing guides, standards, or regulations to minimize or eliminate potential hazards from the identified hazards or nuisances?
6. Does the Capital Improvement Program require the location of new critical facilities and homes away from hazardous areas?

- 7. Does the County have adequate technical reviewers to evaluate the technical data and conclusions in environmental reports and other reports to the Planning Agency relative to hazards and nuisances?

Housing

- 1. What can Yolo County government do to ensure a decent, safe, and affordable and energy efficient home for all of its citizens in a suitable environment?
- 2. How can we balance the provision of new or improved housing while continuing to preserve our prime agricultural lands?

Seismic Safety

Is there adequate identification and a program to limit development or to require special location or building standards to protect the public from the long range possibility of seismic effects?

C. SPECIAL REQUIREMENTS ISSUES

Alquist-Priolo Special Studies Zones (Earthquake Faults)

- 1. The State Geologist has not designated any special study zones in Yolo County. Although this issue is not addressed in terms of the Alquist-Priolo Act, this General Plan does include issue identification, goals, objectives, and policies relating to Seismic Safety. A State map of geological hazards is expected to be adopted by the State in 1983.
- 2. Are the areas of possible seismic or other geologic hazards adequately identified, located, and reported and are there adequate means to review and regulate development location, occupancy, and structure relative to such hazards to insure a reasonable level of public safety?

Coastal Zones

There are no coastal zones in Yolo County. This issue is not addressed.

Surface Mining and Reclamation

Are resources of statewide and regional significance adequately identified, located, and protected by this Plan and does our local program meet the requirements of the State Surface Mining and Reclamation Act?

Timberland Preserves

There is no significant timberland in Yolo County; therefore, there is no timberland issue to be addressed.

D. OTHER ELEMENT ISSUES

Recreation

How shall we obtain an adequate and appropriate recreation program and are there adequate plans and programs to provide recreation in terms of the increasing demand and in appropriate modes and places? Shall we use cooperation and coordination with local districts and other levels of government to assure a comprehensive recreation program, since Yolo County is not in the recreation business? Is recreation adequately defined?

Airport

1. Are there enough airports with sufficient facilities to meet the growing demand?
2. Are airports in Yolo County planned in coordination with regional airport planning agencies?
3. Is there appropriate protection for airports from encroachment by noncompatible uses into required operating areas and are neighbors to airports reasonably protected from aircraft operating noises and other potential hazards?

Energy

To what extent and how shall Yolo County regulate for or encourage wise use and conservation of various energy resources by both public and private users to the benefit of present and future citizens?

Transportation and Transit

How shall the County coordinate transportation and transit planning with other plan elements to ensure an appropriate system to serve the public and conserve energy?

Cultural

How shall the County encourage the enhancement of cultural quality and education in Yolo County?

People

How shall we plan and program to enhance the physical and economic well being of our people; to encourage community development which provides the people with opportunities to enjoy the pursuit of happiness, peace, and prosperity?

Delta

How shall Yolo County participate in planning for the Delta region to ensure the achievement of reasonable multiple uses of water quality maintenance, agriculture, recreation, wildlife, water, and habitat conservation, and urban/suburban uses?

E. OPERATION ISSUES

1. How often should this General Plan be updated? Are timetables and procedures for updating established?
2. Are adequate standards for procedure, performance, and facilities and structures provided to achieve and resolve these issues, reach these goals and objectives, and carry out these policies?
3. Are adequate procedures available to evaluate the public costs of private development and to acquire necessary funding to pay for new or increased costs due to new development?
4. Are appropriate coordinating relationships established between and among the various agencies contributing to planning, programming, and achieving the purposes of these plans? Are State concerns adequately met? Are there requirements for intergovernmental cooperation?
5. Is there an established County Planning Agency? Is it organized and staffed to accomplish the Plan?
6. Are there adequate implementing policies established to direct the achievement of the adopted goals and objectives and to carry out the policies of this Plan?
7. Is there adequate provision of implementing systems and organization for administration and enforcement of the guiding, regulating, and enforcing aspects of this Plan?
8. Are these policies, plans, and maps internally consistent? Are there conflicts with other policies or directives of the Commission or Board which, although not adopted plans, policies or maps of the General Plan, nevertheless help the achievement of General Plan requirements?
9. Is the Plan appropriately related to time? Does the Plan project conditions and needs appropriately into the future and does it also provide for day-to-day decision making that moves toward achievement of the long-term policy?
10. Does the Plan cover all territory in the County?
11. Is the Plan clear, simple, and brief enough to reasonably be expected to be usable by decision-makers, staff, and the public? Are copies of the Plan available to the public at reasonable cost?
12. Does the Plan meet the requirements of State law and follow the General Plan Guidelines?

13. Is there provision for public involvement in the Plan preparation process? Is there provision for public participation to monitor and evaluate progress in implementing the Plan?

**GENERAL PLAN
Goals**

GOALS

These goals establish the most basic directions of policy for the County to pursue on behalf of the public interest. The stated goals are broad and general and are expressed in more detail in the policies which follow.

Following is a concise list of the basic goals expressed in this Yolo County General Plan and related Plan documents:

- Wise land use based on both physical and social characteristics of the County.
- Protect prime and other agricultural land from urban development.
- Provide for industrial growth in the County to provide employment, services, and tax base while minimizing hazards and nuisances and while conserving resources and agricultural lands.
- Provide recreational opportunities.
- Encourage conservation (energy, open space, and materials).
- Maintain good road conditions.
- Provide for and encourage alternate transportation modes (bus, pedestrian, bike).
- Correct Zoning Ordinance violations.
- Provide decent and affordable housing.
- Establish natural and wildlife areas (preserves).
- Create urban open spaces, green belts, and scenic highways.
- Conserve and manage water resources (groundwater, stream, and the Delta).
- Make land use compatible with culture and rural setting.
- Work on noise problems and their solutions.
- Control pollution.
- Provide services for elderly and handicapped.
- Provide for seismic safety.
- Work to improve air quality.
- Promote Health and Safety.
- Discourage urban sprawl.
- Discourage segregation in neighborhoods.
- Preserve County history and historical sites.
- Ensure that efficient utility service is provided.
- Control erosion and practice soil management.
- Aesthetics – landscaping to enhance the community and preservation of rural scenery.
- Provide health services.
- Control flooding and avoid the effects of flooding.
- Continue to improve existing urban uses and place new urban uses in existing planned urban areas.
- Conserve natural resources.
- Conserve and enhance cultural resources.
- Avoid, mitigate, or eliminate hazards and nuisances.
- Periodically upgrade the General Plan and its implementing systems.

GENERAL PLAN

OBJECTIVES

- Maintain and enhance an effective planning agency.
- Recognize and provide the means to achieve the needs of the statewide goals and objectives.
- Provide long term assurance of the terms of permits and approvals.
- Increase interagency cooperation and cooperation with individuals and institutions to more effectively achieve the goals of this Plan.
- Protect property values.
- Resolve the Issues set forth in this Plan.
- Improve the beauty, peace, and quiet of the County.
- Assure that the costs of new development are borne by the beneficiaries of such development.
- Increase the speed and reduce the cost of providing governmental services.

**GENERAL PLAN
Objectives****OBJECTIVES**

All of the stated goals will require ongoing work. Therefore, a basic objective is to begin immediately to pursue them. Some objectives that may be sought in a short time span include:

- The adoption of the standards and guidelines needed for implementation within the next two years.
- The adoption of clearer, corrected, and better detailed maps of General Plan Land Use designations within the next few months, with continued high quality amendments thereafter.
- A continued vigorous and professional program of zoning, building, and other related code enforcement.
- Encourage the redrafting of the present Yolo County Emergency Plan as soon as possible.
- Complete the Area Plans now in work or scheduled.
- Complete the coordinated program for establishing appropriate fees for new services and facilities required by new developments.
- The adoption of ordinance amendments consistent with these policies.

Many of the objectives expressed in this Plan may not be obtained within the 10 to 15 years that it spans and, indeed, in a world of constant change, the process is important. Therefore, a basic objective is to constantly strive to improve or preserve the chosen environments expressed in this Plan. A continuing objective is to strive, as long as necessary, to reach these goals, to resolve these issues, and to mold and remold our communities and lands to the images expressed in this Plan.

**GENERAL PLAN
Policies****LAND USE POLICIES**LU 1. Effect of Policies.

Unless otherwise specified, all policies in this General Plan are effective throughout this Plan and throughout the unincorporated County although such policies may be found in only one element.

LU 2. Land Use, Basic.

Yolo County shall direct the distribution, location, and density of land uses throughout the unincorporated area by means of a Land Use Element of this General Plan, coordinated with all of the other integrated or referenced elements and with Community Plans, Area Plans, and subject plans which are a part of this General Plan as amended.

This Land Use element:

- a. Relates to the other mandatory and nonmandatory elements.
- b. Designates, on maps, the desired general location and extent of the uses of land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty. Education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land.
- c. Includes a statement of the standards of population density and building intensity directed for the various designated areas of the Plan.
- d. Identifies areas subject to flooding, by integration of the Federal Flood Insurance maps as part of this Plan.
- e. Promotes a balanced and functional mix of land uses consistent with community values.
- f. Provides a guide for public and private investments.
- g. Reflects the opportunities and constraints affecting land use identified in the other elements of the General Plan.
- h. Reduces the probability of loss of life, injuries, damage to property, and economic and social dislocation by means of guidance and regulation of land use.
- i. Protects and enhances environmental quality and minimizes the waste of energy, resources, and public funds.
- j. Supports efficient use of land.

- k. Requires implementation actions consistent with these policies.
- l. Encourages maintenance and upgrading of all land uses.
- m. Directs protection of existing uses unless they are adverse to well defined public interests.
- n. Allows development only in accord with the needs of the community and State law, not only as a result of development pressures.
- o. Requires minimum densities in designated higher density areas.
- p. Restricts the extension of urban services (sewers, water, roads, electricity) into areas not identified in these adopted plans for contiguous urban growth.
- q. Induces redevelopment and reuse of existing urban cores.
- r. Requires that new development be located according to these priorities:
 - First: Renew and maintain existing urban areas.
 - Second: Develop vacant land within urban areas, presently served by streets, water, sewer, and other public services.
 - Third: Where necessary to develop outside existing developed urban areas, only develop land immediately adjacent to the existing urban developments.
 - Forth: Prohibit urban development in agricultural areas.
- s. Requires uses planned for redevelopment areas to be harmonious with the adjoining uses and areas.
- t. Seeks to coordinate facilities planning with provider agencies to identify areas for extensions of facilities and utilities in increments and to base capital improvements on those plans.
- u. Provides for revision of the General Plan to reflect prioritization of development.
- v. Requires assured mitigation of environmental and economic problems generated by development or redevelopment.
- w. Provides administrative devices to carry out this Plan.

LU 3. Mapping Plan Areas.

The location and extent of the area and community area plans shall be shown on the map of this General Plan as insets with appropriate reference to the more detailed maps for

those areas and the inset maps are a part of this Plan, together with the adopted Plan documents accompanying those maps.

LU 4. Community Centers.

Yolo County, through its own actions, and in guiding private development, shall create and maintain strong identifiable community centers which offer the surrounding community a cluster of centralized governmental, cultural, and high intensity urban uses.

LU 5. Urban Uses.

New urban development, other than replacement or redevelopment of present urban uses in urban places shall be discouraged in the following places:

- Areas without current adequate public service and utility capacities and without capital improvement plans or installations, and where such facilities have not been budgeted or programmed to accommodate the development proposed.
- In areas with substantial congestion, or where adequate transportation and transit cannot be assured without substantial public cost and without substantial, unmitigated damage to the social or physical environment.
- In areas where the proposed development would continue the existing socioeconomic imbalance.
- In areas where there are moderate to substantial natural resources which would be prevented from being developed and used by the new development proposed.
- In areas not contiguous to existing urban development.
- In areas not designated in this General Plan for urban uses.

LU 6. Protect and Conserve.

It is the policy of Yolo County to vigorously conserve and preserve the agricultural lands in Yolo County. Yolo County shall protect and conserve agricultural land use especially in areas presently farmed or having prime agricultural soils and outside of existing planned urban communities and outside of city limits.

LU 7. No Non-Agricultural Uses.

Nonagricultural land use activities are prohibited from agriculturally designated areas in Yolo County, except as specifically defined in Policies LU 12, LU 17, LU 18, LU 19, and LU 46.

LU 8. Williamson Land Conservation Program.

Yolo County shall adopt and maintain the Williamson Act Land Conservation Program.

LU 9. Agricultural Preserve Zoning.

Yolo County shall apply A-P, Agricultural Preserve, zoning to all agricultural lands which qualify for an agricultural preserve contract.

Yolo County may apply A-P zoning to other lands which the Planning Commission finds are critically situated, relative to existing Agricultural Preserves. In such case, the Planning Commission shall find that the application of A-P Zoning to the non-contract land is necessary to protect the land in the preserve in the interest of public safety and convenience. Such policy shall be applied to minimize or eliminate the interference of nonagricultural uses in agricultural areas outside of designated urban areas defined in urban area plans or community plans.

LU 10. Agricultural Land, Service Facilities Limited.

Agricultural lands will be additionally protected from urban encroachment by limiting the extension of service facilities, particularly sewers.

LU 11. Agricultural Use Inside Urban Boundaries.

Where lands are designated for agricultural use in the Community or Area Plans, but no specific policy is included in that Plan, the policies of this Countywide General Plan, as amended, apply.

LU 12. Agricultural Lands in Urban Areas.

Lands designated agricultural inside of urban area boundaries, but outside of city limits, shall be subject to the same conservation standards, limitations, and other requirements to conserve the agricultural land use, as are lands outside the Urban Area Boundaries, except such lands between the city limit line and the Urban Boundary line may be designated for efficient phased development to eventual nonagricultural uses according to the terms and requirements of the adopted Urban Area Plan, as amended.

LU 13. "Timed" Zoning.

Yolo County shall apply A-1, agricultural zoning to lands scheduled for agricultural use in the Urban Area Plans, or the Community Area Plans, and for later or "timed" conversion to urban uses, including "Second Stage Urban Residential" designations. Definite sequencing schedules should be included in the zoning action and indicated on the official zoning map. No area outside of a designated urban area shall be so designated.

LU 14. Subdivision Prohibited.

New residential or suburban subdivisions are prohibited in the agricultural designated areas.

LU 15. Commercial and Industrial Uses Prohibited.

All commercial and industrial uses are prohibited in the agricultural areas except those directly related to and incidental to the agricultural operation conducted on the land, as allowed in the following policy.

LU 16. Agricultural Uses.

Land uses permitted in the agricultural area shall be limited to those directly related to the production of agricultural crops on the land, except as described in the following three policies plus policy LU 12 on page 16.

LU 17. Residential Uses/Agricultural Lands.

Residential land uses in the agricultural areas shall be limited to dwellings only for preservation of the family farm, for farm employees and those persons who own the farm land, up to a limit established by ordinance and implemented by Conditional Use Permit. All such dwellings shall be encouraged to locate on lands unsuited for agricultural use and/or in "clustered" configurations to minimize the conversion of agricultural lands to any other uses. A maximum dwelling unit density for the total acreage in the farm or ranch shall be established by ordinance.

LU 18. Agricultural Area Uses.

Yolo County shall consider the placement of certain agricultural related land uses in agricultural areas, by means of conditional use permits, which uses may be incompatible with urban sites by reason of hazard or nuisance to concentrations of people. Findings for approval shall include, but are not limited to:

- The use is directly related to agricultural land use (cultivation of agricultural plants or the raising of animals; and,
- Will not diminish nor prevent agricultural use on site or on adjoining agricultural lands; and,
- The use has some hazard or nuisance aspect which precludes it from being placed in an urban area; and,
- The use can be developed in the area without significant reduction of cultivation, growth, and harvesting of the indigenous agricultural products.

LU 19. (Reserved for Future Use.)

LU 20. Prohibit Residential Use/Division.

Yolo County may prohibit the development of residential land uses on parcels of property created by land divisions in agriculturally designated areas. Such requirement shall be assured by appropriate means.

LU 21. Agricultural Land Division.

The division of land in an agricultural area for the purpose of providing homesites for persons not engaged in agricultural activities are prohibited by these policies.

LU 22. Tax Laws for Agricultural Land Preservation.

Yolo County will support taxation laws which have the effect of supporting the continuation of agricultural land use.

LU 23. Neighborhoods.

Yolo County shall protect the established, peaceful residential neighborhoods and maintain their identities and natures in terms of the desires of the indigenous population and the community.

LU 24. Residential Standards.

Area

Average maximum neighborhood sizes	160 acres (gross)
	100 acres (net in lots)

Lots/Dwelling

Avg. number of lots (low density)	600 RL* per 160 acres
Avg. number of lots (medium density)	1,500 RM* gross
Avg. number of lots (high density)	2,500 RH* (100 acres net)

Population

Average maximum population	2,100 per 160 acres gross
Average number elem. school children	600 (100 acres net)

* These symbols match those shown in the General Plan Maps.

Population Density

RL – Low Density Area – to 6 dwelling units per net acre
 RM – Medium Density Areas – not less than 10 nor more than 19 dwelling units per net acre.
 RH – High Density Areas – 20 and more dwelling units.

LU 25. Residential Area Uses.

General residential uses shall include only residential uses and locally required public service structures and facilities, but not "corporation" or equipment yards. Commercial designation shall be required for all commercial land uses except home occupations with a use permit.

LU 26. Residential Density.

Residential densities should be increased near urban centers and along transit corridors.

LU 27. Community Centers/High Density.

Yolo County shall direct high density residential uses for non-automobile oriented life styles, for both young and old persons, to be located in the designated community centers in each urban place.

LU 28. Professional Offices.

Professional office use may be permitted by Conditional Use Permit in High Density designated and zoned areas. Intensity and extent of use and parking and landscaping shall be assured by appropriate means.

COMMERCIAL STANDARDSLU 29. Commercial, Basic.

Commercial land use areas shall be designated and mapped. Two principal commercial use areas are herein designated. Additional, more restrictive zoning classifications and specific plans to avoid or mitigate hazards or nuisances may be applied to commercial land use areas.

LU 30. Balanced Commercial.

Yolo County shall provide opportunities for commercial development in the form of plan designated areas and zoning, specific plans, or planned development zones in a way that is balanced with the other growth factors of the community.

LU 31. Neighborhood Commercial Standards.

Uses Permitted: Local convenience shops and services.

Maximum Area Permitted: One-half acre (including parking and landscaping).

Parking/Building Area Ratio: The ratio of off-street parking and landscaped area shall be established with written and graphic standards by ordinance.

Controls shall be assured, including, but not limited to, building setbacks and offsets, building and structural height limitations, off street parking, sign type and area limitations, zoning, building, safety, and Health Code requirements. Neighborhood Commercial uses may have professional offices and/or dwellings integrated into the design subject to approval by a Conditional Land Use Permit. The intensity and extent of use, parking, landscaping, and other required features of the Conditional Use Permit shall be assured by means of a contractual agreement which continues with the land or condominium deed in perpetuity.

LU 32. General Commercial Standards.

Uses Permitted: Commercial land uses, and they shall be designated and mapped.

Controls shall be assured including, but not limited to, building setbacks, building and structure heights, off-street parking, off-street loading, sign type and area limitations, limits on noise, dust, odors, and other hazardous materials or operations. Assurance shall be provided by appropriate means.

Residential uses may be permitted to be developed in conjunction with rehabilitation, replacement, or other new commercial construction by means of a Conditional Land Use Permit. Residential uses shall not be introduced into a General Commercial area until all

current codes and standards are met in the existing commercial uses (including parking and landscaping) on the site.

LU 33. No Speculation.

The application of commercial zoning to property for purely speculative purposes shall not be accomplished.

LU 34. Locate Commercial Uses/Urban or Park Areas.

Commercial land use activities and facilities, necessary to support recreation or agriculture, should be confined wherever possible to existing urban areas, at marinas, or as concessions in public parks.

LU 35. Location, Commercial and Industrial.

Land use planning shall be applied to cluster compatible industries and commercial institutions in existing use areas, especially those served by transit, with staged growth outward as necessary.

LU 36. Strip or Scattered Commercial Prohibited.

Yolo County shall prohibit scattered or strip commercial zoning.

LU 37. C.B.D.

Yolo County shall identify and enhance the Central Business District.

LU 38. Regional Services in C.B.D's.

Yolo County shall ensure that land uses designed to serve a regional clientele are located within a designated Central Business District of the regional service community or within city limits.

LU 39. C.B.D. Landscaping.

The Central Business District and any other commercial centers shall be designed and required to install and maintain landscaping in accordance with the landscape standards established for the community.

LU 40. New Neighborhood Commercial.

In the event of an application for new neighborhood commercial development, evidence and a contractual agreement should be provided guaranteeing construction and commercial occupancy of the facility within a three year period.

LU 41. Residential Use in Commercial.

Residential uses for apartment, condominium, or other multi-family uses may be allowed in commercial designated areas with a conditional use permit providing adequate coordination of uses and mitigation of potential conflicts can be assured. The proportion of land area devoted to high density residential uses in such areas shall not be less than 75 percent of the total contiguous high density, residential-commercial designated area.

LU 42. Government Offices/Location.

Relocation of existing and location of new Federal, State, and County government offices shall be in central business districts where designated or otherwise in urban designated

areas after study to determine appropriate locations in terms of minimizing conflicts, assuring appropriate public access, and avoiding the sprawl or diffusion of urban uses into rural, agricultural areas or of diffusion of office uses into residential or industrial uses.

LU 43. Industry and Commerce Encouraged.

In areas designated for industry and commerce, Yolo County shall encourage the initiation and growth of appropriate industry and commerce, with required environmental mitigations, for the purpose of job creation for our citizens, development of our tax base, and as a foundation for the development and maintenance of a healthy and balanced, diversified economy.

LU 44. Industrial Location.

Industrial designations and zoning shall be applied to appropriate areas near primary job markets, distribution centers, and transportation systems; and shall be based upon a realistic analysis of anticipated demands for such additional industrial land use space, and with regard to an environmental report.

LU 45. Industrial Standards.

Light and heavy industrial land use areas shall be designated and mapped. Two principal industrial land use areas are herein designated. Additionally, more restrictive zoning classifications and specific plans to avoid or mitigate hazards or nuisances may be applied to industrial land use areas.

Light Industrial Standards

Use Permitted: Light Industrial.

Industrial uses having lesser environmental and visual impacts shall be permitted in Light Industrial areas and may be additionally limited by conditional land use permits, specific plans, planned development zones, or similar implementing devices.

Controls shall be assured including, but not limited to, building setbacks, offsets, building and structure height limitations, sign type and area limitations, zoning, building, safety, and Health Code requirements, off-street parking and off-street loading, landscaping, and limits on noise, dust, odors, and other hazardous materials or operations. Office uses, incidental to the principal industrial/storage use shall be permitted to a ratio of floor space determined by the Planning Commission and included in the Zoning Ordinance, but shall not be allowed as the principal use. Residential uses, except one, on-premise guard/site, shall be prohibited.

Heavy Industrial Standards

Uses Permitted: Heavy Industrial.

Industrial uses having greater environmental and visual impacts shall be directed to Heavy Industrial areas and may be additionally limited by Conditional Land Use Permits, Specific Plans, Planned Development zones, or similar implementing devices.

The controls and standards listed in Light Industrial Standards above shall apply.

LU 46. Resource Oriented Industries.

Non-urban and resource oriented industrial uses required in specific locations outside of urban communities (such as quarries, mines, gas wells, and similar uses) should be required to control or mitigate hazardous and obnoxious products of those activities to prevent them from impinging upon the adjoining properties and persons.

LU 47. Residential/Commercial Use Prohibited in Industrial Areas.

Residential and commercial land uses shall not be allowed in industrial designated areas, except that office, retail, and wholesale or industrial service uses, found to be incidental to the primary industrial uses may be permitted with adequate mitigation and assurance.

Shelters for security personnel may also be permitted when found to be incidental to the primary permitted or approved use.

LU 48. Port.

Yolo County shall support the development and operation of the Port of Sacramento and related systems and facilities, while encouraging reduction or elimination of any environmental effects of such development and operation on the community.

LU 49. Encroachment on Industrial and Commercial.

Yolo County shall control encroachment by nearby land uses which would conflict with existing or planned industrial uses or commercial centers.

LU 50. Circulation Efficiency.

Yolo County shall use land use planning to reduce auto travel and encourage alternative transit and transportation. Specific devices include:

- Increased densities in multiple activity centers.
- Multiple activity centers on transportation corridors.
- Restrain urban development to presently planned areas.
- Centrally locate government offices and services.
- Evaluate new development proposals for impact on energy consumption changes.
- Avoid major trip generators in scattered locations or at the urban fringe.

- Require bicycle and pedestrian ways in all new development.
- Discourage sprawl.

LU 51. Plans Around Airport

Specific airport related land use plans shall be prepared for lands on and around airports.

LU 52. Airports.

Lands in the vicinity of airports shall be especially designated and controlled by means of the Yolo County General Plan. Land uses which may lead to safety or nuisance hazards near airports and conversely uses which may imperil the continued safe operation of the airport, shall be prohibited.

LU 53. Basic, Landfill Sites.

The County may maintain one or more Landfill Sites, including one or more convenience centers. These sites shall be shown on the Master Plan map of Yolo County.

LU 54. Zoning.

These Landfill Sites shall be zoned to allow solid and liquid waste disposal, landfills, convenience centers, and similar uses, with a Conditional Land Use Permit.

LU 55. Operations.

A Conditional Land Use Permit shall be required for each Landfill Site or Convenience Center and with permit approval shall be supported by findings that such uses are consistent with the General Plan. Full General Plan Amendment proceedings shall be used to decide upon the Conditional Land Use Permit.

LU 56. Adjoining Land Uses.

Adjoining Land Uses which may interfere with the use and operation of the Landfill Site(s) or Convenience Center(s) shall not be approved.

LU 57. Additional On-Site Land Uses.

If the Planning Commission and the Board of Supervisors find that additional land uses on the Landfill Sites or Convenience Centers are not harmful to the continued operation of Landfill(s) or Convenience Center(s) may be allowed by Conditional Land Use Permit if otherwise permitted by law. Such additional land uses may include recreational, hazardous, extensive uses, or those related to solar, wind, biochemical pyrogenic, or other similar energy production or experimental processes to produce usable energy. Appropriate agreements with the County shall be used to limit the time, extent, intensity, or other parameters of the use.

LU 58. Operational, Adjoining Land Use.

No additional on-site or adjoining land use shall be approved if such use would restrict or preclude the establishment or expansion of the solid waste facility or site. Solid Waste Facility or Site includes Landfill Sites, Convenience Centers, and similar waste disposal or use.

- LU 59. Operational/Removal Site.
General Plan Amendments or actions to rescind Conditional Land Use Permits to remove a Landfill Site or Convenience Center from the General Plan may be accomplished.
- LU 60. Nuisances Regulated.
New businesses and industries which may generate significant adverse impacts on the environment or create nuisances or hazards for adjoining or nearby uses or persons shall be regulated as to placement, use, or operations; and effective mitigation shall be required; or such uses may be prohibited at that site.
- LU 61. Eliminate Deterioration.
Action should be taken to avoid or eliminate ugly and deteriorating unoccupied commercial development.
- LU 62. Amortization.
Yolo County shall adopt an ordinance with standards and guidelines for the amortization of legal, non-conforming land uses and structures in the various zones.
- LU 63. Urban Use Removal in Agricultural Areas.
Yolo County shall regulate and encourage removal of urban land uses and facilities including off-site advertising and other non-agricultural uses, from agriculturally designated lands.
- LU 64. Procedures/Structural Reuse or Removal.
The Planning Agency shall require conditional use permits for "Special Design Structures."

The Planning Agency may, at the time of project approval, require a bond or other appropriate assurance, that certain structures will be removed or remodeled when the original use for which they are now approved should terminate. This policy shall be applied to those structures determined by the Planning Agency to be "Special Design Structures" which include, but are not limited to, fast food sales, filling and service stations, convenience markets, video game parlors, theaters, and supermarkets.
- LU 65. Junk, Scrap, Outdoor Storage on Arterials.
New junk yards, scrap yards, pipe yards, heavy equipment, and used materials, covering more than two hundred (200) square feet, along County arterials and State highways and freeways shall be effectively screened or fenced from view by the public on the roadway. Such uses now existing shall comply by August 31, 1988. Expansions of such use shall be deemed new uses and the entire use shall be screened or fenced. Maintenance, repair, or replacement of existing uses, structures, or facilities shall not be considered a new use. This policy does not apply to agricultural operations or to agricultural equipment used periodically on farms in the agriculturally designated areas.

REVISION TO LAND USE POLICYLU 66. Interpreting Land Use Map Designations.

- There are no undesignated areas on the General Plan Map.
- Railroad and public right-of-ways are a part of the Circulation Element of the General Plan until they are vacated.
- The area between the ordinary low water line and the County boundary along the Sacramento River and Putah Creek shall be designated Open Space.
- In determining the boundary of a land use designation the following standards apply:
 - (a) Lot lines: Where a boundary line follows or coincides approximately with a lot line or a property ownership line, it shall be construed as following the lot line or property ownership line.
 - (b) Scale on Map: Where a boundary line does not coincide approximately with a lot line or property ownership line, the boundary line shall be determined by the use of the scale designated on the zoning map.
 - (c) Vacated Right-of-Ways: When the right-of-way shown on the General Plan is vacated it will be designated the land use of the adjoining property. If there are different designations for the adjoining properties the right-of-way will be divided in the center unless the Planning Commission finds there are circumstances that justify one designation for the entire right-of-way. When the Commission finds there are circumstances that justify one designation they will recommend the designation to the Board of Supervisors. The Board will determine the designation after reviewing the Commission's recommendation.
 - (d) General Plan designations abutting the Sacramento River and Putah Creek shall extend to the ordinary low water line.
 - (e) Further General Plan Boundary Uncertainties: Where further uncertainty exists, the Planning Commission, upon receiving written application or upon its own motion, shall determine the location of the General Plan boundary in question,

giving due consideration to the location indicated on the General Plan and the policies of the Plan. The Commission will recommend the boundary to the Board of Supervisors. The Board will determine the boundary after reviewing the Commission's recommendation.

LU 67. Sacramento River, I-880 to I-5.

The designation of the lands between Highway I-880 and Interstate 5 and between the Sacramento River and the east side of the Yolo By-Pass is "A," "Agriculture," except:

1. The designation of the following parcels lying near the intersection of I-5 and County Road 22 is "A," "Agriculture" and "Second Stage Urban Residential:" Assessor's Parcel Numbers, as of July 12, 1983, 57-210-04, 57-210-07, 57-210-08, 57-210-11, 57-220-01, 57-220-02, 57-220-03, 57-220-04, and 57-220-05. (See Map LU 67A.)
2. The designation of Assessor's Parcel Number 57-240-06 is "C," "Commercial." (See Map LU 67A.)
3. The land now (July 12, 1983) used as the California Highway Patrol Academy is "PO," "Public Open Space." (See Map LU 67B.)

LU 68. I-80 at West Side/By-Pass.

The designation of the lands south of Highway I-80 and immediately west of the Yolo By-Pass is modified by elimination of the designation "HSC," "Highway Service Commercial," and establishing the designation "C," "Commercial," for Assessor's Parcel Numbers, as of July 12, 1983, 33-020-54, 33-020-55, 33-020-56, and 33-020-57 (See Map LU 68.)

LU 69. South bevan Road at Ship Channel.

Yolo County shall change the designation of lands south of Bevan Road on either or both sides of the Sacramento River Deep Water Ship Channel from Industrial to Agricultural (See attached Map LU 69.)

LU 70. East Yolo.

Yolo County shall amend the East Yolo Community Plan Map in several places, as shown on the attached maps LU 70A, 70B, and 70C.

LU 71. Madison.

The designations of the Madison Community Plan Map in the area southeast of the intersection of Railroad Street and State Highway 16, to the center line of the curve of the railroad right-of-way, are changed from "I," "Industrial," to "HSC," "Highway Service Commercial." (See Map LU 71.)

ADDITION TO LAND USE POLICIESLU 72. Design/Handicapped.

Yolo County shall require the design of buildings, sidewalks, and other public facilities and transportation modes to facilitate their use by the handicapped.

LU 73. Review Board.

Yolo County shall consider appointing an architectural, sign, and environmental review board. The County shall adopt policies to preserve the rural and rustic atmosphere and the setting of the communities. These policies shall also provide assistance and guidance to local property development.

LU 74. Design and Appearance.

Yolo County shall effect conservation of design and appearance factors by the following actions:

- Enforcement of the Zoning Ordinance sections on sign control and off-site billboard phase out.
- Adoption of a tree preservation ordinance to preserve trees along public right-of-ways.
- Adopt architectural and design review policies with standards.
- Adoption of a policy and standards for preservation of the old Capay Telephone Company lines and facilities.

LU 75. Community Character.

Yolo County shall preserve or enhance the existing character of its several communities.

LU 76. Compatibility/New Development.

New urban development shall be designed to be compatible with the physical setting and with the communities best traditions and evolve a clear visual image reflecting high standards of design quality.

LU 77. Identify Neighborhoods.

Yolo County shall encourage maintaining the identity of existing neighborhoods as deemed desirable to the residents and the community.

LU 78. Design to Fit.

Yolo County shall encourage developers to design their projects to fit harmoniously with the cultural, social, and neighborhood identities of the community.

LU 79. Community Entry.

Yolo County shall encourage the identification of major entry points to communities with signs and landscaping.

LU 80. Public Building Style.

Yolo County shall encourage the use of an early California architectural style in public and quasi-public buildings.

The following designations shall be utilized on the General Plan maps in order to implement the policies of the General Plan.

PRINCIPAL DESIGNATIONS

AG	Agricultural
AE	Agricultural Exclusive
RS	Suburban Residential
VLR	Residential, Very Low Density (Dunnigan)
RRA	Rural Residential Agricultural
RL	Residential Low Density
LR	Residential, Low Density (Dunnigan)
RL1	Residential, Low Density; 1-5 du/ac (Dunnigan)
RL2	Residential, Low Density; 1-4 du/ac (Dunnigan)
RL10	Residential, Low Density; 10 acre minimum parcel size
RM	Residential, Medium Density
RM1	Residential Medium Density; 5-10 du/ac (Esparto)
RM2	Residential Medium Density; 5-8 du/ac (Esparto)
RH	Residential, High Density
RHH	Residential, High Density – Historic
MHP	Mobile Home Park
C	Commercial
LC	Commercial, Low Density
HSC	Highway Service Commercial
NC	Neighborhood Commercial
GC	General Commercial
CBD	Central Business District
C-RH/PD	Commercial Multi-Family Planned Development
I	Industrial
Li	Light Industrial
I-PD-1	Industrial, Planned Development, Type 1
I-PD-2	Industrial, Planned Development, Type 2
P	Public & Quasi-Public (Dunnigan)
PO	Public Open Spaces

GENERAL PLAN

POLICIES

PO1	Public Open Space (School and grounds, and Open Space uses)
PO2	Public Open Space (Club, cultural and Open Space uses)
PQP	Public & Quasi-Public
POS	Public Open Spaces
OS	Open Space
PR	Parks and Recreation
R	Recreation (Dunnigan)
MU	Mixed Use

Combining Designations:

The following designations may be utilized to supplement the meaning of the principal designation.

PD	Planned Development
W	Water Related Uses
RVP	Recreational Vehicle Park
X/X	Future Use i.e. AG/I = Agricultural at Present with a future Industrial Use.
PHASED	Future use contingent on other General Plan Elements or policies.
<u>XX</u>	Differentiates air space and ground space designation i.e.
XX	
<u>POS</u>	Public Open Space Use (freeway overpass) above industrial land use.
I	
X+X	Allows to principal designations for the same area i.e. RH+NC = high density residential combined with neighborhood commercial.

CIRCULATION POLICIES

- CIR 1. Adopt Circulation Element.
Yolo County shall adopt and maintain a Circulation Element describing and mapping the extent and location of existing and proposed major thoroughfares, transportation routes, terminals, and other local transportation utilities and facilities.
- CIR 2. Transportation/Transit Plan.
Yolo County shall prepare and maintain a comprehensive Transportation/Transit Plan consistent with the Circulation Element.
- CIR 3. Transportation, Basic.
Yolo County shall plan, develop, and maintain a comprehensive, coordinated transportation system and road net to insure all persons the opportunity for safe, efficient, convenient, and pleasant movement of persons and goods without substantial congestion or delay, while encouraging greater efficiency, including the substitution of alternate transportation and consideration of ground, air, and water modes.
- CIR 4. Circulation/Reduce Conflicts and Tie Communities.
Yolo County shall seek to design and implement a circulation and transportation system which:
1. Reduces conflicts between land use and circulation-transportation.
 2. Shields adjoining areas and community from noise, fumes, dust, and congestion.
 3. Promotes new non-polluting forms of transportation.
 4. Requires routing, construction, and operation of transportation facilities to protect or enhance environmental quality.
 5. Develops intracommunity ties by creating a functional and aesthetically pleasing system of transportation corridors, pedestrian and bicycle ways and landscaped open areas which harmonize development in areas of transition.
- CIR 5. Public Transit/Reduce Autos.

Yolo County shall seek to establish, expand, and improve a balanced public transportation system, integrated with the Regional System, to meet basic transportation needs as expeditiously as possible; to encourage diversion of substantial numbers of riders from autos to transit; to meet the transportation needs of the elderly, the handicapped, and the young; and to facilitate interconnections with other modes of transit.

- CIR 6. Measures to Improve Circulation.
Yolo County shall continue to seek and improve upon measures to relieve traffic congestion and to ensure traffic safety. Some of the measures to achieve this policy include:
- Traffic signal synchronization
 - Local and linear congestion relief construction
 - Turning lanes
 - Improved signing and striping
 - Ramp metering
 - Flex-time
 - Encourage conversion from individual auto transit to mass transit
 - Other similar measures.
- CIR 7. Service Level.
Yolo County shall require a service level of "C" for all County roads.*
- * Service Level "C" is "a stable flow of traffic and a relatively satisfactory operating speed."
- CIR 8. Maintenance/Safety.
Yolo County shall maintain and upgrade all road facilities to the established standards including capacity, curve, alignment, signing, traffic control, access control, and special safety features.
- CIR 9. Urban Development.
Yolo County shall encourage compact urban development to avoid creating congestion or needs for new traffic facilities and to promote the most efficient use of the existing facilities. Land use development policies shall be used to limit and direct growth and to mitigate the effects of growth, to achieve this policy.
- CIR 10. Light Rail.
Yolo County will seek to develop a light rail facility and will support studies to provide other forms of mass transit including B.A.R.T. extension, air supported, magnetic levitation and propulsion, high speed trains, and other new technology. The anticipated light rail route is generally along the alignment of the Sacramento Northern Railroad and would extend from Southport through East Yolo to Sacramento.

- CIR 11. Pedestrian Safety.
Yolo County shall promote pedestrian safety by providing appropriate pedestrian controls and amenities and by requiring these things to be provided in private development projects, subject to County approvals.
- CIR 12. Pedestrians.
Yolo County shall promote and ensure the provision of facilities and routes where appropriate for safe and convenient use by pedestrians including sidewalks, pedestrian access to all public facilities and transit stops, and to public areas in the community including waterfront projects and recreation hiking trails.
- CIR 13. Bicycle Routes and Facilities.
Yolo County shall promote and ensure opportunities for bicycle use. The following means shall be used to achieve this policy:
- Design streets to accommodate bikeways
 - Sign and mark bike routes
 - Provide sloping curbs at all street corners
 - Provide or receive serviceable bike parking facilities in the central business areas, at public buildings, on school grounds, and at new businesses, industries, and multi-family developments which require development permits, zoning, site plan reviews, or extensions of permits.
 - Require secure bike parking areas in all parking lots subject to use by the public whenever new or renewed permits are required.
 - Require construction of bike routes on all new thoroughfares and arterial highways developed in or for any development project.
 - Provide funding for building and maintenance of bike routes and facilities through application of federal or state aid bicycle registration, licensing, and directed fines for bicycle operation violations.
 - Provision and encouragement of use of bicycle use incentives.
 - Encouragement and establishment of bike routes along trails, on levees, along railroad levees, along drainage canals, and along transmission right-of-ways where feasible.
 - Designate part of the Yolo Plank Road and Turnpike as a part of the Countywide bikeway system.
 - Implement the Yolo County Bikeway Plan (adopted 26 October 1982 by the Yolo County Board of Supervisors) including the standards and routes therein.
- CIR 14. Bikeways and Pedestrian Ways.
Yolo County shall plan and promulgate adequate, safe bikeways and pedestrian ways, integrated with other transit modes and coordinated with all forms of development.
- CIR 15. Handicapped.
Require and designs of buildings, sidewalks, and all other public facilities and transit/transportation modes to facilitate use by the handicapped, including those in wheelchairs.

- CIR 16. Airports.
Yolo County shall encourage the maintenance and use of both public and privately owned airports.
- CIR 17. Residential Truck Routes.
Yolo County shall discourage truck traffic on residential streets and shall apply traffic controls, speed limits, and load limits on residential street truck routes where assignment to truck traffic is unavoidable.
- CIR 18. Direct Access to Arterials and State Highways.
Direct driveway access to County and State arterials and highways shall be discouraged. Such direct access shall be prohibited in new subdivisions of more than four parcels.
- CIR 19. Right-of-Ways.
Yolo County shall require public right-of-ways to all properties.
- CIR 20. Pollution.
Yolo County shall seek to avoid or mitigate all forms of possible air, water, or noise pollution from construction or operation of the transportation system. The following means shall be applied to achieve this policy:
- Detailed analysis of potential environmental problems and social costs shall be required as a basis for decision on all permits for development or circulation facility projects.
- CIR 21. Regulate/Air Pollution.
Yolo County shall actively support systems of transit and transport, patterns and densities of development, and technological or organizational means to reduce or mitigate air pollution problems in the community, the county, and the region.
- CIR 22. Pollution Research.
Yolo County shall encourage continuation of the State vehicle pollution control research programs.
- CIR 23. Pollution/Mitigation.
Yolo County shall coordinate with other agencies and shall require mitigation of noise, air, and water pollution through appropriate location, design and construction of circulation facilities.
- CIR 24. Coordinate with Land Use.
Yolo County shall coordinate all aspects of this Circulation Element with the Land use, Housing, Noise, and Scenic Highways Elements.

- CIR 25. District Coordination.
Yolo County shall develop agreements with Reclamation Districts for hiking, biking, and horse trails on levees and other right-of-ways and will provide for policing to ensure safe use by the public as well as security for adjoining land owners and users.
- CIR 26. Yolo County Transportation/Transit Plan.
Yolo County shall coordinate with the Yolo County Transportation Committee to implement the adopted Yolo County Transportation/Transit Plan and the Yolo County Transportation/Transit Plan shall be adopted as a fully effective part of this Circulation Element.
- CIR 27. Regional Coordination.
Yolo County will coordinate with regional leadership to ensure the future development of a regional rapid transit system including ground, air, water, and pipeline systems. The Sacramento Area Council of Governments (SACOG) Annual Regional Transit Plan shall be coordinated with the Yolo County Transportation/Transit Plan and shall be used to provide further detail to and implementation of that Plan.
- CIR 28. Scenic Highways.
Circulation policy and implementation shall be integrated with the policies of the Scenic Highways Element.

SAFETY AND SEISMIC SAFETY POLICIES

- S 1. Safety and Seismic Safety, Basic.
Yolo County shall regulate, educate, and cooperate to reduce death and injuries or damage to property and to minimize the economic and social dislocation resulting from fires; geologic hazards; streets, highways, bikeways and pedestrian ways; floods; transportation or industrial accidents; civil disturbances; catastrophic pollution, epidemic; or water disaster; and other public safety hazards.
- S 2. Inventory and Standards.
Yolo County shall develop an inventory of significant urban, rural, and natural hazards, including geologic hazards, and provide standards for location of uses and for avoidance or mitigation of such hazards.
- S 3. Review and Approve.
Yolo County shall review all development proposals and shall require the design, construction, and operation of all such land uses to meet laws and codes for safe construction and use and to support the policies of this General Plan, as amended.
- S 4. Flood Plain Zones/Seismic Events.
Yolo County shall apply a special overlay zone to those areas which will probably be affected by the results of a seismic event such as dam or dike failures or earth slumps or landslides.
- S 5. Floods, Basic.
Yolo County shall regulate, educate, and provide guidelines and standards for avoiding and mitigating the effects of flooding.
- S 6. Flood Standards and Ordinances.
Yolo County shall adopt and apply standards and ordinances for control of development relating to potential flooding and local drainage and require mitigation of identified impacts. The County may, at a future time, establish a policy for a Countywide drainage plan, but does not require such a plan at this time.
- S 7. Floodproofing.
Yolo County shall require development of all kinds, in areas of "acceptable low risk flooding," to be floodproof.*

- * Floodproof: Structures and facilities designed and constructed to accept the maximum 100 year flood circumstance without significant hazard to the public, to occupants, or to users, not to sustain significant damage to vital systems which would lead to such hazards.
- S 8. Yolo By-Pass/Other Designated Floodways.
Yolo County shall not approve residential development, including farm dwellings, or other structures housing large numbers of overnight residents, in the Yolo By-Pass or other designated floodways.
- S 9. Coordination with Federal Flood Insurance Program.
Yolo County shall use the Federal Flood Insurance Program maps and standards in regulating and advising on development proposals in flood plains and these maps are a part of this General Plan by reference.
- S 10. Density, Spacing, Location, Slopes, and Fuel Breaks.
Yolo County shall regulate building spacing, building densities, building on slopes, and the provision of appropriate fuel breaks as minimum devices to assist in promoting fire safety.
- S 11. Area Fire Safety.
Yolo County shall develop a plan and standards for evacuation routes, peak load water supplies, minimum road widths, and clearances around structures, and shall require adequate facilities for these things in all development or redevelopment.
- S 12. Wildland Fire Protection.
Yolo County shall carry out the requirements of the Yolo County Fire Protection Programs for wildland areas, 1980, as amended.
- S 13. Fire Advisory Board.
Yolo County will coordinate and encourage enhanced fire services with the Yolo County Fire Advisory Board.
- S 14. Fire, Basic.
Yolo County shall cooperate with the fire districts, enforce planning, zoning, and building codes and advise and encourage development to enhance fire safety.
- S 15. Review of Proposals.
Yolo County shall request review of and comment on significant development proposals, rezoning, specific plans, and General Plan amendments by the respective fire districts and the Yolo County Sheriff.
- S. 16. Consolidations/Fire Districts.
Yolo County shall encourage appropriate consolidations and improvements of fire districts.
- S 17. Crime Protection and Avoidance.

Yolo County shall develop standards for location, construction, and operation of new development and redevelopment to enhance public protection from crime and to avoid generating facilities conducive to crime. Among the arrangements and devices required to achieve this policy are:

- Defensible space design and construction
- Adequate lighting
- Mutual surveillance of public areas
- Detection and alarm systems
- Construction to discourage unauthorized entry
- Fire breaks
- Fire and smoke detection
- Adequate clear spaces and fuel reduction
- Adequate escape routes and facilities
- Adequate public protection services.

S 18. Toxic or Hazardous Materials.

Yolo County shall develop emergency plans for implementation in the event of accident, fire, or flood involving toxic or hazardous materials.

S 19. Oil Spills.

Yolo County shall cooperate with other agencies in prevention and control of potential oil spills, including coordination with the State Oil Spill Program and this program shall be prescribed for application in local emergency and safety plans, standards, and ordinances.

S 20. Airports.

Yolo County shall regulate land divisions and land use in the vicinity of the several airports to avoid or mitigate potential safety and nuisance conflicts or hazards between airport and airspace users and nearby persons and land uses as well as the general public.

S 21. Emergency Plan.

Yolo County shall develop, review, and maintain a County Emergency Plan and such Plan shall be a part of the Safety and Seismic Safety Element of this General Plan, as amended, by reference.

S 22. Emergency Response.

Yolo County shall respond to catastrophic emergencies by:

- Continuing government
- Directing and controlling emergency property
- Saving lives and protecting property
- Repairing and restoring essential public systems and services
- Protecting and managing use of remaining resources
- Coordinating operations with other jurisdictions
- Establishing emergency operating centers and maintaining communications.

S 23. Long-term Recovery Actions.

Yolo County shall follow a program designed to enhance long range recovery actions, following any disaster, to return to normal life and rebuild, while avoiding development of long term public problems by application of short term, expedient measures.

S 24. Environmental Reports.

Yolo County shall require environmental assessments and reports to address safety and seismic safety issues and to provide adequate mitigation for existing and potential hazards identified.

S 25. Safety and Seismic Safety.

Yolo County shall regulate land use, circulation, and housing functions with appropriate regard for the Safety and Seismic Safety policies of this General Plan. Open Space, Conservation, Airport, and the several Urban Area and Community Plans shall also be utilized to avoid, eliminate, or to mitigate the possible hazards related to the Safety and Seismic Safety issues and policies of this General Plan.

S 26. "911".

Yolo County shall implement the universal emergency telephone number, "911," as soon as possible.

Policy: Boat Patrol.

Yolo County shall develop uniform policies and standards of enforcement and seek agreement establishing a joint Delta Boat Patrol.

NOISE POLICIES

- N 1. Noise, Basic.
Yolo County shall regulate, educate, and cooperate to reduce excessive noise levels within the environment and particularly those noise levels which impinge upon the home environment.
- N 2. Noise/Land Use.
Yolo County shall regulate the location and operation of land uses to avoid or mitigate harmful or nuisance levels of noise.
- N 3. Noise, Prevent and Control.
Noise shall be prevented, avoided, and suppressed by controlling noises at the source, providing barriers or buffers, by the implementation of a noise ordinance and by means of wise land use planning and implementation.
- N 4. Noise Ordinance.
Yolo County shall adopt a comprehensive Noise Ordinance.
- N 5. Development Review.
Yolo County shall review all new development and redevelopment in terms of the Standards of Noise Avoidance or Control.
- N 6. Basic Compatibility.
Yolo County will review all new developments, public and private, for noise compatibility with surrounding uses to protect the occupants of nearby lands from undesirable noise levels and shall discourage new residential development in areas subject to legal, long term, excessive noise.
- N 7. Development Control/Noise.
Yolo County shall review development plans for noise compatibility of the proposed use with the surrounding uses and planned uses, and shall incorporate noise reduction, avoidance, or mitigation techniques as necessary. In addition to other ordinances, standards, or devices, the following may be used to accomplish these policies:

- Provide open space, berms or walls, or landscaped areas between occupied dwellings and noise generators.
- Require specific plans, subdivision maps, or zoning standards to require deep lots in order to locate dwellings farthest from noise generators.
- Require effective sound barriers for new residential developments adjacent to existing freeways and highways.

N 8. Implementation.

Yolo County shall achieve these policies by the application of available review, guidance, and regulatory devices including:

- Placing future development within areas of noise compatible land uses.
- Supporting efforts to reduce noise levels.
- Coordination with transportation agencies to reduce noise through design and location of new facilities.
- Application of design standards to avoid or mitigate noise problems, including structure design, materials, and location.

N 9. Mitigation and Reduction.

Yolo County will require mitigation to reduce noise to acceptable levels throughout the County and particularly within home environments. Reduction of noise shall be sought at the source, along its path, and/or at receiver points if such noise is determined to be excessive.

N 10. County Noise Control.

Yolo County shall develop a program to reduce or control noise generated from sources under the County's jurisdiction.

N 11. Standards.

Yolo County shall set and enforce measurable standards for noise reduction and control on construction projects, equipment purchase contracts let by the County, and as a part of development review of private construction project subject to review and approval by the County.

N 12. Noise and Safety/Airports.

Yolo County shall coordinate with other governmental agencies as well as the private sector in efforts to combat, alleviate, or mitigate excessive, hazardous, or annoying noise.

N 13. Coordination.

Yolo County shall coordinate with other governmental agencies as well as the private sector in efforts to combat, alleviate, or mitigate excessive, hazardous, or annoying noise.

N 14. Noise Insulation.

Noise insulation standards shall be enforced by the Building Department.

N 15. Noise/State Highways.

Yolo County encourages continuation of the State Roadway Noise Abatement Program(s).

N 16. Integrate with Other Elements.

The Noise Element shall be integrated with Land Use, Safety, Open Space, Scenic Highways, Circulation, Conservation, and other elements of the General Plan as well as the Energy Plan.

OPEN SPACE POLICIES

OS 1. Open Space, Basic.

Yolo County shall preserve appropriate open space land through available means of land use controls, regulations, and advice or guidance and through coordination with the other elements of this General Plan, as amended, and with other agencies.

OS 2. County will Preserve Open Space.

Yolo County shall use the Land Use Element policies, together with Specific Plans, zoning, use permits, site plan review, building permits, subdivision maps, the Agricultural Preserve-Land Conservation Act of 1965, assessment practices, coordination with the Soil Conservation Service, and other available means to preserve all lands defined as Open Space*.

* Open Space land is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as listed below:

- Banks of lakes, streams, rivers or lakeshores
- Flood control by-pass or channel
- Areas prescribed for ecologic or other scientific study purposes including archaeological sites
- Areas used for managed resource production including:
 - Agricultural land
 - Rangeland
 - Managed food and fiber production areas
 - Groundwater recharge areas
 - Marshes, rivers, lakes, and streams important for fisheries
 - Areas containing major mineral deposits, including sand and gravel clays, ores, metals, and oil or gas.
- Areas used or needed for outdoor recreation including:
 - Areas of outstanding scenic, historic, or cultural value

- Areas particularly suited for park and recreation purposes
- Areas for access to lakeshores, rivers, and streams
- Areas linking major recreation and open space reservations including:
 - Utility easements
 - Banks of rivers and streams
 - Trails
- Areas of Scenic Highway corridors.
- Areas needed for Public Health and Safety, including:
 - Areas needing special management, mitigation, or avoidance because of hazardous or special conditions such as:
 - Earthquake fault zones
 - Unstable soil areas
 - Flood plains
 - Watersheds
 - Areas of high wild fire risks
 - Areas for protection of water quality
 - Areas for water reservoirs
 - Areas required for protection and enhancement of air quality.

OS 3. Agricultural Land.

Yolo County shall preserve agricultural land as the principal component of open space.

OS 4. Urban Uses in Urban Designated Areas.

Yolo County shall restrict urban uses to urban areas defined and mapped in the General Plan, as amended, of Yolo County and the several Urban Area Plans and Community Area Plans, as amended.

OS 5. Limiting Facility Extensions.

Yolo County shall protect open space lands from urban uses by limiting the extension of existing service facilities, particularly sewers. Where the County does not directly control the provision of such facilities, it shall respond in the negative to proposals to extend services by respective cities or districts and shall respond in the negative to related environmental impact reports produced by the lead agency on such proposals.

OS 6. Open Space Corridors.

Yolo County shall establish and maintain open space corridors through existing and future urban development. Drainage ways, streams, and river front together with open space adjoining schools and other public lands may be integrated into an open space corridor plan and conformance with such plans shall be mandatory for all new development or redevelopment.

OS 7. Schools Linked to Open Space.

Schools should be located in or near open space areas and linked to residential areas by means of open space corridors wherever possible.

OS 8. Trails.

Recreation, bikeways trails, and other public areas shall be integrated with open space plans and the provision of open space areas and corridors; and conformance with such plans shall be mandatory for all new development or redevelopment.

OS 9. Scenic Areas.

Yolo County shall plan to maintain scenic highways and waterways or riverbank corridor areas of scenic value as part of its open space preservation program and shall use persuasion and regulation to that end.

OS 10. Landscape Ordinance.

Yolo County shall adopt a landscape ordinance and one purpose of such ordinance will be to preserve and enhance open spaces.

OS 11. Wildlife Habitat.

Yolo County shall plan to safeguard existing and encourage additional areas of wildlife habitat as part of its open space preservation program.

OS 12. Coordination.

Yolo County shall coordinate and cooperate with other local agencies and State and Federal agencies to conserve or preserve open space in areas defined or mapped as open space in these policies.

CONSERVATION POLICIES

- CON 1. Conservation, Basic.
Yolo County shall conserve its land and other resources through available means of land use controls, regulations, and advice and guidance, and through coordination with the other elements of this General Plan, as amended, and with other agencies.
- CON 2. Conservation, Basic Methods.
Yolo County shall foster conservation of its resources and avoid natural hazards by planning, encouraging, and regulating the development and use of these resources and the areas where they exist.
- CON 3. Land as a Resource.
Plans, projects, and programs shall treat land as a resource rather than as a commodity.
- CON 4. Identify Resources.
Yolo County shall adopt a list and maps of the distribution of the natural features, characteristics, and things cited above for use in carrying out these policies.
- CON 5. Element Content.
In order to avoid conflict with this General Plan, as amended, or to avoid environmental hazards, Yolo County shall require conservation of natural resources, in the development and managed utilization including:
- Water and its hydraulic force
 - Forests
 - Tree borders along roads and highways.
 - Soils
 - Rivers and other surface waters
 - Harbors (marinas)
 - Fisheries
 - Wildlife
 - Minerals
 - Other natural resources including gas, oil, and geothermal
 - The reclamation of lands and waters
 - Flood control
 - Prevention and control of the pollution of streams and other waters

- Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores
- Protection of watersheds
- The location, quantity, and quality of rock, sand, and gravel resources.

- CON 6. Long Term Values.
Yolo County shall plan, encourage, and regulate to ensure that natural resources are maintained for their long-term ecological values as well as for their more direct and immediate benefits.
- CON 7. Design and Site Development Standards.
Yolo County shall establish design and site development standards and shall apply these standards to development to prevent unnecessary disruption of the terrain, vegetation, and significant resource areas. Application of the standards shall include mitigation of potential adverse environmental impacts.
- CON 8. Urban Growth/Natural Environment.
Urban growth shall be permitted only in accord with and respectful of the natural environment. Particularly this policy shall apply to riverfront lands and adjoining agricultural lands.
- CON 9. State Resources.
Yolo County shall ensure the protection, maintenance, and wise use of the State's natural resources, especially scarce resources and those that require special control and management.
- CON 10. Protection of Resources.
Yolo County shall plan, encourage, and regulate public and private agencies to prevent the wasteful exploitation, destruction, or neglect of the State's resources.
- CON 11. Soils/Agricultural Use.
Yolo County shall encourage the highest agricultural use of good agricultural soils and the development of acceptable agricultural industry. Only agricultural development shall be allowed outside of Urban Area Boundaries and Community Area Plan lines except as a legal replacement of an existing, legal use or as specifically provided elsewhere in this General Plan.
- CON 12. Soils.
Yolo County shall regulate land use and encourage and cooperate with appropriate agencies to conserve, study, and improve soils. Prime soils shall be preserved outside of designated urban areas.
- CON 13. Land Forms.

Yolo County shall regulate development to avoid degradation of land forms through nonagricultural grading, construction, or routing of lines or towers, or placement of antennae, wind generators, solar generators, and similar devices.

CON 14. Grading Ordinance.

Yolo County shall consider the feasibility of a grading ordinance to apply to all lands designated "watershed" and to unincorporated areas within the boundaries of Urban Area and Community Area Plans on the adopted General Plan map, and shall continue to study the need to adopt a grading ordinance or standards for other areas. Agricultural operations shall not be included in this grading ordinance.

CON 15. Air Quality.

Yolo County shall maintain or improve air quality by means of the following actions:

- Coordination with the Yolo-Solano Air Pollution Control District.
- Coordination with the Sacramento Council of Governments, Air Quality Management Plan.
- Development or redevelopment project approval only with avoidance or appropriate mitigation of probable air pollution.
- Land use and transportation planning and implementation.
- Support of transportation systems that generate less air pollution problems.
- Planning and implementing more compact urban forms to stabilize or reduce aggregate commuting and other travel distance requirements.
- Continue to improve the County waste collection and disposal to avoid waste burning.
- Protect air quality levels required for agricultural productivity.
 - Implementation of the Air Quality Maintenance Plan adopted by the Sacramento Area Council of Governments.

CON 16. Water Versus Development.

Yolo County shall relate new development to water availability and water pollution avoidance or mitigation.

CON 17. Water Reclamation.

Yolo County shall encourage waste water reclamation and reuse.

CON 18. Sewer Plant Consolidation.

Yolo County shall encourage the most efficient long term arrangement of sewer plant facilities, including consolidation, where appropriate.

- CON 19. Watersheds.
Yolo County shall designate and map, by overlay, watershed areas with uses limited to grazing and wild hay production, with soil, water, and wildlife conservation practices.
- Watershed designated areas shall be limited to grazings; wild hay production; soil, water, and wildlife conservation activities, with non-intensive recreation as a secondary use.
- CON 20. Groundwater.
Groundwater shall be protected from overdraft and shall not be encroached upon by construction. Impervious surfaces should be reduced or replaced and groundwater recharge enhanced. The use of non-impervious surfaces is encouraged.
- CON 21. Central Valley Project.
Yolo County shall cooperate in the completion of the planned Central Valley Project, except for the Peripheral Canal.
- CON 22. Cottonwood, Willow Slough, Colusa Drain.
Yolo County shall cooperate in the completion of drainage projects for the Cottonwood and Willow Slough areas, and for the Colusa Drain.
- CON 23. Sacramento River and Putah Creek.
Yolo County shall encourage additional use of Sacramento River and Putah Creek Water.
- CON 24. Water Resources Plan.
Yolo County shall continue to evaluate water resources and to maintain the Yolo County Water Resources Plan. That Plan shall be carried out, where appropriate, by the implementation of this General Plan, as amended.
- CON 25. Landscape Ordinance.
Yolo County shall prepare a landscape ordinance and shall develop a program to require the use of street trees in all new development.
- CON 26. Landscaping/Energy.
Landscaping may be required to shield or expose certain structures for energy conservation or acquisition purposes.
- CON 27. Landscaping/Screening
Yolo County shall require assured landscaping between certain uses which may otherwise conflict. Landscaping shall be required along freeways, between commercial, industrial, and residential uses, in public road frontage setback areas and in parking areas.

- CON 28. Tree Preservation.
Yolo County shall establish a tree planting program. Yolo County shall adopt a tree preservation ordinance and shall require extensive use of trees on private and public lands.
- CON 29. Landscaping Assurance
Required landscaping shall be assured for installation and for continuity by appropriate means.
- CON 30. Wildlife Habitat.
Yolo County shall safeguard existing and encourage development and protection of additional wildlife habitat and shall coordinate with other agencies and programs to enhance and create wildlife preserves and to preserve and rehabilitate wildlife habitat areas suitable for ecological education sites.
- CON 31. Grazing Management.
Yolo County shall encourage appropriate grazing management to avoid overgrazing.
- CON 32. Weed Abatement.
Yolo County shall review and amend, if necessary, weed abatement ordinances to ensure that overly stringent standards do not cause unnecessary vegetation destruction in natural areas.
- CON 33. Vegetation Conservation.
Existing natural vegetation shall be conserved where possible, integrated into new development, and its life and continuity shall be assured by means of Conditional Use Permit procedures applied to permit approvals for new or reconstruction work.
- CON 34. Mineral Resources.
Yolo County shall adopt a Mining Ordinance to implement these policies as they apply to mineral resources, including sand and gravel.
- CON 35. Cache Creek.
Yolo County shall adopt a Cache Creek Management Program for the carefully managed use and conservation of Cache Creek and its sand and gravel resource, its riverside environment, its relationship to ground and surface water characteristics, and its value as a fishery and recreation resource.
- CON 36. Putah Creek Mining.
Yolo County shall discourage mining in Putah Creek.
- CON 37. Drainage.

Yolo County shall cooperate with the Reclamation Districts to develop an adequate surface drainage plan.

- CON 38. Provision of Water.
Yolo County shall coordinate with providing agencies to assure that sufficient clean water is available for existing, approved, and presently planned uses. First priority for water resources shall go to existing legal land uses.
- CON 39. Coordination/Water Agencies.
Yolo County shall develop or amend those portions of the Conservation Element which include waters in coordination with any Countywide water agency and with all district and city agencies which have developed, served, controlled, or conserved water for any purpose for the Yolo County or any city or district in Yolo County.
- CON 40. Water Pollution Prevention.
Yolo County shall prohibit surface water courses or groundwater recharge areas to be used for dumping sites for toxic materials or secondarily treated waste water and shall support agricultural practices to minimize chemical and nutrient runoff, erosion, and siltation, and support the use of check dams.
- CON 41. Review by Resource Conservation Person.
Yolo County may require a review and report from a qualified Resource Conservation person on all permit approvals for land use or land division in designated agricultural areas.

SCENIC HIGHWAYS POLICIES

- SH 1. Scenic.
This Plan shall designate scenic corridors along certain public roads and highways.
- SH 2. Scenic Highways, Basic.
Yolo County shall select and map scenic highways, within a scenic corridor, through open space areas and passing through interesting or unique areas, both urban and rural, and may include bikeways, hiking and riding trails, outlooks, pedestrian ways, parks, rest stops, and information centers in such plans.
- SH 3. Local Designation.
Yolo County may designate other routes, not qualified for State designation, as Local Scenic Highways.
- SH 4. Regulations and Programs.
Yolo County shall adopt the following regulations or programs in support of these Scenic Highways, Open Space, and Conservation policies:
- A Tree Preservation Ordinance with standards;
 - A Grading Ordinance with standards;
 - A Sign Ordinance with standards;
 - Architectural and Design Review Board reviews;
 - Environmental assessments on projects affecting designated scenic highway corridors;
 - An ordinance implementing the Land Conservation Act;
 - Resolutions directing County agencies to conserve and enhance scenic values in designated scenic highway corridors in new construction, repair, and maintenance operations, with standards;
 - Additional or modified land use zoning and land division ordinances and standards to directly implement these policies;
 - A Litter Control Ordinance;
 - A Water Quality Control Ordinance with emphasis on appearance, modification, and litter control for scenic corridor purposes;
 - Additional emphasis and enforcement of fire prevention programs to avoid scenic area destruction;

- Standards for locating power towers and above ground wire lines, wind power and solar power devices and antennae, where in or near scenic highway corridors.

SH 5. Protection.

Yolo County shall regulate and guide land uses, recreation, circulation, conservation, and open spaces and shall require retention or conservation of natural features and vegetation along both State and locally designated scenic highways.

SH 6. River Roads.

Yolo County shall consider designating "river roads" as designated scenic highways.

SH 7. Natural Vegetation and Landscaping.

Yolo County shall require retention, of existing trees and vegetation and natural landforms, and shall require landscaping to enhance scenic qualities and/or screen unsightly views, and shall implement regulations to prohibit removal of trees along public rights-of-way without consideration of their scenic or historic value, and shall implement tree conservation or enhancement in new development, with emphasis on oak preservation.

SH 8. Towers.

Transmission towers and lines shall be kept outside the scenic corridor where feasible.

SH 9. Towers and Lines.

Yolo County shall recommend the establishment of electric towers, solar power facilities, wind power facilities, and electromagnetic frequency transmission towers and/or above ground lines outside of scenic highway corridors, where feasible.

SH 10. Scenic Regulation.

Yolo County shall regulate unsightly use of land and billboards and signs in scenic corridors.

SH 11. Prohibition of Junk, Signs, Etcetera.

Yolo County shall prohibit billboards or other off-site advertising, unscreened outdoor storage of industrial and commercial parts and materials, salvage or junk, dismantled vehicles, used or new vehicle sales or, building materials for sale and similar materials, uses, and things along designated scenic highways.

SH 12. Highway 128.

Yolo County shall designate Highway 128 from Winters to Lake Berryessa as a scenic highway and the adjoining areas a scenic corridor, and a bikeway along the route shall be provided.

SH 13. Capay Valley.

Yolo County shall designate Highway 16, through the Capay Valley, as a Local Scenic Highway.

SH 14. Coordination/State Designation.

Yolo County shall coordinate the County Scenic Highways Program with the California Department of Transportation to achieve County Scenic Highways designation on those routes locally selected.

RECREATION POLICIES

REC 1. Recreation Basic.

Yolo County acquires, maintains and provides a variety of park, open and natural areas for recreational and leisure pursuits at the regional, community and neighborhood level through means of California statute, established land use controls, regulations, real property transfer, and the advice, guidance and cooperation of other jurisdictions and through coordination with other elements of this General Plan, as amended.

It shall be the basic recreation policy of the County to:

1. Protect and preserve as many of the County's recreational and scenic resources as possible;
2. Maintain diversified regional-type recreation facilities and programs;
3. Assist in preserving the open space resources of the County;
4. Cooperate with special districts, cities, adjacent counties, and state and federal agencies in the acquisition, development and administration of recreation facilities, resources and programs for joint use and mutual advantage;
5. Cooperate with and encourage private individuals and organizations in the preservation, acquisition and administration of recreation resources;
6. Assist local rural communities in obtaining a basic level of recreation service;
7. Encourage and assist in the development of bicycle and hiking trails in and to County parks and recreation areas;
8. Encourage Greater understanding of the park system and the resources it protects by development of an interpretive program.

The following statements of objectives shall guide the County in adhering to the recreation policies of this element:

1. It will be the County's responsibility to provide for the direct development, operation and maintenance of regional park and recreation areas only.
2. Community and neighborhood park development and operation is a responsibility of the local governing body or, at most, an indirect County responsibility. Such services shall not be a primary function of the County park system.
3. Fees and charges should supplement tax appropriations, grants or gifts when applicable, as a source of revenue and should not be the primary source of funds for operation.
4. The extension of recreation services should be based upon service value and not the income producing potential of such a service.
5. There will be an attempt to insure that those people who use publicly supported recreational facilities contribute toward the cost of providing and operation of those facilities.
6. The mandatory dedication of land or a payment of fees for parks and recreation purposes shall be required as a condition of subdivision and parcel map approval upon adoption of a suitable "Set-aside" ordinance.

REC 2. Specific Recreation Projects.

Yolo County shall establish and annually update a list of specific recreation and leisure service projects and programs, including site acquisition, area easement, project development and improved operation.

REC 3. Mandatory or "Set-aside" Acquisition Planning.

Yolo County shall establish Countywide plans for acquiring park and recreation properties under mandatory or "Set-aside" dedications.

REC 4. Schools and Recreation.

The County shall cooperate with the governing board of any public authority seeking to organize, promote and conduct such programs of community recreation as will contribute to the attainment of general educational and recreation objectives for children and adults of the state in furtherance of the Community Recreation provisions (PT. 3, Div. 12, CH. 6) of the California Education Code.

Schools and recreation areas shall be located on adjoining sites whenever possible.

REC 5. Water Recreation.

The County shall adopt use plans regulating the public recreational use of streams, lakes and reservoirs.

- REC 6. Riverfront.
Development of riverfront recreation areas shall offer recreational facilities, visual aesthetics and open space amenities, while insuring access to the river for all residents.
- REC 7. Urban Waterfront Land Use.
Yolo County shall require that a portion of urban waterfront, other than the Port of Sacramento and existing industrial uses, should be used for water-dependent activities including, but not limited to, recreation, tourism, scenic public walkways, waterview restaurants, marinas, fishing access, small waterfront parks, and interpretation projects with retained and enhanced riparian vegetation and may include related residential development in a proportion established by conditional use permit but not to exceed one-half of the total land area of the project.
- Urban waterfront overlay zoning shall be established to locate and define the extent of such areas and shall insure access to the river for all residents.
- REC 8. Fine Arts.
Yolo County shall encourage the cultivation of fine arts including the performing arts, art galleries, graphic arts, and photography.
- REC 9. Park Plans.
Yolo County shall establish and regularly update comprehensive park plans and resource inventories for each unit of the County park system.
- REC 10. Environmental and Planning Review.
A specific procedural method of environmental and general planning review for parks and recreation shall be established by the County in order to reasonably afford park administrators and policy advisors the opportunity to examine and comment on proposed undertakings which may affect such facilities and services in Yolo County.
- REC 11. Mitigation of Effects.
Yolo County shall require mitigation measures at and adjoining public and private recreation facilities and places to balance the public recreation needs versus the local property owners' needs and shall include:
1. Trash and litter control and removal
 2. Trespass enforcement
 3. Other law endorsement
 4. Vandalism and shooting prevention measures
 5. Sign controls
 6. Parking regulation
 7. Other measures to eliminate or reduce safety or nuisance hazards to adjoining and nearby properties and persons.
- REC 12. Codification of Rules.

Yolo County shall codify or otherwise cause the collection of all ordinances, rules and procedures applying specifically to parks, recreation facilities and leisure services in a single comprehensive document.

REC 13. Coordination with other Elements.

Yolo County shall coordinate the Recreation Element with the Land Use, Circulation, Open Space, Conservation, Scenic Highway, Housing and Historic Conservation Elements as the Planning Agency administers the General Plan in accordance with State planning law.

REC 14. Coordination and cooperation with other Governments.

In providing for parks, recreation and general leisure services, the County shall provide the specific procedural means whereby cooperation and coordination between levels of government is regularly accomplished.

REC 15. Public Participation.

Yolo County provides concerned individuals, organizations and public agencies with the Yolo County Parks and Recreation Advisory Committee as a forum for the expression and discussion of parks and recreation element matters.

HISTORIC PRESERVATION ELEMENT

- HP 1. Goal.
Yolo County shall support the preservation and enhancement of historic and prehistoric resources within the County when fiscally able.
- HP 2. Objectives.
- 2.1 To preserve Yolo County's natural resources with historical significance by designating certain natural resources such as trees and vegetation as "historic" and by supporting a program to preserve them.
 - 2.2 To preserve Yolo County's prehistoric resources by identifying and preserving Native American sites and other significant archaeological sites and by encouraging development of demonstration sites.
 - 2.3 To preserve Yolo County's natural resources with historical significance by designating certain natural resources such as trees and vegetation as "historic" and by supporting a program to preserve them.
 - Identification of historic resources within the County;
 - Recording the historic resources identified in the 1986 Yolo County Historic Resources Survey on the General Plan map and maintenance and updating of the map for planning purposes;
 - Adoption of a Historic Preservation Ordinance and the establishment of a Yolo County Historic Preservation Commission;
 - Support for the conversion of older residential structures in commercial zones to commercial or office use and of older historically significant structures in agricultural areas to tourist uses through the use permit process while maintaining or enhancing their historical authenticity;
 - Encouragement of County efforts to seek financing for the preservation of the County's historic resources;

- To encourage the property owners to revitalize their properties through incentives such as utilizing the Historic Building Code, easements, state and federal tax exemptions as well as seeking Community Development Block Grant funds.
- 2.4 To promote museums to preserve the prehistorical, historical and agricultural heritage of Yolo County by the following actions:
- Continued support for the Yolo County Historic Museum;
 - Promotion of museums within historic structures;
 - Support for establishment of additional museums in the County.
- 2.5 To preserve the historical records of Yolo County and make them accessible to the public by maintaining the Yolo County Archives.

Revised by Resolution 89-77 on May 25, 1989, Exhibit "D."

HOUSING POLICIES

- H 1. Integrate Housing Element.
Yolo County shall integrate the Housing Element of 1982 into this General Plan as a coordinated element; all policies in the Housing Element are a part of this General Plan.

ENERGY POLICIES

- ENR 1. Energy Plan Integrated.
Although the Energy Plan was not originally adopted as a part of the General Plan, many of the included policies set forth programs to be achieved by implementation of the adopted elements of the General Plan; therefore, Yolo County shall integrate the policies expressed in the Yolo County Energy Plan into this General Plan, as amended.
- ENR 2. Energy Plan Part of the Yolo County General Plan.
Yolo County shall include the Energy Plan as a functional part of this Yolo County General Plan, as amended, for direct application throughout the unincorporated area of the County.
- ENR 3. Energy Conservation.
The Yolo County Land Use Element shall be implemented to:
- Direct the pattern of land use to be compact and related to transit routes and centers and to minimize auto traffic needs;
 - Require energy efficient development and structures;
 - Encourage use of alternate energy sources and energy conservation in all development approvals;
 - In-fill vacant lots, redevelop urban areas, and increase urban densities, where appropriate.

ADMINISTRATION

- ADM 1. Regulation Etcetera/Achieve Policies.
 Yolo County shall regulate, by application of codes, standards, education, cooperation, and enforcement, to insure the achievement of these policies.

- ADM 2. Standards and Procedures.
 Yolo County shall use standards and procedures for implementation of this General Plan, as amended.

- ADM 3. Amendments.
 Procedures to prepare, hear, and adopt General Plan Amendments shall follow the requirements of State law, the Guidelines for the preparation or amendment of General Plans and shall effectively integrate the participation of persons, groups, and agencies in that preparation and adoption process.

- ADM 4. Consistency Findings.
 All land use and land division decisions shall be accompanied by a finding, or findings, that the project under consideration is consistent with the Yolo County General Plan as amended, including those elements, plans, or policies included therein by reference.

- ADM. 5. General to Specific Interpretations.
 Where this Plan provides both general and more specific policy, the interpretation of the applicability of policies herein shall proceed from the general to the specific.

- ADM 6. Integrated Plans.

Yolo County shall integrate by reference the several Area, Community Area, and subject plans, as amended, including:

East Yolo
 Capay Valley Area
 Esparto
 Dunnigan
 Southport Area
 Clarksburg and Clarksburg Area
 Knights Landing
 Madison
 Woodland Urban Area
 Davis Urban Area
 Winters Urban Area
 Delta Area
 Yolo County Airport Vicinity and subsequent Airport Plans
 The Energy Plan
 People's Element (East Yolo)
 Cultural Element (East Yolo)
 and others as they are adopted as part of or amendments to this General Plan.

ADM 7. Specific Plans.

Specific Plans may be used as a means of providing more specific policy directives for the purpose of mitigating potential environmental problems and for otherwise carrying out the policies of this General Plan, as amended.

ADM 8. Planned Development.

Yolo County shall encourage the use of Planned Development Zones as a means of assuring mitigation of potential environmental impacts and shall apply the more specific requirements of controls to achieve the purposes of this General Plan, as amended, within and near the area of the Planned Development.

ADM 9. Population Standards.

Yolo County shall control certain physical and economic growth factors which will tend to limit population growth and densities in various areas. Limits to the number of dwelling units per parcel and to the number of parcels permitted will be used to achieve the population limits. Setbacks, offsets, area of building coverage, height and bulk, parking and open space may be required and thus will indirectly contribute to limiting probable population densities and numbers. Requirements for developers to provide certain facilities and services on a "probable population" basis may also indirectly influence (limit or encourage) resultant population growth and density figures, and such methods may be applied to support implementation of the population figures sought in this Plan.

ADM 10. "Will Serve" Statements, Cities.

Yolo County shall require that any new development within an urban area boundary must obtain "will serve" statements or a letter waiving the requirement for service by the City, from the adjoining city.

- ADM 11. "Will Serve" Statements, Districts.
Yolo County shall require "will serve" statements from all affected utility and service districts prior to approval of any new development.
- ADM 12. "Will Serve" Content.
The "will serve" statements shall include information which addresses the adequacy of the existing urban services in terms of the extensions or expansions required by the proposed development, the cost of servicing the new development, and the ability of the city or district to provide these required services. Each service agency must indicate satisfaction with the service levels and the funding sources provided for in the development proposal before final approval is given by the County.
- ADM 13. Urban Development Policies; Compiled and Implemented.
Yolo County shall apply the compilation of all policies and maps in this General Plan related to urban development for implementation as the Yolo County Urban Development Plan and thereafter exercise its police powers to require identification and mitigation of all environmental and economic issues generated by subsequent development proposals.
- ADM 14. Urban Development Policy: Urban Areas by Reference.
Yolo County shall prepare and adopt an Urban Development Policy for areas not now included in Urban Development Areas and shall administer the urban development policies now included in the Yolo County General Plan, as amended, including those elements, plans, or policies included therein by reference.
- ADM 15. Urban Development Policies; Urban Uses within Cities or Unincorporated Urban Areas.
Yolo County shall require urban uses to be placed within city limits in the urban areas of Davis, Woodland, and Winters; and within the urban service areas of all unincorporated urban areas.
- ADM 16. Development Standards.
Yolo County shall adopt Development Standards defining things and levels to be assured or met in conjunction with development or redevelopment. The standards shall further define responsibilities for achievement or provision of those things or levels described.
- These Development Standards shall be used as the rule or basis of comparison by the Planning Agency* in measuring, judging, or deciding on capacity, quantity, content, extent, density, bulk, intensity, value, location, quality, design, or similar parameters, and shall express the minimum type, model, or example required to be met or exceeded by development proposals presented to the Planning Agency.
- The Development Standards shall be expressed in text and/or in graphic form, then published and made one of a group of implementing devices to carry out the Yolo County General Plan.

- * Planning Agency: The Community Development Agency Staff, the Planning Commission, and the Board of Supervisors, with its appointed and elected advisors on planning matters constitutes the Planning Agency.

ADM 17. Economic.

In order to encourage economic activity and full employment, Yolo County shall encourage new industrial, commercial, distribution, research, administrative, and professional activities in appropriate locations with effective mitigation of potential social and environmental problems.

ADM 18. Fiscal Impact Analysis.

The County may require Specific Plans or Planned Development zones for all new development and applications for approval of such Plan or zone shall be accompanied by a fiscal impact analysis of development costs and subsequent user costs, including all operation and maintenance costs, together with a plan or plans for building and financing all such on-site and off-site facilities and services. The probable anticipated change, over time, in value of land and improvements within and near such areas shall be included in the fiscal impact analysis.

ADM 19. Developers Provide Facilities and Maintenance Plans.

Yolo County shall require that all developers of new developments provide community facilities, both on and off site, that adequately meet the demands of the new development in the context of the existing community, and that the developer provide a plan for the maintenance of the level of service commensurate with future growth relative to that new development.

ADM 20. New Costs.

Yolo County shall require all developers to provide on-site and off-site facilities, the need for which is generated by the new development and shall require subsequent users of such services and facilities to pay for the increased costs generated by the new uses.

ADM 21. Insure Community Services.

Yolo County shall insure that adequate, high quality public services and facilities, schools, parks, and public buildings are provided.

ADM 22. Community Services.

Yolo County shall require developers of new development projects to provide all needed public facilities and services which may require participation, on a fair share basis, in the costs of repairing, upgrading, or otherwise making needed improvements to the area wide system.

ADM 23. Financing.

Federal and state grants shall be used where possible to build, improve, and maintain the facilities directed by the Circulation Element and financing shall be accomplished according to the terms and requirements of the adopted Yolo County Transportation Plan.

- ADM 24. Business Licenses.
Yolo County shall adopt a Business License Ordinance for the purpose of identifying and locating land uses and/or hazards and nuisances in order to effectively implement the Land Use, Circulation, and Safety Elements of this General Plan, as amended.
- ADM. 25. Developers Identify Problems.
Yolo County shall require developers to identify existing and potential problems in environmental assessments and reports.
- ADM 26. Environmental and Economic Mitigation Required.
Yolo County shall, in the exercise of its police powers, require mitigation of environmental and economic impacts identified in environmental assessments and reports. Mitigation may require changing or rejecting a project, or a portion of it, or construction, funding, or other assurance of the mitigating facility, system, or service; together with provisions acceptable to the Yolo County Planning Agency for on-going maintenance of the facility, systems, or service.
- ADM 27. Tiered EIRs.
Yolo County may require "tiered" Environmental Impact Reports as subsequent projects identify more detailed environmental and economic issues. Each level of project within an area shall require levels of detail consistent with the levels of detail inherent in that project. General Plans will require identification and mitigation measures commensurate with the general nature of such a plan. Subsequent zoning projects shall require more detailed issue identification and mitigation. Use permit, site plan approvals, or individual project approvals shall require the most specific detail in issue identification and mitigation provisions. Each subsequent environmental and economic report in an area will cite, support, and build upon the earlier environmental and economic report and mitigation provisions.
- ADM 28. Cooperation.
Yolo County shall cooperate with other agencies to achieve these policies.
- ADM 29. Coordinate/Community Services.
Yolo County shall coordinate with Districts and Cities to insure that adequate, high quality public services and facilities, schools, parks, and public buildings are provided.
- ADM 30. Fiscal Plans.
Yolo County shall coordinate with all school, fire, service and other districts to encourage the timely completion of studies, analysis, and plans to apply fair and appropriate fee schedules to new land use development and to subsequent ongoing service costs.
- ADM 31. Coordination/Proceedings.

Yolo County shall coordinate its plan preparation, adoption, and implementation proceedings with local citizens and with all appropriate local, state, and federal jurisdictions.

ADM 32. Census.

Yolo County shall support the various census operations of the United States Department of Commerce, Bureau of the Census, to provide information about the people and their economy, industry, and agriculture.

ADM 33. Citizen Review.

Yolo County may appoint ad hoc committees from time to time to represent communities within the County in review of General Plan amendment proposals and applications within each respective community.

ADM 34. People's Element, East Yolo.

Yolo County shall recognize that the People's Element of the East Yolo General Plan contains many recommendations for the improvement of social conditions and the well-being of our citizens and shall integrate the policies of that Element wherever possible throughout this General Plan.

ADM 35. People's Element, Part of Yolo County General Plan.

Yolo County shall include the East Yolo People's Element of the General Plan as a functional part of this Yolo County General Plan for direct application in the East Yolo area.

**REFERENCED ENVIRONMENTAL
IMPACT REPORT**

INTRODUCTION TO REFERENCED ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) is "built-into" the General Plan. It is simpler and shorter because it refers to parts of the Plan itself in order to address issues, impacts, and mitigations. This EIR is more general in nature than one prepared for a specific project where more specific plans and impacts are identified.

Each section of this EIR contains a statement of the summarized requirements of that part of an EIR. These are "boxed" to differentiate them from the functional parts of the EIR.

The EIR, in many ways, reads as if it were describing issues, impacts, and mitigations completely new to this area; whereas the General Plan, which is the "project" or the subject of this EIR, has been around for many years. Recent case law directs that we treat the possible impacts of this Plan as if the ideas were newly conjured, although, ironically, most of the "new" material in this Plan is designed to foster better mitigation of impacts—both old and new possibilities.

References to policies which may have various impacts are shown on pages 73 through 77 of this EIR. Those policies which mitigate or provide for mitigation are set forth on pages 78 through 98. Code letters are marked after each policy reference in the "Impact List" (pages 73 through 77). These codes are identified by resource or system at the bottom of each of those pages. Since this is a "referenced" EIR, in-depth understanding of the EIR can best be obtained by reading the referenced policies and by looking at the maps or area, community, or subject plans for a particular place or subject, as these are made a part of the whole Plan and EIR. A reading of Part

2, Data and Description, may also provide some understanding of potential impact or opportunity for mitigation.

Although it is the prime intention of this consolidation and improvement of our General Plan to generally improve our built, grown, and natural environment, it is clear that there will inevitably be some impacts, the mitigation of which we cannot guarantee. There are, however, perceived social and economic advantages to carry out this Plan (rather than do nothing).

Therefore, the local legislative body has adopted a Statement of Overriding Social and Economic Considerations (page 102) expressing their realization of potential impacts, balanced by some fundamental social and economic needs to proceed in our local culture, with great care and all of the devices we can muster to avoid adverse environmental effects.

TABLE OF CONTENTS

REFERENCED ENVIRONMENTAL IMPACT REPORT

Description of Project68
 Yolo County Map
 Regional Map

Description of Environmental Setting.....69

Environmental Impact.....69

Adverse Environmental Effects.....72

Mitigation Measures Proposed to Minimize the Impact.....77

Alternatives to the Proposed Action.....98

Relationship Between Local Short-Term and Long-Term99

Irreversible Environmental Changes.....100
Growth Inducting Impact.....101
Statement of Overriding Social and Economic Considerations.....102
Organizations and Persons Consulted (through March 1983).....103

REFERENCED ENVIRONMENTAL IMPACT REPORT

1. DESCRIPTION OF PROJECT

The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.

- A. The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.
- B. A statement of the objectives sought by the proposed project.
- C. C. A general description of the project's technical, economic, and environmental characteristics, considering the principal and engineering proposals and supporting public service facilities.

DISCUSSION AND REFERENCES

- A. This Plan, Part 1, Description and Data Base, Yolo County General Plan, 1983.

This Plan encompasses all of Yolo County outside of the incorporated cities.

- B. Introduction, Issues, Goals, and Objectives on the initial pages of this Plan, and Part II, Policies, Yolo County General Plan, 1983. The basic objective is to consolidate, clarify, and update the existing Countywide General (Master) Plan with the various elements and related policy documents and actions which have occurred throughout more than 27 years while meeting all current statutory requirements for content and procedure.
- C. This local Plan, like the Constitution, forcefully guides specific decisions on the many actions that make up the future achievement of the County's public goals for their working, living, and playing environment. It is a written expression of the physical, economic, and social state which local people want to achieve and how their elected, appointed, and hired people are directed to insure that they get there.

Technically, this Plan sets forth the policies needed and desired to achieve the public goals listed in the first few pages of the document and supports these with implementing procedures. The procedures listed include instructions for regulation and enforcement, coordination, and cooperation with various other agencies and directives and guides for the several parts of the Planning Agency and other County departments to carry out the substantive policies and to follow the plans set forth.

Environmentally, the project, as a Plan, has strong policies and mapping to conserve agricultural enterprise and land use and the beauty and open space that comes with that use. It directs urban use to specific areas inside urban area boundaries and (to a lesser degree) to the small, rural communities. It has stringent, effective controls to prevent the sprawl of urban uses into agricultural areas. Numerous devices and processes are directed to be applied to put urban uses into the prescribed areas and to prevent them from intruding into the areas of current agriculture and onto the best soils outside the designated urban areas.

Economically, the Plan directs fair participation in new infrastructure capital costs by the developers of new growth and redevelopment. It calls for provision of an acceptable arrangement for fair participation by future beneficiaries in the costs of operation and maintenance of the new and improved infrastructure. It provides concise areas for new, diversified industry, commerce, and housing, while being strongly protective of agricultural industry and agriculturally related industry.

2. DESCRIPTION OF ENVIRONMENTAL SETTING

An Environmental Impact Report (EIR) must include a description of the environment in the vicinity of the project, as it exists before commencement of the project, from both a local and regional perspective. Knowledge of the regional setting is critical to the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region. Specific reference to related projects, both public and private, both existent and planned in the region, should also be included for purposes of examining the possible cumulative impact of such projects.

REFERENCES

Part 2, Description and Data, describes the environmental setting in the context of the existing "built" environment. Other information, data, and maps provide a general description of the geography, geology, economy, and demographics of this place and a brief history helps to explain trends and how we got to this state.

3. ENVIRONMENTAL IMPACT

All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation. The following subjects shall be discussed, preferably in separate sections or paragraphs. If they are not discussed separately, the EIR shall include a table showing where each of the subjects is discussed.

- A. The Environmental Impact of the Proposed Action: Describe the direct and indirect impacts of the project on the environment, giving due consideration to both the short-term and long-term effects.

It should include specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development) and other aspects of the resource base such as water, scenic quality and public services.

DISCUSSION AND REFERENCES

This General Plan does not provide information comparable to a specific project. However, it does project a situation anticipating an additional 30,000 people in the four major urban areas (cities of Woodland, Davis, Winters, and the unincorporated East Yolo, West Sacramento, area). About one-half, or 15,000 people may go to existing urbanized areas to moderate density development in new or redeveloped areas. About one-half of that group may be expected to go into redeveloped areas in East Yolo (West Sacramento) and the other half into new, moderate density developments, principally in Davis and Woodland with lesser numbers to Winters. New, single family dwellings are anticipated in prescribed areas in Southport, scattered lots in Bryte and Broderick in East Yolo (West Sacramento), a few in Davis, perhaps 200 to 300 units in Woodland and a similar number in Winters. Duplexes and moderate density multi-family dwellings, both apartments and condominiums, will constitute most of the rest of the housing growth.

The dimensions and patterns of commercial growth are, for the most part, tied to the growth of the population for retail and some service functions and to the growth of industrial and transportation uses for wholesale and other service functions.

Most retail commercial use growth is expected to take place as redevelopment of present commercial areas with only limited new sites. The Plan calls for continued centralization of commercial uses in urban centers.

Industrial and wholesale, with only incidental retail functions, is anticipated in the presently planned areas north and south of the Port of Sacramento (about 4,200 acres total), north of the west end of West Capitol Boulevard in East Yolo (West Sacramento), small areas north and south of Davis, north and east of Woodland, and north and east of Winters, within current urban area boundaries.

This Plan does not recommend any new industrial, commercial, or residential areas. It is necessary, however, to present a best estimate of the changes expected.

Short Term Impact

The short-term impacts are best described as the results of infill, replacement, and extension within additionally limited areas for residential development. In the short term, industrial development is expected to extend to currently "I," Industrial, designated areas, one-third of which is presently fallow or farmed, within urban area boundaries. Commercial development is planned to be about one-half replacement of defunct or dying businesses in the East Yolo (West Sacramento) area and one-half new service and wholesale commerce integrated with industrial and transportation or agricultural industry growth. Safety, infrastructures, recreation, noise, transit, and similar mitigation devices are expected to produce mitigating benefits, both economically and environmentally.

Long Term Impact

The long-term impact of this Plan will gradually evolve from a development program of replacement, redevelopment, and carefully managed intensification of uses within the areas prescribed in this Plan. Stronger and more effective mitigation of potential safety, noise, and other land use conflicts, will progressively relieve some existing adverse impacts and head off future potential impacts.

Cumulatively, environmental impacts will become potentially more acute in the designated urban areas in terms of urban activity density increases. Ironically, the strong program in this Plan to preserve agricultural lands and uses will generate some adverse environmental impacts as a result of the intensification of agricultural activities on those lands.

Agriculture is projected to continue to intensify by means of multicropping and other efficiency measures to more effectively apply investments in equipment, land, manpower, and administration of farming industries. Ironically, such intensification, if not mitigated by improved conservation practices, could have significant adverse impacts on the environment. Opportunities for wind and water erosion can be expected to increase when "fallowing" practices are superceded by multicropping. Increased use of fuels and other energy sources for increased cultivation, water pumping, harvesting and transporting, packing, and processing are all expected to occur. Nighttime operations may also increase somewhat, with nuisance and safety hazards.

A slight increase in irrigated lands due to the completion of some new water sources may be anticipated but the total amount of land in production will probably not increase significantly, although shifts to more profitable, more labor, equipment, and water intensive uses can be expected.

Strong policies to prevent divisions and/or use of land for anything but agricultural uses will effectively stop urban/suburban residential, commercial, or industrial uses into the rural areas.

Existing urban areas will experience expansion of urban uses within the prescribed urban boundaries, although those expansions are limited generally to "contiguous" growth and redevelopment. Especially in East Yolo, redevelopment will usually generate increasing densities but the impact of these will be somewhat mitigated by more stringent design, landscaping, and infrastructure requirements.

Demand for water energy, sewerage, drainage, and public services will increase by approximately one-third over existing levels. The amount of land not now in urban use, but presently inside areas designated for urban use will increase by about 15 percent over present urban use area and there will be direct impacts resulting from the conversion of that presently open area.

Urban areas around the three cities (Woodland, Davis, and Winters) are jointly planned by means of the jointly adopted Urban Areas plans. The East Yolo urban area has its own Community Plan and a more recent Southport Plan in its southern area. These areas are planned for additional urban development. The dimensions of the anticipated impact are, of course, not exact in this General Plan; however, the addition of about 30,000 more people within the existing Urban Areas is probably in two decades.

Traffic generation will increase, but improved transit availability and the effects of land use policies gradually relating higher density uses and transit users to transit routes will have some effect on reducing that impact.

Water quality could be impacted; however, higher densities of development are expected to be accompanied by more effective methods of waste water treatment. Sprawl will be limited and infill and redevelopment will contribute to more efficient systems.

The impact of such growth will vary. In some areas infrastructure is already in place to accept such growth. In others, there are insufficient or antiquated facilities and in the as yet urbanely undeveloped areas, inside urban boundaries, nearly all infrastructure will be new. The general impact to be anticipated from implementation of this Plan, including the existing policies and maps will be essentially that evolving from another 30,000 urban dwellers in 20 years but inside the areas now planned for such uses. Balancing that growth will be the strong conservation of open space, soils, and agriculture, with effective limits to any nonagricultural growth in the planned rural areas. About 93 percent of the total land area will remain in agricultural, watershed, flood control, or other open uses while the urban areas will increase in densities with improved sewer, water, transit, landscaping, and land use patterns and design. Improved safety requirements are expected to balance the generation of potential hazards as part of the implementation of this Plan.

The Plan contains strong policies to conserve and preserve farmland use. An absolute result will be confirmation of farming and an intensification of farmland use. Increased contamination from farmland runoff is possible as a long-term result of intensified farming including residual agricultural chemicals or their breakdown components, silt, and other soil leachates. The basic mitigation for this possibility is the use of improved conservation practices by the farming community. This Plan calls for review of and comment on use permits in agricultural areas when

these are processed through the Planning Agency. Some reduction of potential contamination of waters may be expected from the application of that policy but most farm activities are not regulated nor addressed by the General Plan.

If the Plan works as it should, the cumulative effects should be more than compensated by the protective and mitigating devices which are a most important part of the Plan. There are bound to be some unmitigated impacts as yet not specified nor dimensioned. Unfortunately, some policies which may have the effect of fostering some of these impacts, despite direct efforts to avoid or mitigate them, are listed below.

- B. Any Adverse Environmental Effects which cannot be Avoided if the Proposal is Implemented: Describe any adverse impacts, including those which can be reduced to a significant level but not eliminated. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and reasons why the project is being proposed, notwithstanding their effect, should be described. Describe impacts on aesthetically valuable surroundings or on human health.

DISCUSSIONS AND REFERENCES

The total spectrum of adverse environmental impacts are possible as a result of both urban and rural development opportunities expressed as policies in this Plan. Many of the policies of the Plan are devised to foster mitigation by means of improved administration, including studies to identify impending environmental damage, regulation of land uses with improved standards and definitions, and more efficient management of the monitoring, regulating, guiding, coordinating, and enforcement procedures.

On the whole, this project—the consolidation and improvement of the Yolo County General Plan—will provide significantly improved opportunities to mitigate or avoid adverse environmental impacts. There will be some adverse impacts, heretofore described, that will not be mitigated, eliminated, or avoided. Precise, numerical evaluations are, of course, not possible, neither for impact nor for mitigation.

In many cases this Plan requires redesign, avoidance, mitigation, and on-going assurances to insure reduction of individual impacts to insignificant levels; however, the general cumulative effect of the achievement of the whole Plan will certainly engender the substitution of an increasingly dense "built" environment in the urban areas and an increasingly intensive "grown" environment in the rural areas.

How well the County Planning Agency and coordinating agencies, at all levels, carry out the policies of this Plan will determine the effective level of impact and mitigation or avoidance.

Although this Plan does not plan for adverse environmental impacts, some policies may lead to such an end result; these are listed below.

REFERENCES
(To Policies having Environmental Impact)

Policy		Specific Adverse Impacts*
LU 2	<u>Land Use, Basic</u> : Broad Base of Some Impacts.	W A L H N O S T
REC 6	<u>Riverfront</u> : May replace "natural" features with "built" environment.	L O T
LU 5	<u>Urban Uses</u> : Discouraged spread creates higher densities.	H N O T
LU 41	<u>Residential Use in Commercial</u> : May generate localized impacts.	H N O T
LU 26	<u>Residential Density</u> : May generate impacts/increased density.	H N O T
LU 28	<u>Professional Office</u> : May generate localized impacts/increased conflicts.	H N O T
LU 24	<u>Residential Standards</u> : May generate impacts/increased density.	W A H N O T
LU 34	<u>Locate Commercial Uses/Urban or Park Areas</u> : May have localized impacts.	N O T
LU 29	<u>Commercial, Basic</u> : May generate impacts.	W A L H N O T
LU 31	<u>Neighborhood Commercial Standards</u> : May generate impacts.	W A H N O T
LU 32	<u>General Commercial Standards</u> : May generate impacts.	W A H N O T
LU 45	<u>Industrial Standards</u> : Will generate impacts.	W A L H N O S T
LU 46	<u>Resource Oriented Industries</u> : May have impacts.	W A L H N O S T
LU 6-22	<u>(Agricultural Policies)</u> : May have secondary impacts.	W A L H N O S T
LU 50	<u>Circulation Efficiency</u> : May have localized impacts.	H N O T
ADM 21	<u>Insure Community Services</u> : May have localized impacts.	H N O T
LU 4	<u>Community Centers</u> : May cause localized impact.	H N T
LU 27	<u>Community Centers/High Density</u> : May cause localized impact.	H N O T
LU 38	<u>Regional/Services in C.B.D.s</u> : May cause localized impacts.	H N O T
LU 72	<u>Design/Handicapped</u> : May have localized impacts.	L T
HC 6	<u>Historic Conversions</u> : May have localized impacts.	H N O T

GENERAL PLAN

**REFERENCED ENVIRONMENTAL
IMPACT REPORT**

HC 6	<u>Conserve Historic Buildings and Places:</u> May have localized impacts.								H						T
LU 77	<u>Identify Neighborhoods:</u> May have localized impacts.								L	H	N	O			T
REC 1	<u>Recreation, Basic:</u> May have localized impacts.								L	H		O			T
ENR 3	<u>Energy Conservation:</u> May have some impacts.									H		O			T
ADM 17	<u>Economic:</u> Could have adverse environmental impacts.	W	A	L	H	N	O	S							T
CIR 26	<u>Yolo County Transportation/Transit Plan:</u> May have some impacts.											N			T
CIR 7	<u>Service Level:</u> May have impacts. Adopt Circulation Element: May have impacts.								A			N	O		T
CIR 3	<u>Transportation, Basic:</u> May have impacts.								A	L		N	O		T
CIR 8	<u>Maintenance/Safety:</u> May have impacts								A	L		N	O		T
CIR 17	<u>Residential Truck Routes:</u> May have impacts.								A			N			T
CIR 9	<u>Urban Development:</u> May have impacts.								A		H	N	O		T
CIR 10	<u>Light Rail:</u> May have impacts.										H	N	O		
CIR 16	<u>Airports:</u> May have localized impacts.								A		H	N			T
CIR 14	<u>Bikeways and Pedestrian Ways:</u> May have impacts.										H				T
CIR 13	<u>Bicycle Routes and Facilities:</u> May have impacts.										L	H		O	T
CIR 12	<u>Pedestrians:</u> May have impacts.										L	H		O	T
CIR 15	<u>Handicapped:</u> May have localized Impacts.										L			O	T
S 2	<u>Inventory and Standards (Safety):</u> May have secondary effects.										L			O	
S 11	<u>Area Fire Safety:</u> May have secondary effects.										L			O	
S 17	<u>Crime Protection and Avoidance:</u> May have some impacts.										L		N	O	T
S 21	<u>Emergency Plan:</u> May have some long range impact if implemented.	W	A	L	H	N	O	S							T
S 12	<u>Wildland Fire Protection:</u> May have some impacts.	W		L										O	S
S 10	<u>Density, Spacing, Location, etc.:</u> May have some impacts.	W		L										O	T
S 5	<u>Flood/Basic:</u> May generate some secondary impacts from "drainage improvements."	W		L										O	
N 6	<u>Basic, Compatibility (Noise):</u> May cause spreading of urban uses/ some secondary impacts.										L			O	T
OS 4	<u>Urban Uses in Urban Designated</u>														

GENERAL PLAN

**REFERENCED ENVIRONMENTAL
IMPACT REPORT**

OS 5	<u>Areas:</u> May generate some impacts.										H	N	O	T
CON 34	<u>Limiting Facility Extensions:</u> May generate some secondary impacts.					L	H	N	O	T				
CON 37	<u>Mineral Resources:</u> May generate some impacts.											N	O	S
CON 11	<u>Cache Creek:</u> May generate some impacts.											N	O	S
CON 23	<u>Drainage:</u> May have adverse impacts.	W					L						O	
CON 18	<u>Soils/Agricultural Use:</u> May have long term impacts.	W	A	L	H	N	O	S	T					
SH 7	<u>Sacramento River and Putah Creek:</u> May generate secondary impacts.	W	A	L	H	N	O	S	T					
REC 1	<u>Sewer Plant Consolidation:</u> May have localized impacts.	W	A		H	N		S						
LU 74	<u>Natural Vegetation and Landscaping:</u> May have some impacts.										H			T
HC 5	<u>Recreation, Basic:</u> May have some impacts.						L	H		O				T
REC 7	<u>Design and Appearance:</u> May have impact on safety and traffic.										H			T
H 1	<u>Broderick Historic Zones:</u> May have some impacts.										H	N	O	T
ADM 34	<u>Urban Waterfront Land Use:</u> May have some localized impacts.										H	N	O	T
LU 38	<u>Integrate Housing Element:</u> May have some long term impacts.	W	A	L	H	N	O	S	T					
LU 27	<u>People's Element, East Yolo:</u> May trade environmental impact for social, economic, and cultural advances.	W	A	L	H	N	O	S	T					
ADM 9	<u>Regional Services in CBDs:</u> May have impacts due to increased urban densities.											L	H	N
CON 14	<u>Community Centers/High Density:</u> May have impacts due to increased urban densities.											L	H	N
LU 53-59	<u>Population Standards:</u> May have impacts due to locally increased densities.	W	A	L	H	N	O	S	T					
LU 18	<u>Grading Ordinance:</u> Some uses, specified for no regulation, may have adverse impacts. Lack of specific commitment will have impact.	W	A	L	H	N	O	S	T					
LU 13	<u>Landfill Sites:</u> May have some adverse impacts.	W	A	L	H	N	O	S	T					
CON 38	<u>Agricultural Area Uses:</u> May have some adverse impacts.	W	A	L	H	N	O	S	T					
	<u>"Timed" Zoning:</u> Conversion will have impacts; timing is ministerial.	W	A	L	H	N	O	S	T					
	<u>Provision of Water:</u> Actions to provide water will lead to secondary impacts/													

GENERAL PLAN

**REFERENCED ENVIRONMENTAL
IMPACT REPORT**

LU 9	growth inducing. <u>Agricultural Preserve Zoning:</u> Alternative policy may allow some rural lands to avoid "preserve" designations; a literal impact.	W A L H N O S T
ADM 15	<u>Urban Development Policies:</u> Urban uses within cities or unincorporated areas: Will create density increase impacts.	W A L H N O S T H N O T
LU 42	<u>Government Offices Location:</u> May have localized impact as a result of centralizing.	H N O T
LU 19	<u>Agricultural/Industry Defined and Directed:</u> Will have localized impact.	W A L H N O S T
REC 1	<u>Recreation, Basic:</u> Will have localized impact.	W A L H N O S T
LU 48	<u>Port:</u> Will have impacts.	W A L H N O S T
S 6	<u>Flood Standards and Ordinances:</u> Will have riparian and water related impacts.	W L O S
CON 28	<u>Tree Preservation:</u> Will have minor retarding impact on tree planting opportunities by specifically eliminating local government planting program.	O
CON 21,22	<u>(Sloughs, Drain, and Waterways):</u> Will have impacts.	W L O T

* W=Water, A=Air, L=Wildlife and Vegetation, H=Health/Safety Hazards, N=Noise, O=Open Space, S=Soils, T=Traffic

C. Mitigation Measures Proposed to Minimize the Impact: Describe avoidable adverse impacts, including inefficient and unnecessary consumption of energy and the measures proposed to minimize these impacts. This discussion shall include an identification of the acceptable levels to which such impacts will be reduced and the basis upon which such levels were identified. Where alternative measures are available to mitigate an impact, each should be discussed and the basis for selecting one alternative should be identified. Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed.

DISCUSSION AND REFERENCES

Mitigation measures are expressed in many parts of this General Plan. The list of references below includes those designed to avoid or mitigate potential impacts. Again, because this is a General Plan, not enough detail is available to accurately describe which policies will, in fact, reduce impacts to acceptable levels but the basic concept is that the policies will be vigorously applied to that end.

* Planning Agency: Includes the Board of Supervisors, the Planning Commission, the Zoning Administrator, the Community Development Agency Director, and the assigned Planning Staff.

As future project applications are submitted for discussions by the local Planning Agency*, details of those projects will be developed and avoidance or mitigation required in terms of State statutes and local ordinances, standards, guides, procedures, and the policies, goals, and objectives of this Plan.

The following listed policies apply to these requirements:

LAND USE

Goals: The majority of the "Goals" stated in this Plan are intended to avoid or mitigate existing or potential adverse impacts.

Objectives: Although some of the stated Objectives may cause secondary adverse impacts associate with the growth which this Plan is designed to manage, the basic effect of the Objectives would tend to avoid or mitigate adverse environmental impacts.

Policy/Page

- LU 2 Land Use, Basic: Listed as a potential for adverse effects, this policy has a majority of operational statements aimed at avoidance or mitigation of adverse impacts.
- REC 6 Riverfront: May generate secondary adverse effects, but the specific terms of the policy require facilities and design which will mitigate or avoid impacts.
- CON 8 Urban Growth/Natural Environment: General avoidance of impact on the natural environment along rivers and on agricultural lands.
- CON 3 Land as a Resource: General instruction to avoid and/or mitigate impacts vis-à-vis land.
- LU 5 Urban Uses: General effect is mitigation by avoidance of the effects of urban sprawl.

- LU 10 Agricultural Land/Service Facilities Limited: Avoids impacts by limiting urban facility locations.
- LU 49 Encroachment on Industrial and Commercial: Avoidance of environmental conflicts by areas of exclusive or regulated land use juxtaposition.
- LU 41 Residential use in Commercial: Avoidance of environmental conflicts by means of exclusive or regulated land use juxtaposition.
- LU 23 Neighborhoods: Basic mitigation by regulation (may have opportunity for impact if indigenous folk choose an impactful mode, however).
- LU 26 Residential Density: Mitigates transit and circulation. (However, generates opportunities for several adverse impacts from increased densities.) Has effect of minimizing sprawl.
- LU 28 Professional Offices: Mitigation by regulation and conditions to be met and maintained.
- LU 24 Residential Standards: Contains limits designed to relate densities to resources and perceived appropriate residential ambience.
- LU 25 Residential Area Uses: Mitigates conflicts and impacts by means of exclusive use requirement.
- LU 30 Balanced Commercial: Avoids impacts by plans, regulation, and balanced growth concepts.
- LU 33 Balanced Commercial: Avoids impacts due to purely individual economic motivation.
- LU 61 Eliminate Deterioration: Applies direct action to avoid devolution of sources of impact.
- LU 34 Locate Commercial Uses/Urban or Park Areas: Centralizes commercial uses to avoid impacts.
- LU 35 Location, Commercial and Industrial: Mitigates and avoids impacts by managing industrial and commercial locations and configurations.
- LU 40 New Neighborhood Commercial: Avoids environmental impact because of speculative or failed neighborhood commercial development schemes.
- LU 29 Commercial, Basic: Avoids impacts by planning and specific requirement to mitigate.

GENERAL PLAN

REFERENCED ENVIRONMENTAL IMPACT REPORT

- LU 31 Neighborhood Commercial Standards: Mitigates by planning, regulating, and managing, with effective assurances to perpetuate mitigating systems.
- LU 32 General Commercial Standards: Mitigates by planning, regulating, and managing, with effective assurances, to perpetuate mitigating systems.
- LU 45 Industrial Standards: Mitigates by planning, regulating, and managing, with effective assurances, to perpetuate mitigating systems.
- LU 46 Resource Oriented Industries: Specific mitigation requirements.
- LU 43 Industrial Location: Mitigates transit and circulation problems, requires analysis of economic need and environmental report.
- LU 6 Protect and Conserve, Agricultural Lands: Basic avoidance of impact by means of exclusive use designations. (However, secondary impacts will derive from intensified agricultural use.)
- LU 8, 11, 22 Williamson Land Conservation Program: Specific mitigation; agricultural lands preserved.
- LU 12 Agricultural Lands in Urban Areas: Specific mitigation in urban areas; agricultural lands preserved.
- LU 6-22 Agricultural Uses: These policies mitigate against non-agricultural uses on agricultural lands, prohibit land divisions for non-agricultural purposes, define certain agricultural uses, and limit residential uses to farm related persons. (However, secondary impacts from intensified farming, as a result of strict limitation to agricultural use, are not here mitigated.)
- LU 52 Airports: Mitigates by avoidance through prohibition of potentially hazardous land uses.
- LU 51 Plans Around Airport: Provides for mitigation by requiring specific "airport" related land use plans. Elsewhere this Plan requires mitigation of potential or existing adverse environmental impacts identified by various developers.
- LU 50 Circulation Efficiency: Requires centralization, increased densities, and locations along transit routes for urban uses (which may have intrinsic secondary effects) and specifically discourages sprawl as mitigation by avoidance.
- CIR 4 Circulation, Reduce Conflicts and Tie Communities: Five sub-policies program a variety of mitigation or avoidance means as part of the implementation of a circulation and transportation system. These include: reducing conflicts; shielding/noise, fumes, dust, and congestion; promoting non-polluting forms of transportation; routing, construction, and operations to mitigate or avoid adverse impacts; develop transportation corridors for aesthetics, landscape pedestrian, and bikeways, and "harmonize."

- ADM 21 Insure Community Services: Mitigation inherent in "adequate" and "high quality" of services, facilities, schools, and public buildings. (However, these general policies may not balance nor equate to the adverse impacts in all cases.)
- REC 4 Schools and Recreation: Contains the basic of mitigation and environmental enhancement for open space, energy, transportation, and transit by placing uses next to each other.
- ADM 8 Planned Development: Provides another opportunity for identification and mitigation of adverse impacts at a more specific and effective level of operation, beyond this General Plan.
- ADM 7 Specific Plans: Provides a more specific opportunity to identify and mitigate adverse impacts. Establishes more precise level in "tiered" EIR series.
- LU 4
LU 27
LU 37
38 (Community Centers): Contributes to removal of potential environmental impacts on non-urban lands and increases service, circulation, and facility efficiency. (However, the general policies may not balance nor equate to the LU adverse impacts in all cases.)
- LU 39 CBD Landscaping: Requires specific mitigation by means of landscaping to help mitigate the effects of higher densities and potential loss of open space and generation of noise, air pollution, traffic problems, safety hazards, and other "urban" impacts.
- LU 36 Strip or Scattered Commercial Prohibited: Directly mitigate adverse impacts by land use pattern control.
- ADM 10
ADM 11
ADM 12 ("Will Serve" Statements...): These policies detail a basic local negotiating device to assure environmental and economic mitigation of potential impacts on facilities and services generated by new development or redevelopment.
- ADM 19 Developers Provide Facilities and Maintenance Plans: Provides specific identification of current and future impacts, together with plans to avoid or mitigate the environment or economic (local government or district costs) impacts.
- CON 25
CON 26
CON 27
CON 29
CON 33 (Landscaping...): This series of policies provide for effective mitigation of some adverse impacts of urban development through the requirement for landscaping.
- HC 6 (Appearance and Design): These policies provide for a design review agency

LU 72	and process, and require good design and appearance as partial mitigation of the impacts of development related to design, including historic, handicapped, harmony and neighborhood character.
LU 73	
LU 74	
LU 75	
LU 76	
LU 78	
LU 80	
SH 8	<u>(Scenic)</u> : These three policies provide mitigation through control of scenic corridor devices.
SH 9	
SH 10	
SH 11	
HC 4	<u>(Historic)</u> : These three policies establish the planning and policy bases for enhancement and mitigation for historic things in the Land Use Element.
HC 2	
HC 7	
HC 8	
REC 13	
LU 77	<u>(Community Entry)</u> : These two policies provide for mitigation of community and neighborhood appearance factors by encouraging positive action.
LU 79	
OS 1	<u>(Open Space)</u> : These two Land Use policies provide for the basic preservation of Open Space and for the special case of linking open space to schools. Both lead to mitigation of adverse impacts, vis-à-vis Open Space.
REC 1	<u>Recreation, Basic</u> : This Land Use policy opens the process for mitigation; however, simultaneously creating the opportunity for adverse impacts.
CON 1	<u>Conservation, Basic</u> : This Land Use policy is a clear mandate to mitigate the potential loss of land and other resources by means of the various devices available to local governments.
N 3	<u>Noise, Prevent and Control</u> : This Land use policy is a directive to mitigate by prevention or avoidance and by means of physical devices and wise planning and implementation.
ENR 3	<u>Energy Conservation</u> : Directs Land use implementation into four means to help conserve energy, including: land use and pattern controls, energy efficient development, alternate energy and conservation, and urban development practices leading to energy conservation.
ADM 17	<u>Economic</u> : Although principally a policy fostering growth, it also requires "effective mitigation of potential social and environmental problems."

ADM 20 (Fiscal): These three policies provide assured economic means to mitigate; thus
ADM 18 qualifying for inclusion in this section.
ADM 30

ADM 31 (Coordination and Review): These two policies establish a coordination and
ADM 33 citizen review process. This process will have secondary mitigation effects and
help to identify potential environmental problems and workable solutions.

CIRCULATION

CIR 24 (Coordination): These circulation policies establish the network of coordination
CIR 25 with other agencies and elements of this Plan to achieve the various purposes of
CIR 26 the Circulation Element and this Plan. Some of these provide means and policy
CIR 27 to mitigate adverse environmental impacts; however, these may not balance nor
N 15 equate to the adverse impacts in all cases.
CIR 7 Service Level: This policy has both the potential to establish a level of impact
and also to be used as the target level of service to mitigate less than satisfactory
environmental (traffic, noise, air pollution) problems.

CIR 1 (Basic Circulation, Transportation, and Transit): These three policies establish
CIR 2 the basic foundations of the Circulation Element and generally open the way for
CIR 3 specific mitigation procedures. These do not address any specific mitigation
processes due to their most general nature.

CIR 19 Rights-of-Way: Provides for mitigation of potential health and safety, and traffic
(accessibility) problems by requiring public right-of-way to each piece of
property.

CIR 6 (Hazard Avoidance and Reduction): These policies all mitigate hazards by
CIR 8 avoidance, elimination, design, and construction methods.
CIR 11-12
CIR 17
N 12

CIR 5 Public Transit/Reduce Autos: This policy plans to mitigate many auto related
adverse impacts by substituting public transit where possible

CIR 9 Urban Development: Specific commitment to mitigate by avoidance of the
otherwise adverse impacts of sprawl.

CIR 10 Light Rail: These two policies foster modern modes of transport and transit
CIR 16 Airports: but also by reflex provide for mitigation of some impacts of
auto-truck traffic.

CIR 20- 23 (Pollution): Coordination with other agencies and a specific requirement for
mitigation of impacts and support for systems of transit and transport and land

use densities and patterns, with technical and organizational means to mitigate air pollution problems and (in 60.3) all forms of pollution.

- CIR 6 Measures to Improve Circulation: Sets forth several means to relieve traffic congestion and improve safety. Although the construction of such facilities and the adoption of such systems would create some transient adverse impacts, the general effect would be significant mitigation.

- CIR 11-15 Bicycles, Pedestrians, Handicapped: These policies may generate some adverse impacts, but each contains significant mitigation for energy, safety, noise, aesthetic quality, and air pollution impact mitigation.

- LU 48 Port: Calls for support of the Port of Sacramento function and encourages reduction of any environmental effects.

- ADM 23 Financing: Mitigates, by aiming grant funding to mitigate or develop circulation facilities with mitigation.

SAFETY AND SEISMIC SAFETY

- S 1 Safety and Seismic Safety Basic: This policy contains a non-specific opportunity for mitigation of various safety and seismic safety events.

- ADM 1 (Procedural): These five policies provide the administrative basis for carrying
ADM 28 out these policies including mitigation. (However, these general policies may not
S 2 balance nor equate to the adverse impacts in all cases.)
S 3
S 9
S 11

- S 17 Crime Protection and Avoidance: This policy lists number of devices to achieve crime protection and avoidance. Some of these policies are basically mitigation instructions.

- S 21 Emergency Plan/Long Term Recovery Actions: These two policies establish the
S 23 requirement for an Emergency Plan, together with the significant mitigation
 requirement that emergency recovery actions avoid development of long term
 public problems by the application of short term expedient measures.

- S 24 Environmental Reports: This policy is a specific requirement to provide environmental assessments and reports addressing safety and seismic safety issues and provide adequate mitigation for existing and potential hazards that are identified.

- S 22 Emergency Response: This policy contains a requirement to protect and manage the use of remaining resources as a mitigating instruction among the several emergency response measures listed.
- S 12-14 Fire Protection Measures: This series of policies establishes safety mitigation as
S 16 a part of the environmental protection program detailed in the several statements.
- S 26 "911:" Mitigation of safety problems instigated by implementation of other elements of this Plan is partially achieved by the provisions of the "911" system.
- S 15 Review of Proposals: This policy establishes a program which will encourage the identification and recommendation for mitigation of environmental impact originating from the activities of the fire and sheriff services as a secondary response to development.
- S 10 Density, Spacing, Location, Etc.: This policy regulates building spacing, densities, activities on slopes, and the provision of appropriate fuel breaks as mitigation for fire safety. (However, this general policy may not balance or equate to the adverse effects in all cases.)
- S 4-7 (Floods): These policies provide the basic methods for mitigation against the
S 9 effects of flooding on development including the basic policy coordination with federal flood insurance programs, flood proofing, and the adoption of flood standards and ordinances, together with the provision of flood plane zones and maps of seismic events. Taken together, the policies provide significant mitigation for the potential impacts inherent in possible flooding of the County.
- S 20 Airports: This policy specifically regulates land divisions and land use in the vicinity of the airports to avoid or mitigate safety or nuisance conflicts and hazards.
- S 19 Oil Spills: Policy provides mitigation through coordination with state or other agencies, the development of a program, and the provision of plans, standards, and ordinances to mitigate the potential safety impacts of oil spills.
- S 18 Toxic or Hazardous Materials: This policy specifically provides for mitigation through the development of emergency plans for implementation in the event of accident, fire, or flood involving toxic or hazardous materials.
- S 27 Boat Patrol: This policy provides the specific regulatory mechanism for coordination with Sacramento County in developing the Delta Boat Patrol for the enforcement of safety regulations as a mitigation for safety purposes.

NOISE

- N 1-4 (Noise): This series of policies establishes the basic requirements, provides for
N 11 enforceable and measurable standards for noise reduction and control by both the

- N 13-16 County and Private Constructors; requires a review of all new development and redevelopment in terms of standards for noise avoidance or control; requires a comprehensive noise ordinance; plus supplies coordination with other agencies for alleviating or mitigating excessive hazardous or annoying noises; requires a program to reduce or control noise generated from sources under the County's jurisdiction; sets forth the standards and specific programs for the reduction of noise from new development projects and redevelopment; directs enforcement of noise insulation standards by the building department; and integrates the noise element with other elements of this General Plan.
- N 6 Basic Compatibility: This policy requires a review of all new developments, both public and private, for noise compatibility with surrounding uses and provides for the discouragement of new development where the standards cannot be met. This is a specific mitigating process for noise.
- N 8 (Mitigation, Reduction, and Implementation): These two policies require
N 9 mitigation to reduce noise to acceptable levels throughout the County and particularly in home environments, specifies how that shall be done and where, and sets forth some particular means to achieve these policies for noise reduction or mitigation.

OPEN SPACE

- OS 2 County Will Preserve Open Space: This is a specific and definitive mitigation device which requires activities that are essentially mitigating, and it defines a considerable list of specific things that qualify as open space to be preserved.
- OS 1 (Agricultural Areas): These two policies call for the preservation of agricultural
OS 3 land as the principal component of open space and the application of Agriculture Preserve Zoning to certain critical areas of agricultural land which may not be otherwise contracted. These two policies serve to assist in the mitigation of impacts on the open space aspects of agricultural lands.
- OS 4 Urban Uses in Urban Designated Areas: This policy restricts urban uses to urban areas that have been defined and mapped in this General Plan, including the several Urban Area Plans and Community Area Plans. By means of this policy, impacts on open space in rural and agricultural lands are diminished.
- OS 5 Limiting Facility Extensions: This policy limits the extension of service facilities, particularly sewers, and thus mitigates or avoids potential impact on rural and agricultural lands near urban areas in conjunction with other policies which do not allow urban development without urban service extension. Open space is thus reserved.
- OS 6 Open Space Corridors: This policy specifically requires establishment and maintenance of open space corridors through existing and future urban development and provides for open space corridors throughout the County.

- OS 8 Trails: This policy requires various recreation bikeways, trails, and other public areas, requires integration of open space plans, and the provision of open space areas and corridors, and makes all such plans for corridors in these open space areas mandatory for all new development or redevelopment. This is a specific mitigating device for open space.
- OS 11 Wildlife Habitat: This policy requires plans to safeguard existing areas of wildlife habitat and the encouragement of additional areas of wildlife habitat as part of the open space preservation program.
- OS 9 Scenic Areas: This policy requires the County to plan and to maintain scenic highways and waterways or riverbank corridor areas of scenic value as part of the County's open space preservation program and directs several means to achieve this policy.
- OS 10 Landscape Ordinance: This policy calls for the adoption of a landscape ordinance with one purpose of such an ordinance to be to preserve and enhance open spaces.

CONSERVATION

- CON 7 Design and Site Development Standards: This policy establishes standards and requires the application of the standards to prevent unnecessary disruption of the terrain, vegetation, and significant resource areas. The policy specifically states that application of the standards shall include mitigation of potential adverse environmental impacts.
- CON 30 Wildlife Habitat: Specific mitigation for wild life habitat is required in conjunction with coordination of other agencies and programs to enhance and create wildlife preserves and to preserve and rehabilitate wildlife habitat areas which are suitable for ecological educational sites.
- CON 31 Grazing Management: This policy specifically mitigates against overgrazing by encouraging appropriate grazing management to avoid overgrazing.
- CON 32 Weed Abatement: This policy mitigates against unnecessary vegetation destruction in natural areas.
- CON 28 Tree Preservation: This policy requires a tree preservation ordinance with extensive use of trees on private and public lands and requires the County to establish a tree planting program. The alternate policy deletes a Countywide tree planting requirement, but requires tree planting in new developments.
- CON 2 Conservation, Basic Methods: This prime directive of the conservation element requires the County to foster conservation of its resources and avoid natural hazards by planning, encouraging, and regulating the development of these

resources in the areas where they exist. The policy contains basic mitigation requirements.

- CON 5 Element Content: A primary part of this policy directs the avoidance of environmental hazards and directs the conservation development and managed utilization of natural resources; it then lists specific resources, of all kinds, to be treated.
- CON 9 (State Resources): These two policies direct the protection, maintenance, and
CON 10 wise use of the State's natural resources, especially scarce resources and those that require special control or management; and they include a requirement to plan, encourage, and regulate public and private agencies to prevent wasteful exploitation, destruction, or neglect of the State's resources.
- CON 6 Long Term Values: This is a strong, long-term, mitigating policy requiring planning, encouragement and regulation to insure that natural resources are maintained for their long-term ecological values as well as for their more direct and immediate benefits.
- CON 4 Identify Resources: This policy requires the listing and mapping of the distribution of natural features, characteristics and things which constitute the subjects of the conservation element and the other elements of this General Plan dealing with conservation of resources. Carrying out this policy will increase the technical capability of the planning agency to administer for maximum avoidance or mitigation of adverse impacts to identified resources.
- CON 34 Mineral Resources: This requirement to adopt a Mining Ordinance provides a vehicle for mitigation of adverse impacts on mineral resources including sand and gravel.
- CON 21-23 (Creeks and Drains): These policies call for planning and managed use of the
CON 36 waterways (and gravel resources associated with them in some cases), discourage mining in Putah Creek, and direct the County to coordinate or assist in completion of certain drainage projects already initiated. Although some of these projects will have individual environmental impact, these policies set the stage for appropriate mitigation measures.
- CON 13 Land Forms: This policy calls for avoidance or mitigation of adverse impacts on land forms through regulation of development to avoid degradation of land forms through non-agricultural grading, construction, or the routing of lines or towers, or the placement of antennae, wind generators, solar generators, and similar devices.
- CON 37 Drainage: Although certain operations related to surface drainage facilities can create significant adverse environmental impacts, this policy provides for cooperation of the Reclamation Districts to develop an adequate surface drainage plan. Subsequent environmental reports will, of course, be required for such projects.

- CON 11 (Soils): These two policies specifically require regulation, studies, and
CON 12 cooperation with appropriate agencies to conserve soils and to preserve prime
 soils outside of designated urban areas, together with the encouragement of the
 highest agricultural use of good agricultural soils and the development of an
 acceptable agricultural industry. They further allow only agricultural
 development outside of the Urban Area Boundaries and the Community Area
 Plan lines, except to replace an existing legal use. This is a strong open space
 and conservation measure.
- CON 16 (Water): These policies require that new development be related to water
CON 17 availability and to avoid water pollution or provide for mitigation. The policies
CON 20 call for coordination with other water agencies in water planning and allocation.
CON 24 They also call for continued evaluation of water resources and maintenance of
CON 38 the Yolo County Water Resources Plan. They make that plan subject to effective
CON 39 administration as a part of this General Plan operation. The policies also call for
 protection from overdraft and the avoidance of encroachment on groundwater
 sources by construction. They also require impervious surfaces to be reduced or
 replaced and groundwater recharge enhanced. They encourage the use of
 nonimpervious surfaces. One of the policies prohibits surface water courses or
 groundwater recharge areas to be used for dumping of toxic materials or
 secondarily treated waste water. Further, the policies support agricultural
 practices to minimize chemical and nutrient runoff, erosion, and siltation and
 support the use of check dams. Waste water reclamation and reuse is
 encouraged.
- CON 18 Sewer Plan Consolidation: Mitigation is inherent in the policies encouraging the
 most efficient long-term arrangement of sewer plant facilities, including
 consolidation, where appropriate.
- CON 15 Air Quality: A series of actions are specified in this policy for the maintenance
 or improvement of air quality through coordination, regulation, regulation of
 development, and other systems development which will improve or maintain air
 quality, improve waste collection and disposal, and avoid waste burning. It also
 requires implementation of the Air Quality Maintenance Plan adopted by the
 Sacramento Area Council of Governments.

SCENIC HIGHWAYS

- SH 2-7 (Scenic Highways): These policies require a scenic highway program complete
SH 9 with selection of routes designated by the County as Local Scenic Highways and
SH 11-13 County Scenic Highways in conjunction with the California Department of
 Transportation. It requires regulation and guidance of land uses, recreation,
 circulation, conservation, and open space in order to retain and conserve the
 natural features and vegetation along both the State and the locally designated
 scenic highways.

The scenic highways policies include provisions for inclusion of bikeways, hiking and riding trails, outlooks, pedestrian ways, parks, rest stops and information centers in the scenic highways and scenic corridor areas. Various kinds of tower structures are recommended to remain outside of the scenic highway corridors, and retention of existing trees and vegetation and natural land forms or mitigating landscaping programs are required through conservation for enhancement in new developments. Emphasis is placed on oak preservation.

Certain highways and river roads are designated, and a list of regulations and programs are specified, to implement these policies, with mitigation the major theme of the policies and the instructions. These policies specifically prohibit billboards or other offsite advertising, unscreened outdoor storage of industrial or commercial parts and materials, salvage of junk, dismantled vehicles, used or new vehicle sales and/or building materials for sale, and similar materials, uses, and things along designated scenic highways.

RECREATION

REC 1-2
REC 7
HC 3-4
HC 1,7
LU 74
REC 3,4,
10-14

(Recreation): These policies set up the basic requirement for a recreation element and its various parts call for coordination with the other elements and with the unincorporated community or district agencies that otherwise provide recreation. They require the establishment and annual update of a list of specific recreation, historic, and cultural projects including site acquisitions, project development and improved operations.

Although some recreation development will create adverse environmental impacts, these policies contain strong mitigative statements and integrate historic and museum, fine arts, other cultural events and things, Indian sites, waterfront land use, and similar cultural places and things with the recreation element. Mitigation includes programs for funding by beneficiaries of the recreation facilities and programs through development fees, the use of tax funds, grants, and gifts, as well as a minimal application of day use entrance or parking fees. Individual development projects will be appraised for their environmental effects and individual environmental reports prepared on these proposed developments or programs.

HOUSING

H 1

Integrate the Housing Element: This policy coordinates the housing element with the other elements of the General Plan and integrates all the policies in the housing element with the rest of the General Plan. An opportunity for mitigation exists in that integration with the rest of the General Plan, as well as the specific mitigation provided for in the element itself.

SOCIAL

ADM 34
ADM 35

(Social): These two policies recognize the People's Element of the East General Plan and include the element and its policies as a functional part of the Yolo County General Plan for direct application (only) in the East Yolo community area. Although many of the policies in the People's Element of East Yolo may generate environmental impact, there is a general mitigative requirement embodied in them which will enhance the urban environment for people in that place. Strong policies in the East Yolo General Plan call for the centralization of commercial activities and professional offices in the business district of the community, together with the government offices and services.

That Plan also calls for intensive operations of public transit and transportation, and for the locating of people who may not have access to automobiles nearer to transit lines. It calls for increased densities along and near the transit lines to avoid the need for automotive transportation and a consequent reduction of potential air pollution from traffic sources.

The Plan provides for a number of land use relationships to reduce potential environmental conflicts, and requires significant landscaping and other mitigating devices to minimize the impacts of noise, air pollution, traffic congestion, and various hazards from toxic or dangerous materials or operations of land uses. Detailed project applications within the East Yolo area will, of course, be accompanied by separate environmental reports dealing with the specifics related to such projects. East Yolo is an unincorporated part of the County and therefore all the County requirements for mitigation in the various elements will be applied as such projects arrive at the planning agency for review and approval.

ENERGY

ENR 1

(Energy): This General Plan includes the Energy Plan as a functional part of the Yolo County General Plan. The environmental report prepared for the Energy Plan (originally adopted by the Board of Supervisors of Yolo County as a policy of the Board, not part of the General Plan) provides extensive mitigation for energy related activities. The Energy Plan is principally a mitigating device. All of its mitigating requirements are integrated into this General Plan for application and administration with the Plan where there is a requirement to modify a factor otherwise controlled by the General Plan.

RECOMMENDED POLICIES

ADM 29

Coordinate/Community Services: This policy provides the administrative basis for mitigation through planning, fiscal solutions, land use integration, and other coordinative functions, relative to public services and facilities, schools, parks, and public buildings.

- LU 38 Regional Services in CBDs: This policy requires placement of regional businesses within the Central Business District of a regional service community or within city limits. This policy mitigates against sprawl of commercial and service functions into agricultural areas.
- LU 27 Community Centers/High Density: This is another centralizing policy aimed at moving people who often do not have automobiles, into high density housing near transit lines in urban areas. The policy does provide some mitigation for the environmental problems of a select group.
- ADM 9 Population Standards: This policy, like many others in the Plan, has the opportunity to both create and resolve environmental problems. The working of the policy may either limit or encourage population growth and density. Thus the working of the policy will provide insight and an opportunity for mitigation through administrative and design practices.
- S 25 Safety and Seismic Safety: This policy directly provides for mitigation in terms of land use, circulation, and housing functions relative to safety and seismic safety. The policy requires utilization of open space conservation, airport plans, and several urban area and community plans to be applied to avoid, eliminate, or to mitigate the possible hazards relating to safety and seismic safety.
- LU 62 Amortization: This policy provides for the adoption of an ordinance with standards and guidelines to carry out amortization of nonconforming land uses and structures in various zones. In rural areas, urban uses will be gradually phased out if this policy is carried out; in urban areas hazardous or conflicting land uses will be replaced by conforming, non-hazardous, or mitigated uses in terms of the application of this policy in the future.
- LU 17 Residential Uses/Agricultural Lands: This policy directly confronts the necessity for providing for farm family homes in agricultural areas without opening up the opportunity for wholesale land division or use by urban dwellers in the agricultural areas. The policy contributes to the continuation of family farming in the rural areas of the County, mitigating against intrusion by urban residential users, and contributing to the continuation of family operated farms in the rural area (a significant social concern in this County). This is a policy which directly contributes to the perpetuation of agricultural land use on the best soils.
- LU 47 Residential/Commercial Use Prohibited in Industrial Areas: This policy mitigates by avoiding intermixing residential and commercial land uses with industrial land uses. Only those office, retail, and wholesale industrial service uses which are found to be incidental to the primary industrial uses are permitted and then only with adequate mitigation and assurance. Shelters for security personnel are also permitted when they are found to be incidental to the primary permitted or approved use, as a direct mitigation of potential safety and crime problems (if there was no provision for watchman on site).

- LU 62 Urban Use Removal in Agricultural Areas: This policy directly mitigates aesthetic visual problems in open space conservation and scenic highways aspects of the County's rural areas. This policy replaces a previous policy of the General Plan which called for the "removal of all man-made things from the landscape" which did not have relationship to it. The previous policy was considered to be vague and possibly subject to interpretation beyond its intent. The policy now proposed herein (B10) will provide for mitigation by eventual removal of urban land uses and facilities, including offsite advertising and other non-agricultural uses on agriculturally designated land. Other policies in this Plan, or the Zoning Ordinance, regulate or control such uses in urban areas.
- CON 14 Grading Ordinance: This policy establishes a directive for a grading ordinance to apply to all lands designated "watershed" and to unincorporated areas within the boundaries of the Urban Area and Community Area Plans. It also calls for the continuing study of the need to adopt a grading ordinance or standards for other areas of the County. This policy, therefore, applies mitigation of potential impacts deriving from a lack of grading ordinance to those areas of the County which would most benefit from such mitigative action. Areas other than the watershed areas in the rural parts of the County and those areas immediately abutting urban development areas, within urban areas or community area boundaries, are considered to have less need for a grading ordinance at this time.
- ADM 16 Development Standards: This policy provides for an administrative process to adopt development standards as a guide and foundation for mitigation efforts and will thus strengthen the ability of the planning agency to administer the General Plan in ways which effectively mitigate adverse impacts from the potential growth identified as a possible major impact of other parts of this Plan.
- ADM 3 Amendments: Although this is essentially a ministerial function, mitigation is inherent in its working, in that the procedure will be consistent with State law and guidelines.
- LU 1 Effect of Policies: Although this policy is essentially a ministerial function, it does provide for effective mitigation by cross application of policies (found anywhere in this Plan) to be effective throughout the Plan, thus contributing to effective mitigation during future planning administration.
- ADM 6 Integrated Plans: This policy integrates, by reference, the several Community Area and subject plans currently effective. It automatically includes those adopted later as part of the General Plan. This policy escalates the effectiveness of the mitigation procedures by the planning agency by allowing the agency to apply the most effective policy from among the several which may apply to a particular area. Another policy in this General Plan describes the fact that application of the plans will apply from the general to the specific and therefore, the inclusion of the detailed policies of these various plans (here integrated into the General Plan by reference) can be used for enhanced mitigation procedures in the implementation of the plans in the future.

- ADM 32 Census: This policy will enhance the acquisition of basic information necessary to appropriate administration of the Plan and to the mitigation of the problems in terms of numerical information and estimates of growth impact from various plans.
- LU 53-59 Landfill Sites (Plus Mapping): This series of policies, on page 23, includes reference to a map of land use in the County, showing the location of the landfill site and proposed future additions, together with a convenience site at Esparto, provides for avoidance or mitigation of problems associated with the siting and operation of a public landfill according to the requirements of State law, effective January 1983. These several policies require appropriate zoning and control of land uses both on-site and those uses adjoining landfill sites.
- LU 67 Sacramento River to By-Pass, I-880 to I-5 (Map Change): This policy and map amendment provide direct mitigation from the potential impact of the conversion of approximately 9.5 square miles of agricultural lands to urban residential land uses (as shown in the present Master Plan). The change of the General Plan map will significantly contribute to the conservation of open space and agricultural lands in Yolo County and be consistent with the general strong policy to conserve open space and agricultural lands not now inside urban area boundaries. The change would provide for the land use administration of this area to be consistent with the Countywide policy of the conservation of presently utilized, high valued, agricultural soils. Additionally, it will contribute to the mitigation of potential safety hazards due to the present potential for flooding in this area which lies below the annual flood levels of the Sacramento River and the Yolo By-Pass bordering these properties. Additionally, mitigation of traffic, sewer, water, and other urban surface and facility extension needs will be direct results of this redesignation.
- LU 3 Mapping Plan Areas: This basic administrative instruction to map areas in terms of State law and the Guidelines for the Preparation of General Plans provides the seeds of basic mitigation through delineated information about the County and its various plan areas.
- LU 68 I-80 at West Side/By-Pass (Map Change): This policy and map change provide specific mitigation of adverse impacts from a remote commercial "spot" designation for commercial uses outside urban areas. The policy and map change is designed to correct an old problem of a commercial designation outside of the urban area (and on some land which is prime agricultural land). Mitigation by avoidance of potential encroachment or urban uses onto prime agricultural lands is the object of the change.
- CON 19 Watersheds: This policy sets forth a minor change in the procedure of mapping watershed areas. Instead of mapping the watershed area as a separate designated area, it proposes to show them in the General Plan map as an overlay to the basic agricultural designator. It also sets forth the limitations of use that are especially applied to the watershed areas as a basis of mitigation for principally conservation, open space, and safety aspects of this General Plan.

- LU 69 South/Bevan Road at Ship Channel (Map Change): This policy and map change extends the mitigative circumstance wherein industrial uses are limited to the area north of Bevan Road in the Southport Area. An interpretation of the General Plan concurrent with a zone change recently cited only that area north of Bevan for industrial designation in the General Plan. Subsequent analysis and comment by a citizen's advisory committee, working on the Southport Area Plan, recommended future consideration of a change from "industrial" to "agricultural" plan designator on that strip of land on the west side of the Deep Water Ship Channel below (south of) Bevan Road. Mitigation inherent in this action is to confine land uses on that strip of land to agricultural uses for the purpose of conservation, open space, and minimizing potential conflicts with agricultural properties on both sides of the strip in that area.
- LU 70 East Yolo (Map Change): This policy and map changes would restore consistency between existing land uses and zoning with the General Plan map.
- LU 71 Madison (Map Change): This policy and map change would have virtually no impact or mitigating effect whatsoever. However, on the balance, mitigation outweighs impact in that the small triangular portion added to the existing Highway Service Commercial designator at this intersection will provide some additional buffering between the commercial uses and the manufacturing uses to the west, in that it will most probably be utilized as a parking area for vehicles doing business in the presently designated Highway Service Commercial zone at that corner.
- LU 18 Agricultural Area Uses: This policy will provide for mitigation of safety hazards that may otherwise occur through the introduction of manufacture, mixing, storing, or other manipulation of hazardous materials for processes in or adjoining urban places, which would otherwise be mandatory should this policy not be adopted. The definition of where such land uses can go contains mitigation in that, by definition, such uses may not apply to agriculturally viable lands, and further may not interfere with the use of agriculturally viable lands nearby.
- ADM 22 Community Services: Some mitigation may be derived from this policy requiring developers of new projects to provide all needed and public facilities and services. This policy becomes one of those available to provide funding for mitigation measures in any growth or development otherwise sponsored by other parts of this Plan.
- N 2 Noise/Land Use: This is a straightforward mitigation policy regulating the location and operation of land uses to avoid or mitigate harmful or nuisance levels of noise.
- S 8 Yolo By-Pass/Other Designated Floodways: This is a specific safety, open space, and conservation mitigation to preclude residential (or other development

which may endanger people) from being established in the Yolo By-Pass and other designated floodways regularly scheduled for flood flows.

- LU 13 "Timed" Zoning: This is a specific mitigating policy to conserve agricultural lands and open space inside designated urban areas except as specified in a precise schedule or sequence of development. The policy further precludes scheduling agricultural lands for urban uses anywhere outside of a designated urban area and thus supports that policy in terms of conservation, open space, minimizing sprawl, and the other environmental advantages of not converting agricultural lands to urban uses outside of the urban areas.
- CON 38 Provision of Water: This policy provides a candid policy directive to coordinate among and between agencies for the provision of enough good water for the uses planned here. Specific mitigation is involved in the requirement that first priority for water resources shall go to existing legal land uses. This, of course, would mitigate against illegal land uses, most of which would be detrimental to the environment by definition in this Plan.
- ADM 24 Business Licenses: This policy provides for administration to mitigate hazards and nuisances and to implement the land use, circulation, and safety elements of the General Plan by means of a specific identification of land uses in the context of the General Plan and zoning designations.
- REC 11 Mitigation of Effects: This is a specific mitigation policy to balance public recreation needs and effects versus the local property owners needs and environmental impacts and includes various specific requirements for regulation, control, clean-up, and other measures to eliminate or reduce safety or nuisance hazards adjoining nearby recreational land uses.
- ADM 13 Urban Development Policy; Compiled and Implemented: This policy provides for improved mitigation by means of enhanced administrative and enforcement practices, through the exercise of police powers, to require identification and mitigation of all environmental and economic issues generated by development proposals.
- ADM 25 Developers Identify Problems: This policy, requiring developers to identify existing and potential problems in environmental assessments and reports, is the foundation of an enhanced administrative program for environmental impact identification and subsequent mitigation requirements.
- ADM 26 Environmental and Economic Mitigation Required: This important policy requires mitigation of environmental and economic impacts identified in environmental assessments and reports. This policy supports State law in that requirement. It provides basic directives for avoiding or mitigating various environmental impacts so identified. It contains basic requirements for avoidance or mitigation of environmental impacts, both in the near term and in the long and cumulative term.

- ADM 27 Tiered EIRs: This procedural policy sets the requirement for utilization of tiered environmental impact reports and the concept that increasing detail and environmental reporting and mitigation will be required at each subsequent stage of development beyond this General Plan. This policy reiterates the requirement of State law and environmental reporting practice.
- ADM 2 Standards and Procedures: This policy provides the basis of regulation and administration for the implementation of the General Plan for the utilization of standards and procedures. Although some choices of standards may generate adverse impacts, mitigation is inherent in this improved administration.
- ADM 5. General to Specific Interpretations: This policy details how interpretation shall be made among and between the general and more specific plans involved in the referenced or integrated community area, subject, or urban area plans, vis-à-vis the Countywide General Plan. Opportunities to mitigate identified problems are enhanced by this improved administrative and definitive device.
- ADM 14 Urban Areas by Reference: This fundamental policy for an urban development policy for areas not now effected by the city urban development policy provides the basic policy to carry out many of the mitigating devices included elsewhere in the Plan. Strong mitigation is inherent in the urban development policies in support of agricultural land preservation; the restraint of sprawl; the preservation and enhancement of open space and other conservation factors as well as minimizing costs to the public for facilities and services; and in integrating city and County planning efforts to minimize environmental impacts.
- ADM 4 Consistency Findings: This policy is an iteration of basic State law and therefore mitigates against the opportunity to be inconsistent vis-à-vis an administrative action or a zoning change, with the General Plan.
- REC 1 Recreation, Basic: This policy change includes more specific definition of the institutional relations among recreation providers. Although there is virtually no change of impact, the ability to generate recreational uses will have some potential for secondary impacts and this policy provides for mitigation by the respective provider agency.
- LU 48 Port: This policy specifically encourages reduction or elimination of the potential environmental effects of Port development or operation.
- S 6 Flood Standards and Ordinances: Operations in response to this policy may have secondary impacts on riparian vegetation, habitat, scenic areas, and water quality and quantity. A general mitigation requirement is included in the policy.
- CON 28 Trees Preservation: This policy change contains less potential mitigation than its predecessor (eliminates any present ideas of a public tree planting program). However, it still mitigates in several areas by requiring tree planting and preservation in conjunction with development regulations.

- CON 21 (Central Valley Project, Cottonwood, Willow Slough, Colusa Drain): Although
CON 22 the change in wording is slight, designed to make clear the County is not
 committing to fiscal aid, the development and operation of these facilities will
 have some impacts, both primary and secondary. Separate environmental reports
 have been and will be prepared for these projects. There is some opportunity for
 mitigation built into these projects in terms of their general contribution to the
 resolution of safety hazards of flooding in some instances and the support of
 agricultural land use in others.
- LU 65 Junk, Scrap, Outdoor Storage on Arterials: This policy is designed to directly
 mitigate the adverse visual appearance of the subject land uses.
- CIR 18 Direct Access to Arterials and State Highways: This policy will help to avoid the
 hazards of direct driveway access to main arterials.

D. Alternatives to the Proposed Action: Describe reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and why they were rejected in favor of the ultimate choice. The specific alternative of "no project" must always be evaluated along with the impact. Describe alternatives capable of substantially reducing or eliminating any environmentally adverse impacts, even if these alternatives substantially impede the attainment of the project objectives, and are more costly.

DISCUSSION

No Project

The primary alternative to this project would be to do nothing. The potential adverse environmental impact of continuing to base the planning and development of the County on the administration of the present Plan would be greater than that resulting from the adoption of this Plan. The present Plan is voluminous and complex, thus creating difficulty and inefficiency in its application.

The present Plan has many redundant and virtually "hidden" policies, whereas great effort has been applied to clarify and candidly present the effective policies and other parts of the Plan in a succinct and straightforward manner. The brevity and clarity of the new Plan make it more probable to be read, understood, and applied in the future, to the advantage of all environments, natural, built, or grown.

Numerical comparisons of impacts are not possible due to the complex levels and numbers of effectuating choices yet to be made within the framework of these policies, by both private and public participants. Yet, the provision of more precise, modern, efficient, and clearer administrative (including fiscal) policy directives in this reiterated and improved Plan is bound to provide greater opportunity to protect the environment and to avoid or mitigate assaults upon it.

Alternate, "No Growth" Plan

A Plan which stopped all extension of urban uses, even within present urban area boundaries, and which precluded infill or redevelopment of existing urban areas is an alternative necessary to consider. This alternative would provide no mitigation of present adverse environmental impacts resulting from the maturation of the various communities. Because of the incomplete development of some areas, dependent upon complete development to reach optimum levels of land use, safety, circulation, transit, infrastructure, or fiscal factors, adverse environmental impacts would remain or indeed arise.

Each socioeconomic system has an optimum level (or circumscribed envelope) where the required inputs produce the "best" results. In this case, a halt to any "growth" resulting from the implementation of such a Plan would create significant impacts itself, freezing a number of seriously adverse environmental situations and subjecting urban communities to decay unbalanced by creative regrowth. Inevitable urban slum devolution would seem to be a probable result of a "do nothing" approach.

By Comparison, the chosen Plan, the subject of this project, would allow limited, contiguous urban development to proceed with effective administration, regulation, and enforcement to mitigate most impacts and indeed provide the means to cure many old problems presently confronting the communities of Yolo County. A "No Growth" Plan would terminate financial institution faith in the local economy, principally affecting perceptions of the wisdom of funding new or redevelopment projects, which, in turn, would express itself in real reductions of the value of real estate leading to another round of depreciation and stagnation. The basic impact would be to perpetuate and indeed accelerate community decay in the present urbanized areas.

A direct, positive trend would be the specific termination of the conversion of any land whatsoever to an urban use, whether now so designated or not.

An almost endless litany of combinations and permutations of policies or lack of policies can be perceived here, for analysis, but the project for which this environmental report is prepared is the attached recommended Plan. If it is not adopted, greater adverse environmental impact will ensue than if it is adopted. It is the product of the prescribed processes for local adoption of a general plan in its various parts. One of the specific reasons for redrafting it in the first place was to provide the opportunity and appropriate legal vehicle to more effectively avoid or mitigate adverse impacts to the environment and economy. The exact level of impact or mitigation will be the product of the future administration of this local constitution of policy and maps in the form of the County General Plan as it interacts with private decisions.

E. The Relationship Between Local Short-Term uses of Man's Environment and the
--

Maintenance and Enhancement of Long-Term Productivity: Describe the cumulative and long-term effects of the proposed project which adversely affect the state of the environment. Special attention should be given to impacts which narrow the range of beneficial use of the environment or pose long-term risks to health or safety. In addition, the reasons why the proposed project is believed by the sponsor to be justified now, rather than reserving an option for further alternatives, should be explained.

DISCUSSION

This Plan is designed to manage the changes in land use allowed by the designations, standards, and definitions on a daily basis in a way which corrects existing adverse environmental impacts in many individual and cumulative projects. Long term productivity will be enhanced by the administration of this Plan.

As previously discussed, some cumulative, long term impacts will arise from the urbanization of presently vacant or farmed land inside the Urban Area Boundaries. Additional impacts in rural areas can be anticipated from intensified farming practices where adequate conservation practices are not carried out.

F. Any Irreversible Environmental Changes Which Would be Involved in the Proposed Action Should it be Implemented: Uses of non-renewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a nonaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

DISCUSSION

If all areas designated in this Plan for eventual urban use do become urbanized, approximately 6,000 acres of agricultural and open land would be changed to urban land uses. This represents about one percent of the total area of the County. About six percent of the County is not devoted to nonagricultural uses so the additional urban use area will represent an increase of an additional one-sixth or a 15 percent increase over the existing urban use areas. Use of the open and agricultural land uses according to this Plan (although this Plan reduces expansion) will generate a variety of adverse environmental impacts.

The infill and increased density and redevelopment of existing urban areas may cause irreversible environmental impact in those affected urban areas, unless the mitigation methods expressed in these policies are applied. Transient construction impacts may be expected to be generated as the development of the Plan elements proceeds.

All impacts on urban infrastructure and services should be anticipated. However, the wastewater treatment plant in East Yolo (West Sacramento), for example, is capable of accepting additional water without expansion for some time. On the other hand, the waste water conduits from nearly every part of the service area will need to be replaced, enlarged, or supplemented if further growth, including increased density generated from redevelopment occurs.

Varying and complex impacts will arise from the development of the new and improved land uses proposed or allowed by this Plan. Some changes will induce adverse impacts, while many will contribute to overall improvements in the existing built environment.

In the "preserved" rural areas, a similar variety of effects can be expected. While the primary "good" effect of agricultural land conservation is assured, some potentially adverse environmental effects can be anticipated from intensification of farming and the initiation or enhancement of some technical operations in modernized farming.

No precise numbers on impacts are possible to predict. However, subsequent projects such as zoning, use permit approvals, variances, building permits, and site plan approvals will require additional environmental reports in terms of the more specific project details described at that time.

G. The Growth-Inducing Impact of the Proposed Action: Discuss the ways in which the proposed project could foster economic or population growth, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas.) Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

REFERENCES

This Plan will induce some growth in conjunction with the development decisions of other agencies and of the private sector. The Plan is specifically aimed in part to foster economic growth. However, the Plan only aims to provide adequate affordable housing according to identified needs, not to develop speculative housing to attract new populations.

The Plan does provide for increased population numbers by encouraging higher density development of existing urban areas and along transit corridors.

Community facilities and services will need to be expanded to meet some of the policies of this Plan in the urban designated areas.

This Plan does not encourage growth directly, but the very existence of the Plan will help to allow growth that might otherwise have been delayed or averted because of the absence of an adequate, workable General Plan and the preplanned mitigating systems and devices as well as the improved administrative procedures.

**STATEMENT OF OVERRIDING
SOCIAL AND ECONOMIC CONSIDERATIONS**

The Yolo County Board of Supervisors finds that certain cumulative adverse environmental impacts, which probably cannot be mitigated, may be generated by the implementation of this project: The Yolo County General Plan, 1983. Certain impacts seem inevitable from the future use of lands presently designated for urban use within Urban Area Boundaries, which lands are presently open and may be in agricultural use with prime or other valuable soils. Additionally, increased densities in present urbanized areas will generate impacts which may not be able to be fully mitigated despite application of our best efforts to administer the many mitigating systems and devices provided for in this Plan. Some unmitigated impacts may arise from agricultural uses if careful conservation practices are not used.

The majority of adverse impacts will derive from implementation of the restated existing Plan. Most of the changes to the Plan are mitigating devices, although a few new policies do strengthen programs to increase urban density in existing urban designated areas, with some adverse effects.

Emphasizing that the Plan is designed to manage growth, not foster it, the Board finds that the adoption of this Plan will generally allow the achievement of the stated goals and objectives and lead to the resolution of many of the issues. Social and economic improvement in terms of the various resolutions of issues is anticipated.

Details of social and economic benefits may be seen in the stated goals and objectives of the Plan and in the Data and Description part of the Plan. Environmental impacts anticipated are presented in the Referenced EIR.

Taken on the whole, this restated and amended General Plan will more effectively mitigate or avoid adverse impacts than would the old Plan, unmodified. The General Plan is, itself, the reference for these rational determinations.

The Board, therefore, finds that this General Plan for Yolo County will provide social and economic benefits, including housing, employment opportunity, infrastructure efficiencies, and a more pleasant and efficient and safe living and working environment for its citizens. The Board, therefore, declares that the social and economic benefits to be derived from the adoption and future implementation of this Plan override the residual adverse impacts upon the environment which may not be able to be mitigated despite the County's best efforts to do so.

ORGANIZATIONS AND PERSONS CONSULTED

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Office of Planning and Research (D. Connaty)
Yolo County Planning Commission
Yolo County Transportation and Transit Planning Committee
Yolo County Environmental Health Department
California Resources Agency, Office of Historic Preservation (N. DelCioppo) Sacramento

**DESCRIPTION OF YOLO COUNTY
AND DATA BASE**

I.	General Information	106
II.	Land Use.....	106
III.	Public Lands	106
IV.	Land Forms and Geomorphology.....	107
V.	Soils.....	107
VI.	Hydrology: Groundwater, Water Quality, Drainage.....	108
VII.	Waste Treatment: Sewer Treatment, Landfill.....	109
VIII.	Climate.....	110
IX.	Air Quality.....	111
X.	Seismicity.....	111
XI.	Hazards – Natural: Floods, Landslides, Subsidence, Earthquakes, Ground Displacement, Ground Shaking; Seiches Built: Dam and Levees, Ground Failure, Groundwater Withdrawal, Seismic Occurrences.....	112
XII.	Mineral Resources: Natural Gas, Sand and Gravel, Limestone, Clay, Building Stone, Gold and Silver, Quicksilver, Miscellaneous Stone, Mineral Water.....	114
XIII.	Mineral Commodity	116
XIV.	Agriculture: Crop Summary, Agriculture Preserves.....	117
XV.	Industry: Agriculture Related, Other Industries.....	120
XVI.	Commerce: Retail Trade, Wholesale Trade, Service Industry.....	120
XVII.	Economy.....	121
XVIII.	Employment	121
XIX.	Population	124
XX.	Housing	125
XXI.	Energy.....	126
XXII.	Transportation: Air, Auto, Bicycle, Boat, Bus, Truck, Rail	127
XXIII.	Noise.....	129
XXIV.	Scenic Highways.....	129
XXV.	Open Space.....	129
XXVI.	Biotic Resources	129
XXVII.	Recreation.....	130
XXVIII.	History and Archaeology: Historic Resource Areas.....	130
XXIX.	Cultural Heritage	132
XXX.	Health Facilities and Services.....	134
XXXI.	Emergency Services: Ambulance, Fire, Police, Other.....	134
XXXII.	Schools	136
XXXIII.	Library.....	136
XXXIV.	Courts.....	137
XXXV.	Post Offices	137
XXXVI.	County Offices	137
XXXVII.	Community Buildings.....	137
XXXVIII.	Miscellaneous.....	138

I. GENERAL INFORMATION

County Seat	Woodland
Population	108,000
Total Assessed Valuation (79-80)*	\$610,105,508
County Tax Rate (79-80)	\$4.00
Area of County (Square Miles)	1,035
Acres in County	661,760
Land in Farms (Acres)	590,000
County Road Miles	911.77
County Owned Land (Acres)	2,279
State Highway Miles	179.49
State Owned Land (Acres)	76,869
Percentage of Total Land in Preserves	
Percentage of Land in Public Ownership (BLM etc.)	4.8%
Percentage of Land in County Regional Parks	0.1%
Percentage of Land in Present and Future Urban Area on General Plan	5.7%

* Includes Local Secured and Unsecured Rolls and State Board of Equalization Local Utility Roll.

Sources of Information: Yolo Count Assessor's Office
 Yolo County Department of Public Works
 Yolo County Chamber of Commerce
 U.S.D.A. Census of Agriculture 1974

III. LAND USE

The cities of Woodland, Davis, and Winters and the communities of East Yolo are the major urbanized places in the County. A number of small farm community centers are scattered throughout the County. The majority of the County's land use is for agriculture production. Manufacturing, and support industries for the agricultural activities of the County are found in the industrial areas of Davis and Woodland and the West Sacramento Area. Additionally, a number of trucking companies are located in West Sacramento and the International Port of Sacramento is located in the southern part of that urbanized area.

Significant urban redevelopment is proposed for parts of the West Sacramento area while additional new growth areas are limited by careful planning and rezoning throughout the urban areas of the County.

III. PUBLIC LANDS

The Federal Government owns 28,884 acres of Yolo County's land. The State owns 76,869 acres of land which includes: The University Farm and Davis Campus of the University of California and its research fields, the State Highway rights-of-way, and the State Reclamation Board uses

some land in connection with its flood control system. The County itself owns 2,279 acres, the cities 3,315 acres, school districts own 414 acres, and special districts 13,664 acres. Another 141 acres consist of an Indian Reservation of the Patwin Indians in the Capay Valley. Other public holdings include a State Forestry nursery near Davis, County Fairgrounds near Woodland, vacant school lands, and some State acreage obtained through tax negligence.

Of the County's 1,035 square miles, 1,028 square miles are land and 6.8 square miles are water. (Figures obtained from California State Board of Equalization, California State Land Commission Report 1977.)

IV. LAND FORMS AND GEOMORPHOLOGY

An alluvial plain comprises approximately 70 percent of the County. Five other natural divisions exist in parts of the County, including the eastern edge of the Coast Range, redlands, riverlands, flood basins, and islands. The Blue and Rocky Ridges, part of the Coast Range, lie at the western edge of the County, abutting Napa County. Maximum elevation along this ridge is 3,046 feet and the elevation of the ridge is generally about 2,000 feet. There is rapid descent to elevations of approximately 220 feet along the west edge of the relatively flat lands of the County. This gradually descends to elevations of approximately 10 feet at the eastern edge of the County. A significant geographic feature is the Yolo Bypass, designed to carry Sacramento River flood waters away from urbanized areas in the eastern part of the County. The islands in the southeastern "panhandle" of the County are formed by the braiding of the Sacramento River channels in the northern most part of the Delta.

Along the eastern side of the mountains on the west side of the County, a gently rolling hilly area stands out to the east of a ridge of hills east of the Capay Valley. The mountain area and foothills and these outstanding Dunnigan and Hungry Hollow hills are generally not irrigated lands. Most other lands in the County are subject to irrigation. The rolling hills section described above is approximately 100 to 450 feet above sea level. South of those hills the formation continues and becomes the Plainfield Ridge and Red Gravel hills in western Yolo County. Generally the lands immediately adjoining the river are slightly higher than those lands to the west of the River due to the natural dikes built up by ancient overflows of the River prior to the development of the Yolo Bypass. Cache Creek and Putah Creek empty into the Yolo Bypass and continue south to join the Sacramento River south of Yolo County in the Delta.

V. SOILS

Agricultural activity within Yolo County is directly dependent on the capability of the soil. There are eight soil categories ranging from I to VIII. Yolo County is richly endowed with excellent soil. Sixty (60) percent of the County contains soil between Class I and Class IV, the classes most suitable for cultivation as determined by the United States Soil Conservation Service. The breakdown by class in the County is:

- Class I – 90,000+ acres
- Class II – 145,000 acres
- Classes III and IV – 218,000 acres

The remaining soil classifications, V through VIII are progressively considered from limited to unsuitable for agricultural production. In the mountains and hills of the western portion of the County some of the soils are shallow and/or rocky and stony. The provision of irrigation and drainage ditches and other facilities, together with land leveling throughout most of the rest of the County have created vast areas of ideal agricultural lands. The County's agricultural future depends on how well this rich soil is protected and conserved.

VI. HYDROLOGY

Yolo County's water comes from rainfall, surface water contained in its waterways, and wells tapping the groundwater supply. Approximately 268,000 (267,861; 1978 figure) acres of Yolo County are irrigated. Shortages in surface water have caused additional reliance on the groundwater capacity. Today, wells are the primary source of irrigation water in Yolo County. There are three water districts serving agriculture in Yolo County. Most cities and communities within the County have a public water supply, while the East Yolo community is supplied with water from a private utility. (This is currently being acquired by the East Yolo Community Services District.) No domestic water is supplied from surface supplies.

The Indian Valley Reservoir was completed in the early 1970s and is located just north of the Yolo County line at the beginning of Cache Creek. Although its primary function is to serve as a water storage facility for irrigation, it also collects much of the runoff water from the northern end of the valley that would normally run into Cache Creek, thus limiting flooding in this region.

The Tehama-Colusa Canal (Westside Canal) starts in Redding in Tehama County and brings water from the Shasta Dam area through Colusa County and empties into Bird Creek in Yolo County. The water is used in the northern part of the County by the Dunnigan Water District, for irrigation. The Westside Canal extension, which would form a reserve reservoir on Oak Creek and extend a canal to join the South Putah Creek diversion canal, are proposed projects to supply water to meet projected growth and increases in irrigation for Yolo County.

Groundwater

Groundwater is stored in layers of sand and gravel in clay silt matrix. The principal areas of groundwater storage are coarse grained stream channel deposits and underlying coarse sand and gravel bodies. Beneath these is a thick section of slightly to moderately consolidated sediments which are less permeable but still yield water of usable mineral quality to numerous wells in the area.

Recharge to groundwater in Yolo County is by deep percolation of rainfall, irrigation, return waters, and leakage from irrigation canals. Groundwater levels have been depressed in the past. It is believed that this depression results from increased pumping from agricultural development in the area, combined with restricted opportunities for recharge. In Davis and Woodland the depressed levels are attributed to the rapid growth of these cities combined with increased irrigation of surrounding agricultural lands.

Quality of Water

Both surface and groundwater in Yolo County are relatively high in boron concentration. This is the major reason that little of the County's water can be classified as excellent for irrigation. During dry years when the flow is low, the boron concentration and effective salinity impair the quality of this water for irrigation purposes and its hardness makes softening desirable for domestic purposes.

Drainage

Surface water drainage out of Yolo County is limited to a few well defined channels. Putah and Cache Creeks carry a fair amount of water where they first enter the County but the volume decreases as they flow eastward. Drainage between Cache Creek and Putah Creek leaves the area, either through Willow Slough or Willow Slough Bypass, into the Yolo Bypass and eventually empties into the Sacramento River.

Putah Creek rises in the eastern mountains of Napa County and flows eastward, draining a portion of the southern County. Cache Creek flows southeastward from the northwestern corner of the County, turns eastward in the vicinity of Capay, and continues through the central portion of the County toward the Sacramento River. Cache Creek drains all of Capay Valley together with that area north of the creek near Capay known as Hungry Hollow. North of Cache Creek there are no large streams and such streams as there are flow in the Colusa Basin Drainage Canal. The Yolo Bypass system also carries overflow of the Sacramento River during flood seasons.

A series of ditches drain water along agricultural areas while urbanized areas have improved drainage systems with underground pipes and culverts that channel water out of the area into the Willow Slough region and Yolo Bypass which joins the Sacramento River south of the County boundary.

VII. WASTE TREATMENT

Sewage Treatment

Only the concentrated urban areas of Yolo County have sewer systems. Individual systems, such as septic tanks and leach fields dispose of the rural waste waters throughout most of the County. Only the cities of Davis, Winters, and Woodland have sewer systems. The East Yolo Community Service District operates a sewer system and disposal plant that services the communities of Broderick, Bryte, Southport, and West Sacramento. The University of California Davis Campus operates its own system and treatment plant. All of the treatment facilities are secondary or advanced secondary systems. Industrial waste from sugar refining and cannery operations is ponded near Woodland and Clarksburg while the cannery in Davis has its own waste disposal system.

Additionally some of the waste from the canning and processing plants are mixed with some treated sewage from Woodland and are spread over selected agricultural fields during fallow, replenishing nutrients to the soil.

Landfill

Yolo County's landfill site is located approximately five miles northeast of Davis. There are 720 acres with an estimated lifetime of 50 years (1972). The site serves Yolo County and the downtown Sacramento area by contracts. The site is County owned property and fees are charged to private collectors to dump refuse. (\$4.10 per ton from the refuse of downtown Sacramento and \$3.10 a ton for all refuse dumped that is collected within Yolo County, 1982 figures.) By the time the 720 acres are filled, new methods of disposal should be available, yet there is still sufficient land available nearby to use if need be. There is also a convenience collection center located in Esparto.

VIII. CLIMATE

Yolo County possesses two general climates. The southeastern panhandle is often under marine influence whereas the rest of the County possesses climatic factors more characteristic of inland areas. The southeastern panhandle is further divided into two climate zones. Zone 1.0 lies north of Interstate 80 and is warmer than zone 2.0 which is to the south of Interstate 80.

Summers are warm and exceedingly dry throughout Yolo County and winters are moderately cool. Summer maximum temperatures average 95 degrees or higher over most of the County and extremes have reached levels of 110 degrees to 117 degrees. Night temperatures during the summer months drop to the middle 50s most of the time.

During winter, minimum temperatures range from 38 degrees to 40 degrees F; extreme lows have been recorded, on average, in November, and the last date with a temperature of 32 degrees or colder is in February over most of the County.

Almost all of the rain falls during December, January, February, and March, it may begin as early as mid-October and continue as late as mid-May. The heaviest rainfall intensities usually occur in winter and spring.

Precipitation totals about 16 inches per year in the northeast section of the County, increasing to near 24 inches along the western boundary. Thunder storms are reported about five days per year, with a slightly greater frequency in the western mountain area.

Maximum Rainfall (in inches)							
Return Period	Area	Duration of Rainfall					
		1 hr.	6 hr.	24 hr.	2 day	4 day	10 day
Once in 2 Years	Mountain Slopes	.5	1.5	2.5	3.5	5.5	7.5
	Valley Floor	.5	1.0	2.0	2.5	2.8	3.5
Once in 100 Years	Mountain Slopes	1.2	3.0	5.0	8.0	12.0	15.0
	Valley Floor	1.2	2.0	4.0	6.0	6.5	9.0

During the winters there are occasional periods when a deep layer of fog will form and will persist anywhere from two or three days to as much as two or three weeks. The relatively long growing season, combined with sufficient winter rainfall, are important factors in giving Yolo

County its agricultural character. The north wind brings very dry air into the valley, at times dropping the relative humidity to below 10 percent and creating a serious fire hazard to both croplands and woodlands. The southern part of the County is under the influence of breezes coming through the Carquinez Strait and up the Delta. The winds in Yolo County are greatly influenced by the mountains between the County and the Pacific Ocean and the Ocean itself. Westerly winds, which prevail most of the year, are directed to southerly directions by the mechanical barrier of the low mountain ranges. Even northwesterly winds off the coast are often turned into southerly winds near ground level in Yolo County. The only other significant winds occurring are the northerlies frequent in October, November, and December. Wind speeds average near 10 miles per hour, or a little higher, from the southerly directions. Wind speeds from other directions are usually light. Only 10 percent of the time do wind speeds exceed 16 miles per hour.

IX. AIR QUALITY

Yolo County is in the Sacramento Valley Air Basin. Yolo County and the northeast area of Solano County make up the Yolo-Solano Air Pollution Control District. The District has its own regulations applying to all stationary sources to control pollution emissions. These regulations have to coincide or coordinate with the regulations of the State and Federal governments in addition to the requirements of the Sacramento Valley Air Pollution Coordinating Council. The local district has primary responsibility for controlling stationary emission sources.

The major sources of air pollutants in Yolo County are: Motor vehicle emissions, other hydrocarbon sources, agricultural activities, and related industries. Each new industry or subdivision is reviewed as to its impact on air quality and all existing emission sources are being brought into compliance with the regulations. Recent changes in agricultural burning practices and regulations, along with public demand, has brought about an improvement in air quality throughout the County.

X. SEISMICITY

There are two major areas of faults lying within Yolo County. The Midland Fault Zone and the area surrounding Capay Valley. The maximum expected earthquake intensity for Yolo County ranges from moderate to high. No serious earth movements have been generated in Yolo County, although one of the ten most severe earthquakes in California had its epicenter in the vicinity of Berryessa Dam. That 1891 shock was serious and caused damage to the towns of Winters, Davis, and Woodland.

The Midland Fault Zone is located between the City of Winters and the Coast Range in the southwestern portion of the County. Two concealed faults lie within this zone. It was in this zone that the 1891 quake was centered.

Two major faults border the Valley in the Capay Hills. The Sweitzer Fault is located just below the ridgeline of the Capay Hills, paralleling the Valley. The Eisner Fault is located at the upper end of the Capay Valley just below the Sweitzer Fault. The existence of the Eisner Thrust Fault and Sweitzer Fault make western Yolo County a seismically hazard area, otherwise the County is geologically quite stable.

The remainder of the known faults are located on the western and northwestern border of Yolo County, in the Blue Ridge and Rocky Ridge Hills. Subsurface faults of varying significance are discovered in the logs of gas wells drilled in the County. No known faults are located under any of the major inhabited areas of the County.

Major faults lie to the west along the Pacific Coast in the San Andreas Fault Zone whose movement could affect Yolo County. Other faults are to the east along the Sierra Nevadas in the Bear Mountain and Melones Fault Zones.

Other seismic type activity occurs from seiches, which are earthquake induced waves in contained bodies of water. They would most likely occur in the Yolo Bypass (when filled), Lake Berryessa, the Sacramento River, and the Sacramento Deep Water Ship Channel.

XI. HAZARDS

NATURAL

Floods

The most significant natural hazard in Yolo County is flooding. The Sacramento River and Cache Creek are the two water courses most subject to periodic flooding. The Yolo and Sacramento Bypasses are used as flood basins. It is a natural basin filled during floods by Putah and Cache Creek and discharge of the Sacramento River. The Yolo Bypass runs parallel to the Sacramento River and has a gentle slope towards the downstream end of the basin. At Clarksburg, channels of the river create islands in the Delta. Merritt Island in Yolo County is created by Elk and Sutter Slough. Flooding is held to a minimum due to dams, one on Putah Creek (Monticello) and two on Cache Creek (Indian Valley on the north fork and the Clear Lake Dam).

Earthquakes can cause faulting, landsliding, subsidence, seiches, ground displacement, and ground shaking.

The surface of Yolo County is still changing by existing surface faults and the erosion process in addition to major modifications wrought by man.

Ground Displacement

Fault rupture along a fault may not extend to the surface. Most moderate earthquakes involve some surface faulting and all major earthquakes in California in the past have involved a large amount of surface faulting. There is a tendency to repeat surface faulting along the same fault line in subsequent earthquakes, although displacements on nearby faults may result during major earthquakes.

Ground Shaking

In moderate earthquakes, ground shaking may be strong, lasting from a few seconds to a minute or more. This motion can be exaggerated on loose or water saturated ground and shaking will be

less on solid rock. During major earthquakes, ground shaking could be very intense, people could lose footing. The motion may last from one to several minutes.

Seiches

Seiches are earthquake induced waves that occur in large bodies of water. They can occur in both moderate and major earthquakes. Seiches may cause oscillation of several inches to several feet and can occur in areas located several thousand miles from a major earthquake. If large enough seiches occur they might top levees and dams or cause structural damage to them and produce flooding.

There are four major areas where seiches could occur during major seismic activity which would affect Yolo County. Lake Berryessa formed by the Monticello Dam on the western border of Yolo County where the effects of seiches could be felt in Yolo County down along Putah Creek. Large seiches in Clear Lake and Indian Valley reservoir could have effects on Cache Creek.

The Sacramento River forming the eastern border of Yolo County is a second area subject to seiches. The Yolo and Sacramento Bypasses are the third area where seiches may occur. The danger of seiches during seismic activity in this area is limited to a time when the Bypasses are fully filled during flood season.

The fourth area in Lake Washington Harbor and the Sacramento River Deep Water Channel located in the southern portion of West Sacramento.

BUILT

Dam and Levee

Dam and levee failure have the potential of causing the greatest amount of damage.

Levee failure could cause substantial damage to communities along the Sacramento River and Yolo Bypass, Putah Creek, Cache Creek, and Cache Creek Basin. Continued maintenance of the levees reduces the risk of wide spread flooding.

Failure of the Monticello Dam could cause substantial flooding along Putah Creek. The Dam at Clear Lake on Cache Creek could effect Cache Creek Canyon and Capay Valley if it failed causing flooding in the areas. The Indian Valley Dam and Reservoir on the north fork of Cache Creek would also cause substantial damage in Cache Creek Canyon and Capay Valley if failure occurred. In addition to structural failure, seiches, if generated to a height to over top of levees and dams, could cause damage to the above mentioned areas.

Ground Failure

Ground failure such as land sliding, surface rupture, and subsidence can cause severe damage to buildings in Yolo County. Structures near steep slopes are subjected most to landslide damage but liquification of fine sandy loam can cause movement of low slopes. The communities of the Capay Valley are subject to this phenomenon. Although surface rupture along a fault may not extend to the surface, displacement on nearby faults may be triggered during major earthquakes.

This is not a major concern to structures in the County since no communities lie on the known faults. The exception, though, is Monticello Dam on Putah Creek, which is located near the Midland Fault Zone.

Groundwater Withdrawal

Groundwater withdrawal and ground shaking can result in compaction of soils. Information for accurately determining areas where subsidence or soil compaction may occur is not available. It should not threaten urbanized areas although to a lesser degree small local regions may experience it.

Seismic Occurrences

Different direction, amplitude, and period can greatly change the way types of structures react to seismic occurrences.

The majority of the buildings in Yolo County are single or two story wood frame structures. The only high rise buildings existing in the county are located on the University of California Campus at Davis.

It has been found that wood framed single story structures are relatively resistant to earthquakes if not constructed on faults. Fortunately, no inhabited structures are located on any of the known faults in Yolo County.

The communities of Yolo County are built on alluvium deposits of varying depths. The soft alluvium may cushion the effects of ground shaking to low ridged buildings but accentuate the motion in tall buildings. Severe damage from ground motions can be caused to older masonry structures built on the softer alluvium soils.

Failure of highway overpasses and viaducts or elevated roadways are another concern in Yolo County as they would hamper transportation on major thoroughfares. Interstate 80, Interstate 880, Interstate 5, and Interstate 505, including the Yolo Causeways, are the most likely roadways to be effected.

XII. MINERAL RESOURCES

Natural Gas

Natural gas production is becoming an increasingly important part of the Yolo County economy. Over six billion cubic feet of natural gas was produced from Yolo County gas wells in 1972. Two newer fields are now in production at Putah Sink and Greens Lake and more wells have been drilled to tap these sources. In addition, a large gas storage area is provided at the dry Pleasant Creek field, where as much as 3.25 billion cubic feet can be stored for use when needed. The most recent active search for gas in Yolo County has been in the Dunnigan Hills area, about 12 miles northwest of Woodland, in the Fairfield Knolls gas field northeast of Winters, and in the Rumsey Hills area east of Rumsey. In addition, natural gas wells have been established in Clarksburg in East Yolo and recent exploratory wells have been drilled in the "panhandle" and near Davis.

Sand and Gravel

Sand and gravel excavation occurs principally along Cache Creek, although some activity continues in the less productive Putah Creek. Putah Creek gravel is of low quality, providing material for limited use. There is little or no recharge of the gravel in Putah Creek since the building of the Monticello Dam at Lake Berryessa and the Putah-South Diversion Dam. Other sand and gravel operations in Putah Creek are on the Solano County side of the County line. There are several commercial gravel plants on Cache Creek plus Yolo County's own plant for local road base. Extraction is exceeding recharge from high water bed load movement.

Limestone

No commercial limestone production has been recorded from Yolo County. Years ago, mention was made of a limestone deposit reported to be three miles south of Cadenassa. Pliocene non-marine sediments occur along the east side of this valley. The higher land on both sides of the valley is occupied by older marine sedimentary rocks, principally Upper Cretaceous, and in these rocks it is not unusual to find occasional small bodies of hard limestone. This is probably the explanation of the lumps and boulders of such limestone found, which could not be traced to a deposit in place. The soft limestone may eventually have value for agricultural use.

Clay

The manufacture of common brick was a thriving industry in the early days of Yolo County. Common brick was reported to have been manufactured from clay beds near Woodland, Winters, and Capay. There were three brick yards operating in the southeastern part of Woodland. The clay was taken from a bed five to ten feet thick lying above a layer of sand. Both hand and machine made bricks were manufactured. They were burned in open kilns using willow and cottonwood for fuel. Hand made bricks were made at Winters from a clayey loam taken from a bed about 30 feet thick which occurs on the north bank of Putah Creek. This material was mixed with some sand to make the brick. Bricks were also made in a brick yard near Capay from a clayey loam which contained sufficient sand to prevent cracking.

Building Stone

A bluish-gray sandstone was quarried in the Devil's Gate area on Putah Creek, about nine miles west of Winters from 1894 to 1908. The stone was used for monuments and as a building stone for many years. A volcanic tuff, occurring in a very small deposit in the foothills west of Winters was also used as a building stone in the early development of Yolo County. It is a soft whitish rock which becomes hard on exposure to the air and appears to weather remarkably well.

Gold and Silver

Small scale placer mining has been done along the foothills of the Coast Range and a small mining camp was once located near the mouth of the Putah Creek. A few thousand dollars in gold was produced from Putah and Cache Creeks from 1933 to 1937. (Silver, in small amounts was also recovered from places along Cache and Putah Creeks.) Some low grade gold quartz veins were found in the western foothills but no mines have been developed. There is presently

speculation of future mining in an extremely small section in or near the northwest corner of the County.

Quicksilver

The Quicksilver deposits of Yolo County are located in the northwestern corner of the County near the common border with Lake and Napa Counties. Quicksilver was mined in the Blue Ridge hills as late as 1952 when two flasks of that metal were produced. During World War I and II production of quicksilver was increased but dropped abruptly when the cost of production exceeded the price.

Miscellaneous Stone

Cache Creek's banks are gravel covered with sandy topsoil. Shifting seasonal waters have deposited sand, gravel, and silt in layers and lenses on terraces and bars in many places along its course. The few boulders and cobbles seldom exceed six inches in size. The cobbles and coarse pebbles are mostly red, green, and brown jasper, often having many thin seams of white quartz. The greatest amount of gravel consists of subangular and rounded pebbles of volcanic origin, mostly andesite, with some serpentine pebbles in the gravel taken from creeks in the western portion of the County.

Along Putah Creek there are few boulders and the gravel consists of subangular pebbles of volcanic origin, including white and gray andesite and rhyolite, red basalt, angular fragments of quartz, red and green jasper, and some serpentine. In the northwest corner of the County, a small area of Tertiary volcanic rock lies between Jurassic serpentine on the west, and the Knoxville formation, which outcrops over an area of 25 square miles.

Mineral Water

Sulfur, salt, soda, and sulfur iron magnesia springs have been discovered in Blue Ridge hills in the western part of Yolo County but none have been commercialized. There are also several sulfur springs on Putah Creek near Devil's Gate, west of Winters, and one located above Fiske Creek, west of Rumsey. A sulfur iron magnesia spring is located four miles west of Guinda and two white sulfur springs are in the same area. A saline spring and soda spring are located near the old Reed Mine area.

XIII. MINERAL COMMODITY

Sugar companies are a principal user of mineral in Yolo County. Diatomite is important in the filtering process and not all types of California diatomite is suitable. It is used in a powdered form. The sugar refining process uses vertical kilns which require a dense, high grade limestone. In the refining process, the CO₂ by-product is returned to the calcines and the resulting chalklike product is used on the beet fields as a soil conditioner. The sugar refineries also use commercial grade soda ash, in granular form, to precipitate the lime.

XIV. AGRICULTURECrop Summary

Yolo County had its agricultural beginning under the early Spanish. Today there is extensive diversified farming, although there is still much beef and other livestock production, including sheep and wool, poultry, eggs and milk. Yolo County has a long freeze-free growing season. This combined with heavy rainfall intensities that usually occur in winter or spring gives the County a growing season ranging from 225 days in length in the western County to as much as 300 days near Sacramento on the eastern side of the County. The entire County falls within the deciduous fruit plant climate, yet temperate zone grain and a variety of crops are grown throughout the County. Almonds are the County's leading tree crop, also important are apricots, prunes, apples, and pears. Tomatoes, spinach, asparagus, and table peas, as well as melons, cabbage, and potatoes are intensively cultivated today.

Sugar Beets were not introduced until 1925 when irrigation began. Insect troubles plagued the crop but today sugar beets are extensively cultivated throughout the County

Many thousand acres of safflower, barley, and alfalfa are grown today. Rice, one of the County's major crops, was first grown as an experiment in 1915. Now sown by airplane after the fields are flooded enough rice is grown to make Yolo County one of the State's ranking producers.

Soil, crop, and irrigation studies conducted by the United States Soil Conservation Service and the University of California at Davis Research Center help the farmer achieve the best use of his land. Yolo soil will yield optimum production as continued scientific studies are extended and new techniques are applied. The amount of land in crops and the value of crops largely depend upon conditions outside Yolo County, although a general increase in intensity and volume of production is the trend. Government support programs, production costs, and market prices are key factors. (In 1982 annual agricultural production was nearly 250 million.) Efforts to limit urban sprawl need to be continued so that the County can retain and preserve its prime agricultural lands for production.

**Summary of 14 Most Important
Agricultural Activities in
Yolo County, 1978**

Based on Acreage			Based on Value		
<u>Rank</u>	<u>Activity</u>	<u>Acreage</u>	<u>Rank</u>	<u>Activity</u>	<u>Dollars Value (Thousands)</u>
1	Pastureland	206,000	1	Canning Tomatoes	72,558
2	Wheat	83,000	2	Wheat	18,191
3	Canning Tomatoes	58,000	3	Rice	12,928
4	Barley	47,000	4	Corn	12,442
5	Corn	38,000	5	Almonds	10,692
6	Safflower	35,560	6	Sugar Beets	10,149
7	Rice	33,580	7	Livestock/Poultry	9,321
8	Alfalfa	22,700	8	Walnuts	8,527
9	Sugar beets	17,651	9	Safflower	7,073
10	Grain Sorghum	16,600	10	Alfalfa	5,191
11	Almonds	11,000	11	Barley	4,979
12	Walnuts	5,540	12	Grain Sorghum	3,596
13	Beans	3,800	13	Prunes	2,730
14	Prunes	2,006	14	Beans	748
TOTAL		580,437	TOTAL		179,395

Source: Yolo County Agricultural Commissioner's "Annual Crop Report," Woodland, California 1970-79.

Agricultural Crop Report Summary – 1970

Herbert Chandler
Yolo County Agricultural Commissioner

Summary

<u>Commodity</u>	<u>1978</u>	<u>1979</u>
Fruit and Nut Crops	\$ 25,708,000	\$ 24,826,000
Field Crops	77,527,000	94,897,000
Vegetable Crops	81,191,000	100,573,000
Seed Crops	3,180,000	7,603,000
Nursery Products	796,000	1,450,000
Livestock and Poultry	9,321,000	9,753,000
Apiary, Livestock, and Poultry Products	1,229,800	1,297,260
Total	\$198,952,800	\$240,399,260

MILLION DOLLAR CROPS

1.	Tomatoes	\$ 91,900,000
2.	Wheat	28,577,000
3.	Rice	19,363,000
4.	Corn	15,026,000
5.	Sugar beets	11,377,000
6.	Almonds	9,455,000
7.	Cattle and Calves	7,512,000
8.	Alfalfa Hay, All	7,258,000
9.	Walnuts, English	5,831,000
10.	Barley	4,532,000
11.	Melons	4,070,000
12.	Safflower	3,929,000
13.	Prunes	3,417,000
14.	Pears	1,619,000
15.	Sheep and Lambs	1,587,000
16.	Nursery	1,450,000
17.	Pasture, Irrigated	1,440,000
18.	Apricots	1,369,000
19.	Grapes	1,193,000
20.	Grain Sorghum	1,100,000
21.	Asparagus	1,086,000

Source: Agricultural Crop Report Summary 1979

AGRICULTURAL PRESERVES

Land Established in Agricultural Preserves
(In Acres)

1969-70	197,875
1970-71	143,835
1971-72	66,317
1972-73	27,545
1973-74	12,658
1974-75	4,318
1975-76	1,822
1976-77	3,263
1977-78	11,056
1978-79	4,057
1979-80	(486.73) 487
Total March 1, 1978	468,689
Total March 1, 1979	472,746
Total March 1, 1980	473,233

Percentage Total Land in Preserves 71.4%

XV. INDUSTRYAgricultural Related Industries

As might be expected, a sizeable industrial plant has grown up in the County to process much of the farmers produce. Flour millers moved into the area early in the wake of the grain ranchers, the first mill in the County was set up in 1856. Several other mills were operating in the late 1870s but all of these plants were ultimately destroyed by fire. Now the County's mills process rice and alfalfa.

Rice mills and warehouses are located in Woodland and in West Sacramento. Milling companies in Woodland and in Winters produce alfalfa meal.

Vegetables, sugar beets, grapes, and olives all have contributed to the industrial picture. There are plants in Woodland and Davis that can tomatoes and vegetables. A beet sugar refinery is located northeast of Woodland and another refinery is located at Clarksburg. There are some firms in Woodland and West Sacramento that process olive oil and olives for shipment throughout the United States.

Other orchard crops have also brought industry into the County. Winters has a prune processing plant and Woodland is the location of one of the largest processors of black walnut meats in northern California.

Other Industries

One of the County's first industries was carriage manufacturing. The carriage plant started in Woodland in 1856 and eventually became one of the County's largest early day firms with customers throughout the State. Today it has given way to fabricators of farm machinery, one large establishment at Woodland manufactures agricultural and land leveling equipment for shipment all over the world. Other firms manufacture a variety of products, such as almond hullers, cleaning machines, and other types of farm machinery.

Box factories are located in West Sacramento and Woodland which produce packages for shipment of farm produce.

West Sacramento also has several miscellaneous manufacturing operations. It houses a truck-body and trailer assembly plant, a dehydrating plant, and a meat processing establishment, in addition to various trucking and hauling firms operating out of West Sacramento.

XVI. COMMERCERetail Trade

With the growth of Yolo County came a growth in retail trade establishments in order to supply goods to meet the demand generated by the increased population. The major types of retail trade located throughout the County are eating and drinking establishments, service stations and auto supply stores, and food stores.

In addition, the County has numerous other types of retail trade establishments, i.e., apparel stores, general merchandise stores, specialty stores, tobacco and liquor stores, drug stores, household and home furnishing stores, and second hand merchandise stores, farm equipment stores, and farm and garden supply stores, building material and hardware stores, new and used motor vehicle dealers, and trailer, boat, motorcycle, and plane dealers are also dispersed within Yolo County.

Wholesale Trade

There are over 60 wholesale establishments in Yolo County. The majority are located in Woodland, West Sacramento, and the East Yolo area.

Service Industry

There are six major types of service industries within Yolo County. Personal services is the largest of these groups. Hotels, motels, tourists courts and camps is another large group. The remaining four major groups are business services, auto repair services and garages, other repair services, and the smallest group is amusement and recreation services.

XVII. ECONOMY

A significant economic structure has been built up over the years in support of agricultural operations throughout the County. This includes agricultural equipment manufacturing, repair, and parts service, as well as agricultural product trucking. The Port of Sacramento ships massive amounts of grain and other agricultural products with as many as 175 ships calling and nearly three million tons of cargo per year. Financial institutions and a significant proportion of the population are oriented toward agriculture for development and production. A gradual diversification of industry has been experienced in the planned urban areas of the County. More industrial development is contemplated in the Southport and other areas of East Yolo and the industrially designated areas around the three cities of Woodland, Davis, and Winters.

XVIII. EMPLOYMENT

Yolo County will be participating to a greater extent in the growth experienced by the manufacturing and transportation, communications, and utilities sector of the economy. Two large employers in Yolo County are those related to governmental activity (federal, state, and local government) and agricultural activity. In Yolo County government is the source of about 38 percent of all wage and salary employment. The number of farm wage and salary jobs in the County has not varied greatly in recent years, averaging about 5,500 with seasonal variation from a low of about 2,000 to a peak of 10,000. Both of these employment sectors are projected as slow growth industries and will not have a substantial impact on the housing market in Yolo County.

Industries which process foods depend on seasonal employment. Employment at warehouses of agricultural products also show seasonal variation. Because the economy of Yolo County is agriculturally based, employment varies widely throughout the year and between years,

depending primarily on farm activity. Much of the commercial activity – industry, trucking, motels, and wholesale trade is located primarily in East Yolo because of its proximity to the Capitol. The majority of retail trade employment is centralized around the urban areas of the County. Greatest growth will occur in areas associated with crafts and kindred workers trades, blue collar workers under general supervision, and assemblers. The growth in the assembler's occupation field is a result of the electronics industries recent growth. There is also a rise in employment for production labor which typically earns an income at or near median levels. Due to high interest, the median income group is being priced out of the market. Unless housing prices stabilize and rates decline, those who work in Yolo County may not be able to afford housing in this region.

**EMPLOYMENT AND INDUSTRY
EXPANSIONARY EFFECTS ON YOLO COUNTY**

<u>Industry</u>	Sacramento SMSA Employment Percentage <u>Increase 1980-1985</u>	Percent of Employment For These Industries <u>In Yolo County</u>
Manufacturing	27.3%	17.9%
Construction	14.4%	8.0%
Finance Ins. R.E.	45.8%	5.9%
Service Industry	21.0%	7.1%
Trans. Comm. Util.	18.1%	24.3%
Trade	21.5%	8.5%

Source: Projections of Employment by Industry and Occupation 1980-85 for the Sacramento SMSA, Employment Development Department, State of California

Government

In Yolo County government is the source of about 38 percent of all wage and salary employment. No employment growth is expected in government at any level. Any increases that occur might be in state and local education.

Services

The largest of the service categories, health services, has shown significant employment growth in past years and is expected to have moderate growth.

Finance, Insurance, and Real Estate

Employment in finance, insurance, and real estate in Yolo County has increased in past years bringing total employment in these areas to 1,200 (1980). Most of the employment increase occurred in real estate, reflecting the generally higher level of activity seen in that industry in

previous years. No further employment increases are anticipated in real estate; however, finance is expected to show a marginal employment gain.

Wholesale and Retail Trade

Wholesale trade has increased in the past, partly the result of increased activity in the wholesale distribution of construction and industrial equipment. Retail trade in Yolo County has shown substantial growth. Increased growth is expected to be moderate for retail trade.

Mineral Extraction

Employment in mineral extraction in Yolo County reflects the activities of firms engaged in oil and gas field exploration and drilling. Employment is expected to remain steady as no growth is expected in this region of the industries.

Agriculture

The number of farm wage and salary jobs in Yolo County has not varied greatly in recent years, averaging about 5,500 with seasonal variation from a low of about 2,000 to a peak of 10,000. Employment gains from putting new areas into production have been offset by the continuing mechanization of harvesting and other farm operations and other changes in farming methods.

The employment forecast is for a continuation of present seasonal levels of employment. Recent increases in production of asparagus and a high labor demand may help bolster total labor needs. Surplus cannery stocks have not resulted in a significant reduction in acreage for tomatoes, the area's most important crop. Major crops in Yolo County, in addition to tomatoes and asparagus, include sugar beets, apricots, and rice.

Transportation and Public Utilities

Employment has greatly increased in these industries largely as the result of employment gains in trucking and warehousing. The outlook is for continued moderate growth in the transportation sector, with some growth in communication.

Manufacturing

Employment in manufacturing industries has been steady in Yolo County, as substantial job reductions in lumber and wood products, primarily mobile home manufacturing, were offset by gains in food processing and other non-durable categories. The outlook is for further job reductions in lumber and building material, the result of reduced demand from construction, with a limited recovery in the future. However, some growth is anticipated in the manufacturing categories.

Construction

Employment in construction has advanced somewhat reflecting moderate gains throughout the County in residential and commercial construction. Residential construction is expected to continue at a reduced pace in Davis and Woodland as well as in East Yolo, an area of recent

strong growth. No major projects are scheduled at the present time for the Port of Sacramento or the University of California at Davis campus. Thus, the outlook is for minor job losses in construction with only a modest recovery occurring in the future.

Source: Occupational and employment data is derived from a report entitled Projections of Employment by Industry and Occupation for the 80s and beyond (1979-80).

XIX. POPULATION

Population growth in Yolo County has been approximately 24 percent, with the population increasing from 91,788 to 113,374 in the last decade. The cultural diversity of the County includes 17 percent persons of Spanish origin together with significant communities of first and second generation Russian persons and a significant Portuguese community in the West Sacramento area. A rising proportion of West Indian and Black people, together with some southeastern Asian persons represents a significant change in population make-up at this time. Presently 81.9 percent of the County's total population lives in urban areas while 18.1 percent reside in rural areas. Population growth in Yolo County, since 1970, has been concentrated in the cities of Davis and Woodland.

1980 POPULATION BREAKDOWN

Davis	36,640
Winters	2,652
Woodland	30,235
Unincorporated, Including:	43,847
West Sacramento	11,342
Broderick	5,059
Bryte	5,357
Southport	2,962
Totals	24,720 113,374

YOLO COUNTY POPULATION PROJECTIONS BY AREA

	Actual <u>1975</u>	Estimate <u>1979</u>	Actual <u>1980</u>	Estimate <u>1985</u>	Estimate <u>2000</u>
Yolo County	100,783	107,100	113,374	119,886	143,767
Davis ¹	37,076	41,757	36,640	45,000	50,000
Winters	2,528	2,590	2,652	3,350	4,154
Woodland	25,455	27,650	30,235	32,896	40,879
Unincorporated	35,724	35,103	43,847	38,640	48,743

1 Includes the University of California at Davis population in all five years.

The East Yolo urbanized area consists of the individual communities of Broderick, Bryte, West Sacramento, and Southport. The population figures for these communities are presented at Table 51-01 below.

TABLE 51-01

EAST YOLO POPULATION

Community	1969	1975	1980
West Sacramento	12,300	11,552	11,342
Broderick	7,869	7,625	5,059
Bryte	2,540	2,493	5,357
Southport	2,318	2,210	2,962
TOTAL	25,027	23,880	24,720

XX. HOUSINGHousing Units

County Total = 43,605
 Unincorporated Areas = 16,759
 Inside Urbanized Areas = 10,487
 Rural Areas = 6,330

Total year round housing = 43,439
 6 rooms or more = 14,912
 5 rooms or less = 28,527
 Median Rooms = 4.8

Conventional Housing = 40,722 (93.7%)
 Mobile Homes = 2,717 (6.3%)
 Condominiums = 1,067
 Apartment = Unknown
 Occupied Rental = 18,990
 Occupied Owned = 22,314
 Vacant = 2,135

Median Housing Value = \$66,600
 Median Contract Rent = \$211.00
 Median Rooms = 4.8
 Median Household Size = 2.59

Single family housing has continued to grow steadily over the past decade despite the fluctuations in housing production occurring as a result of uncertain economic conditions. The role of mobile homes will continue to play an even larger role in meeting housing demands, especially with new legislation permitting such structures in single family residential districts. Total growth in all housing units during the last decade was 14 percent.

The vacancy rate in the County has indicated a tight housing market for single family dwelling units and mobile homes while larger apartment complexes showed a vacancy rate substantially greater than six percent "tight market" value. It should be noted that a vast majority of these units are in East Yolo County.

Over 60 percent of the housing stock in Yolo County is 20 years of age or older. Many residential structures need to be removed, rehabilitated, or reconstructed in order to provide decent and safe housing for Yolo County residents.

Significant urban redevelopment is proposed for parts of the East Yolo County region, while sprawling urban growth is being limited by careful planning and zoning that effectively allows "fill-in" growth in the urbanized areas of the County. In addition, Yolo County may, in cooperation with the incorporated cities of Yolo County, meet a portion of its goals by providing housing in the unincorporated area.

In Yolo County, the majority of the new housing is priced between \$65,000 and \$100,000. Without substantial equity, most families cannot purchase housing at these prices due to the high rate of interest. Such interest rates can drive up monthly mortgage payments to a figure that represents 35 percent or more of a household's monthly income. Yolo County needs to carefully plan and program its activities which will encourage the development and maintenance of affordable housing.

Housing in Yolo County will be affected by regional employment impacts occurring during the 1980s.

XXI ENERGY

Yolo County is supplied and serviced by Pacific Gas and Electric Company. Peak electrical loads have been increasing in recent years, the reserve margin for Yolo's electricity supplies has been low varying from eight to ten percent. Based on reserve margins, absolute supply is considered a problem for electricity. Natural gas supplies to the region are provided from Canada and the southwest United States. Significant natural gas reserves are found in Yolo County. Prices of natural gas are anticipated to rise due to Federal policies.

Electricity supplies to the region are secure and prices will continue to rise. Peak period load has been increasing and currently is a major problem and will continue to be one.

Solar, wind, biomass, and geothermal energy potential all exist in Yolo County.

Yolo County uses about 22 trillion btu per year (260 million btu of primary energy per person) which is about 18 percent of the energy use in the Sacramento Metropolitan Statistical Area

(SMSA) and about 3/10 of a percent of that in the State. About half of the County's energy use is motor fuels while 19 percent is natural gas and 12 percent goes to electrical use.

XXI. TRANSPORTATION

Air

Yolo County has two small airports. University Airport is publicly owned and operated by University of California at Davis located two miles west of the City of Davis. The Yolo County Airport is a publicly owned basic utility airport located approximately five miles southwest of Woodland. In addition, the Woodland-Watts Airport is a privately owned facility six miles north of the Yolo County Airport. All service private and small aircraft. Sacramento Executive Airport, approximately five miles southeast of East Yolo, offers complete general aviation services, tower and lighted ILS runways. Sacramento Metropolitan Airport is located nine miles east of Woodland just outside the County line, near Interstate 5. Sacramento Metropolitan Airport serves private aircraft and provides scheduled passenger and air freight service to major metropolitan centers in the nation.

Auto

Yolo County is crossed by four interstate highways; Interstate 5 and Interstate 505 are a major north-south link while Interstate 80 and Interstate 880 serve east-west travelers. Five State Routes are available; State Route 16, State Route 45, State Route 84, State Route 113, and State Route 128. In addition, local traffic utilizes County Roads 20, 24, 31, 98, 102, and 104 as major thoroughfares. Other streets which can be considered as major arterials are located with the cities of Davis, Woodland, and within the urbanized East Yolo Area. (See Circulation Map ____.)

Bicycle

Yolo County has long been a favorite area for bicycling. Significant local bicycle use takes place in all Yolo County cities. The City of Davis in southern Yolo County has earned world wide recognition for its bicycle transportation system. Intercity travel between County and cities and Sacramento also represents an additional bicycling demand. The Yolo County bicycle Master Plan of Bikeways was developed in 1974 and revised in 1982. The Bikeway Plan outlines goals, policies, action, and financial elements of a Countywide bicycle facility system in response to identified needs. The system also encourages and promotes more bicycle riding in the future. The County Bikeway Plan is consistent with the Regional Transportation Plan which was adopted by the Sacramento Area Council of Governments (SACOG) in September of 1981.

Current completed bicycle routes lie along portions of County Road 31 and Mace Boulevard, County Roads 32, 32A, 95A, West Capitol Avenue, County Road 102, 24 and State Highway 84. A major project authorized for development is a bicycle route to be built along the Yolo Causeway linking the East Yolo Area and Davis (the present path underneath the Causeway has deteriorated to an unusable condition). State Highway funds administered by Caltrans can be used in certain circumstances to construct bicycle facilities on or adjacent to the State Highway system. As projects are developed in Yolo County, feasibility of State Highway Fund usage should be studied.

Boat

Various private marinas exist along the Sacramento River. Yolo County maintains boat launching sites at Knights Landing and Clarksburg. The Sacramento Deep Water Channel serves as a thoroughfare for large freight ships and barges docking at the Port of Sacramento in East Yolo County. The Port of Sacramento provides direct ocean freight service via San Francisco Bay to all major world and United States ports.

Bus

Currently the County Transit System (Yolo Bus) services Woodland, Davis, Bryte, Broderick, West Sacramento, and Downtown Sacramento.

Yolo County Mini-Tran to Woodland to residents along routes which favor intercity trips, and trips to Woodland's business district, major medical facilities, and to the rural communities served by Mini-Tran. The routes do not encourage intracity ridership from residential areas of Woodland. Service, however, is accessible. Otherwise, Woodland has no bus system other than the route of the Sacramento and Davis bound Yolo buses through Woodland. Yolo Bus routing in East Yolo provides a local "city" bus service there.

In addition, the City of Davis has paratransit service and the University of California Student Association operates an intercity-campus bus system.

Greyhound and Continental Bus lines provide local, regional, and transcontinental service.

Truck

The 843 miles of County Roads branching out from the principal Federal and State highways are important to the County's agricultural well-being. These roads form a network that criss-cross the valley and bring truck transportation to almost every farm gate. The majority of local trucking is used for transportation of produce from the farms to nearby processing plants.

Another major use of trucking is centered around the East Yolo/Port of Sacramento area where there are 16 interstate common carriers with local terminals (majority of which are based in West Sacramento), 457 total carriers (majority of which have PUC permits). Overnight delivery is available to Redding, San Francisco, Los Angeles, and intermediate points.

Rail

The Southern Pacific Railroad Company operates two major rail lines in Yolo County. One is an east-west route through Davis to West Sacramento through Bryte and Broderick. Southern Pacific runs both freight and passenger trains on this route each day. The second major line runs north-south from Davis, through Woodland, parallel to Interstate 5 through Colusa County and on north. Southern Pacific also has industrial spur tracks within the County, used as the need arises. In addition, portions of East Yolo are inside the Sacramento Northern (Western Pacific) switch limits and service is provided to the Northport and Southport areas in cooperation with Southern

Pacific Railroad Company. Amtrak on Southern Pacific equipment provides Yolo County with daily passenger services.

XXIII. NOISE

Transportation noise is considered to be the main source of noise in the County. Yolo County has several interstate and state highways within its boundaries. These highways, along with a few County roads, serve as the major circulation routes in the County. As called for by State law, existing and projected "noise contours" have been developed for these transportation facilities (transportation facilities, namely, roadways, rail lines and yards, and airports).

Industrial and commercial noise is also cited and provisions for noise mitigation is included in related implementing ordinance standards and practices.

XXIV. SCENIC HIGHWAYS

Yolo County has various areas of natural and agricultural settings located along scenic transportation routes which are considered scenic highways and corridors.

Portions of State Highway 16 and 128 cover chaparral, woodland, and grassland areas, and unusual rock formations can be seen along the canyon walls. County Roads 116, 16, and 117 compose the Sacramento Northern River Scenic Route. The South River Scenic route is along the Barge Canal to Sutter Slough. These routes cover agricultural lands and river views.

XXV. OPEN SPACE

Most of the land within Yolo County remains under agricultural or other open space use. There are various flood plain areas under open space protection along Putah and Cache Creeks and the Sacramento/Yolo Bypass region. The Bureau of Land Management (BLM) presently manages some trails and campsites along the ridgelines. The Delta open space area is planned by the Delta Advisory Planning Council (DAPC). The various parks are maintained by either the County, service districts, or the cities.

The Open Space Map of Yolo County in the Appendix shows the general location of this important resource.

XXVI. BIOTIC RESOURCES

Yolo County is part of the Delta Advisory Planning Council (DAPC) established in 1972 by a joint exercise of powers agreement between the five delta counties. The DAPC established a comprehensive plan for the Delta area which was adopted in 1976 by the Board of Supervisors.

Yolo County has five significant natural resource areas, all support riparian habitat or vegetation and one, in addition, sustains a good aquatic habitat. Running water in these areas is important to

their support. Riparian habitat preservation efforts are balanced by efforts to create unimpeded drainage ways.

No "commercial forest" for lumber harvest exists in the County. The woodland is frequently dominated by chaparral. Living in these areas are many species of birds, mammals, and reptiles including the Peregrine Falcon, an endangered species.

Some grassland communities still exist in the face of agriculture and urbanization. Although most of the native grasses have been replaced by agriculture or by imported annuals and weeds. The water and seasonal marsh communities are especially important to the migratory water birds that fly through the County on their annual trips.

XXVII. RECREATION

Yolo County hosts a wide variety of recreation areas, although most are not developed sites. Hunting, fishing, boating, hiking, camping, river rafting (Cache Creek), and biking can be found along the Delta, rivers, foothills, and valley. The County maintains some rural park and/or access areas: Putah Creek fishing access, Esparto and Sam Combs Park, maintains boat launchings at Knights Landing and Clarksburg, and maintains the River Bend Golf Course. The United States Bureau of Land Management owns hiking, riding, and camping trails in North Yolo along the ridgelines.

The Putah Creek recreation beach, Helvetia Park, and approximately 12 marinas on the Sacramento River are privately owned, public recreation facilities in Yolo County. There are numerous municipal parks in Davis, Woodland, and Winters. Davis also hosts a municipal golf course. In addition, both Davis and Woodland have bowling lanes.

Recreation deficiencies (mainly the lack of neighborhood and community recreation centers) exist in many unincorporated urban areas in Yolo County. There is also a perceived shortage of boat berthing and launching facilities in Yolo County.

A KOA campground is located in West Sacramento with 150 spaces. Other recreational facilities, include boating and fishing on the Sacramento and American Rivers and all water activities on Folsom and Berryessa Lakes, both within 30 miles. Excellent bird hunting can be found throughout Yolo County. Mountain resorts for skiing, hunting, and summer sports are within one to two hours driving distance. The San Francisco Bay Area is one and one-half hours away.

Sacramento is nearby and has golf courses, parks, theaters, bowling alleys, health clubs, a Convention Center, museums, a symphony orchestra and ballet, art galleries, and a municipal zoo. Many historical landmarks are located within the Old Sacramento area.

XXVIII. HISTORY AND ARCHAEOLOGY

Yolo County was once inhabited by various Indian tribes. Some were gatherers of nuts, roots, and grubs, while others fished the rivers or hunted in the foothills and coastal ridges.

By the 1800s most of the Indians had died as a result of diseases brought by European settlers. By the mid 1800s much of the Yolo region had been deeded into large Spanish land grants, yet some of the region was classified as "free" land, available for homesteading. Many settled in the region, cleared the land to farm, and agriculture production began to take shape. The big dry cattle ranches of the late 1840s were replaced by smaller area farms with irrigation. Railroads helped push development and new towns began. Some of these towns flourished while others have since receded. The railroads helped in agricultural production as the crops could be shipped faster and fresher in ice box cars. A few areas along the Sacramento River flourished as steamboat landings and ferry service centers, where agricultural products could be easily shipped.

Yolo County was established in 1850 by the Territorial Legislature of California. The town of Washington, now Broderick, was the County seat from 1851 to 1857 and again from 1861 to 1862. Due to serious flooding other locations were considered. Woodland won an election to become the County seat in 1862 and has been since that time.

YOLO COUNTY HISTORIC RESOURCE AREAS

<u>Name of Area and Location</u>	<u>Type of Area and Comment</u>
Town of Clarksburg, Sacramento River	Built in 1849. "Regional Cultural Resource Areas"
Town of Broderick (Washington Riverfront), Sacramento River, across from Sacramento	Built in 1849 with a history much like Old Sacramento
Site of "Washington and Sacramento Company," Steam-Driven Ferries, at foot of C Street	Built in 1842 or earlier. Remnants of launching area remain
Yolo County Courthouse	Served as County Seat 1851 to 1857 and 1861 to 1862
First Pacific Coast Salmon Cannery	Site of Barge used in 1864-1866. Developed salmon canning technique
Russian Orthodox Greek Catholic Church, Bryte	Built in 1910. Only such church of this century north of San Francisco
Yolo Plank Road and Turnpike ("Tule Jake Road")	Site of toll road built in 1855 across tules for 4½ miles from Washington to "Tule House"
Putah Creek Archaeological Sites	Sites of Indian village at several locations along stream (not mapped)
Sacramento River Archaeological Sites	Sites of Indian villages at several locations. (not mapped)

XXIX. CULTURAL HERITAGE

Prior to the coming of western men to the Sacramento Valley, the Indians lived in villages and cooperatively gathered food. Many of their villages existed on the banks of Cache and Putah Creeks and along the Sacramento River. Acorns from the abundant oaks and fish from the uncontrolled streams provided the basic diet, although birds and large and small animals were also hunted. Trade with the nearby coastal Indians also occurred.

Hudson's Bay operations in the valley were headquartered in Yerba Buena but a trapping station called French Camp existed on the north bank of Cache Creek about a mile east of what is now Yolo. The company abandoned the area in 1845.

The big cattlemen of the late 1840s pushed the Indians further and further off the land. The gold rush beginning in 1849 brought even more people into the area. During the 1800s most of the Indians died as a result of diseases brought by the immigrating people. A massacre of Indians in 1851 eliminated all but a handful of descendants of the original Indian settlers. Several of the old village sites have been built on because the mound offered a good view with less flood hazard.

In 1842 William Gordon moved his family from Los Angeles to the area west of Woodland described as the Gordon Grant. On the north side of Cache Creek he built a home. The same year John Wolfskill settled on Putah Creek. Mr. Wolfskill is claimed to be the first American settler in the Solano-Yolo area.

William Knight build his home on an Indian mound on the Sacramento River at Sycamore Slough in 1843. A town was laid out on the adjacent high land in 1849 and called Baltimore. A flood in 1849 demonstrated the localities importance as a steam boat landing and point of communication and the town of Knights Landing was commenced in 1853. Mr. Knight originated a ferry service that was continued for many years.

James McDowell moved from Sutter's Fort to the west bank of the Sacramento River in 1847. Mr. McDowell died of a wound in 1849 but his wife had a town laid out on the 600 acres and called it Washington, now known as Broderick. Travel from San Francisco to the gold fields and from Sacramento to the Shasta mines passed through the community. The town was the County seat from 1851 to 1857 and again from 1861 to 1862 when a serious flood forced the County seat to a drier area. A ship yard was started there in 1855 by the California Steam Navigation Company and the first salmon cannery on the Pacific Coast operated in a ship moored at Washington in those "early days."

"Cochran's Crossing" on the road from Sacramento to the Shasta mines was established on Cache Creek by Thomas Cochran. Cochran's Crossing became Hutten's then Cacheville and is now known as Yolo. Prosperity came to this area from 1857 to 1860 while it was the County seat. The Yolo Democrat originated there in 1857 to 1860 while it was the county seat. The Yolo Democrat originated there in 1857 and later became the existing Woodland Daily Democrat.

The County of Yolo was established by the Territorial Legislature of California in 1850 and its seat was originally assigned to Fremont. The town was on the Sacramento River opposite the

mouth of the Feather River. It was superceded as County seat by the town of Washington in 1851 and declined rapidly thereafter until there is no trace now.

Only a cemetery and a few small lots remain of the town of Cottonwood, beginning in 1852 with the establishment of a trading post. A race track was developed about a mile north and was popular at the time. A hotel and two small blacksmith shops existed there in the 1870s but all are gone now.

F.S. Freeman was appointed postmaster of the "Woodland" post office in 1858 after circulating a petition for establishment of the office. At about the same time Williard Johnson was appointed postmaster of "Yolo Center," a store erected by Henry Wyckoff in 1853 which established "Yolo City." The town to become Woodland had two post offices.

The Old Vallejo Railroad Grande was completed to Woodland in 1860. The Hesperian College was also completed that year. By 1861 there was a church, a graveyard and a school near the railroad depot in Woodland. The town won an election to become County seat in 1862 and has been since that time. In 1868 telegraph wires first connected Woodland to the outside world.

The Buckeye Post Office was created in 1856 about two miles northeast of the present site of Winters. A general merchandise store was built and other homes erected in 1857. By 1861 a blacksmith shop and another store were established. The Good Templers built a hall that was moved to Winters to become the Masonic Hall.

Jerome C. Davis settled on the north side of Putah Creek. In 1868 his homestead was converted to a hotel known as the Yolo House. The town plat, designating the land as Davisville, was laid out in November 1868. Davisville had the first railroad station in Yolo County. The station was important in shipment of grain from the surrounding prime agricultural lands. Remains of an Indian Village are now covered by part of the old townsite, now known as Davis.

Munchville was established in 1857 when a two story building was built next to a blacksmith shop and used as a store, hotel, and meeting hall. A stage line was established and the town plat of Langville was filed in 1875. By 1879 the town boasted houses, shops, hotels, post office, saloons, and a school house. The town later became known as Capay and was supposed to be located at the entrance to the "Indian Garden of Eden."

The towns of Winters and Madison thrived on the commerce of the railroad. Winters was platted in 1875 from 80 acres donated in 40 acre lots each by Theodore Winters and D. P. Edwards.

Other towns similarly sprang to life in the County on the railroad, such as Esparto and Rumsey. Some of the towns flourished, some receded.

The cultural heritage of the newcomers is as varied as those earlier settlers. The diversification of the University of California at Davis beyond an agricultural school has helped diversify the County. Transportation systems have changed other forecasts for the region. Pockets of ethnic and national heritage have preserved some of the vitality and pioneering spirit of the early days in Yolo County.

New people, new business, and intensification of agricultural enterprise and diversification of business and industry presently generate trends which are the subject of planning issue identification in other parts of this Plan.

XXX. HEALTH FACILITIES AND SERVICES

Yolo County General Hospital (Woodland)
 Red Cross Office (Woodland)
 East Yolo Health Service Center – Broderick Clinic (Broderick)
 Woodland Clinic (Woodland)
 Davis Free Clinic (Davis)
 Sutter-Davis Hospital (Davis)
 Esparto Family Practice (Esparto)
 Knights Landing Family Practice (Knights Landing)
 Nearby: Colusa Hospital (North of Yolo County line in Colusa County)
 University of California at Davis (Sacramento) Medical Center
 (University of California at Davis affiliated in Downtown Sacramento)

Crippled Children Services are available at Yolo County General Hospital in Woodland. Immunizations are available at the Woodland Clinic at the East Yolo Health Service Center (Broderick Clinic) and twice monthly at the Davis Free Clinic. The Broderick Clinic operates a Salud outpatient center (associated with Yolo County General Hospital) which has nursing, drug abuse, and alcohol programs and provides mental health and public health programs. At the Esparto Family Practice 24 hour emergency service is available.

The Health Services Agency (HAS) operates alcohol abuse and drug detoxification programs and counseling services in Davis and Broderick. Mental health care for both children and adults, public health, and environmental health services are available in Davis, Broderick, and Woodland.

Convalescent Care

The County has a total of six convalescent care facilities. Two are located in Davis and four are in Woodland.

XXXI. EMERGENCY SERVICES

Ambulance

In addition to local fire department emergency care units, Yolo County has two ambulance services, A-1 Yolo is based in Woodland and the Davis Ambulance Service in Davis. Airborne intensive care is also available through International Medical Services from the Watts-Woodland Airport.

Fire Protection

In addition to the fire departments of the incorporated cities and the fire department of the University of California Davis Campus, there are fire stations at Brooks, Clarksburg, Dunnigan, East Davis (El Macero), Esparto, Guinda, Knights Landing, Madison, Plainfield, Willow Oak, Winters (rural), Yolo, Zamora, and the Yolo County Fairgrounds. The East Yolo communities of Broderick, Bryte, West Sacramento, and Southport are serviced by the East Yolo Fire Protection Agency with a total of four stations. (West Sacramento also has an emergency rescue unit.) City stations are staffed by paid personnel while rural stations have mostly volunteers.

There are two forestry stations operated by the State of California Division of Forestry in Yolo County.

Police

Yolo County has police protection from the City police departments and the Yolo County Sheriff's Office. The Sheriff's Department covers all unincorporated areas of the County. The Sheriff's Office, main jail, and prison are in Woodland and there is a substation located in Broderick. Besides the Sheriff, who also is the Coroner, there is an Assistant Sheriff, three captains, six lieutenants, 20 sergeants, detectives, a deputy coroner, plus numerous civilian personnel (1982) In East Yolo the County Sheriff has full assistance from the California Highway Patrol (CHP). A CHP Academy is located in Bryte which trains allied cadets from around the world. The CHP local dispatch and office facilities are east of Woodland at the intersection of County Road 102 and 23, near Interstate 5.

Detention Facilities

Methods and equipment are up to date but the prison and jail facilities are inadequate. Since there are no city jails within Yolo County, there is a pressing need for expansion of the main jail in Woodland. Immediate expansion of this medium security facility is needed in order to provide the required segregation of felons and maximum security prisoners until screening determines who can be sent to the prison. Future expansion must also be planned to meet Yolo County's growth. To meet this need a new \$11 million jail has been planned to be built by 1985. It will be a maximum security facility and will accommodate up to 250 prisoners.

In addition to the main jail and prison, a Juvenile Hall is located in Woodland. The Probation Department's main office is in Woodland and a branch office is located in West Sacramento.

Other

The Deputy Director of the Office of Emergency Services is authorized to order the mobilization of the County Emergency Organization. Civil government, during an emergency, conducts emergency operations, provides or utilizes mutual aid, including State and Federal support, and controls critical and essential resources. In addition, civil government provides support to military forces and military operations. California legislation and emergency planning provided the establishment of a Countywide operational area. The area coordinator and staff coordinate inter-jurisdictional actions of the County and the various cities. They serve as an intermediate link in the lines of communication and coordination between State emergency organizations and local jurisdictions and may be used during a State of Emergency or a declared local emergency.

Mosquito Abatement

The Sacramento County-Yolo County Mosquito Abatement District has full responsibility for the control and eradication of mosquitoes throughout the County.

XXXII. SCHOOLS

There are, within Yolo County, 26 elementary schools, six junior high (intermediate) schools, five high schools, and two midtown schools (in Woodland) and Bryte) under County and community school districts. All but one of the junior high schools have classes for the 7th, 8th, and 9th grade levels.

There are five school districts within Yolo County: Davis Joint Unified, Esparto Unified, Winters Joint Unified, Woodland Joint Unified, and Washington Unified (West Sacramento).

In addition to a Juvenile Hall school in Woodland, there are two infant development pre-schools (Woodland and West Sacramento), the Greengate school for special education students (Woodland), pregnant minor schools in Woodland and West Sacramento, and a school for the handicapped in Plainfield.

Outside of the public school system, there are eight private religious schools in Yolo County. Some of these schools have classes from kindergarten through 12th grade while others have classes for only some segments of the program. There are also 15 nursery or pre-schools operating throughout Yolo County (9 in Davis, 5 in Woodland, and 1 in Winters).

At the college level, the Davis Campus of the University of California is a major state educational institution. In addition to its undergraduate program there are advanced education schools in law, medicine, and veterinary medicine. DQ University and St. Justins Theological Seminary are located in Davis. Yuba Community College is located in Woodland.

Just outside Yolo County is California State College at Sacramento, another major state educational facility. Sacramento City College and American River Junior College are also located nearby.

In addition there are numerous private educational and vocational training institutions located both within Yolo County and nearby in the Sacramento Area.

XXXIII. LIBRARY

The headquarters and main branch of the library system of Yolo County is in Woodland. There are branches in Davis, Clarksburg, West Sacramento, Esparto, Knights Landing, Winters, and Yolo. The County owns a bookmobile but due to funding cuts it is no longer in service. Only the Esparto Branch is located in a school (Esparto Unified High School). The organization is set up to allow any book in the system to be transferred to any of the branches. In addition to the County headquarters in Woodland, the City has its own library, completely independent of the County's system. The University of California at Davis Campus also has its own library system.

XXXIV. COURTS

The County's Superior Court has three departments and is located in Woodland. In addition, Yolo County has four municipal courts located in Broderick, Davis, Winters, and Woodland.

In addition to the main jail and prison, the Juvenile Hall is also located in Woodland. The main office of the Probation Department is in Woodland and a branch office is located in West Sacramento.

XXXV. POST OFFICES

There are sixteen United States Government Post Offices in Yolo County:

- | | |
|------------|-----------------|
| Broderick | Knights Landing |
| Brooks | Madison |
| Capay | Rumsey |
| Clarksburg | West Sacramento |
| Davis | Winters |
| Dunnigan | Woodland |
| Esparto | Yolo |
| Guinda | Zamora |

XXXVI. COUNTY OFFICES

Some of the County offices are located in the Yolo County Courthouse in Woodland. This building is no longer adequate to house all the offices and some are scattered around Woodland, primarily along Cottonwood and on Beamer Streets.

XXXVII. COMMUNITY BUILDINGS

<u>City Halls</u>	<u>Town Halls</u>	<u>Community Halls</u>
Davis	Dunnigan	Rumsey
Winters	Madison	Guinda
Woodland	Yolo	

Other communities not listed use library branches or school facilities for local meetings and other activities.

XXXVIII. MISCELLANEOUSMuseum

Yolo County has a fairground but other than that there is no place which the public can come in contact with Yolo County's past. A full time museum adjoining the County Library headquarters in Woodland could be operated by the librarians and serve to inform the citizens of the County's present and future as well as its past.

Department of Motor Vehicles

The County has two DMV facilities. One is located in Woodland and the other is in Davis.

Communication

Besides receiving regular AM and FM stations broadcasting from outside Yolo County, County has three local broadcasting stations: KDVS 90 FM from UC Davis, KSFM 102 FM broadcasting from Woodland, and KYLO also from Davis. There are no local TV broadcasting stations, yet five major stations broadcast throughout Yolo from nearby Sacramento.

Newspapers

There are five local newspapers that serve Yolo County: The California Aggie-UC Davis, the Davis Enterprise, the Davis Daily Democrat, the Woodland Daily Democrat, the Dixon Tribune, and the Winters Express. In addition, the San Francisco Chronicle and Examiner, the Sacramento Bee, and Sacramento Union all have local circulation offices in Yolo County.

Motels/Hotels

There are more than 20 motels located throughout Yolo County. The majority are located in Woodland (10) and Davis (7), and a few are located in Dunnigan (2) and West Sacramento (2). A couple of the establishments have banquet and convention facilities and during the summer the UC Davis Campus, with its housing (dormitories) and adjacent buildings, serve as convention centers.

Banks/Savings and Loans

Various local, regional and statewide banks and savings and loan institutions have offices throughout Yolo County. There are six banks located in Davis, one in Esparto, two in Winters, and nine located in Woodland. Davis hosts six savings and loans and Woodland five, while Dixon and Winters each have one. Due to future growth in the County, more banks and savings and loans may be required in order to meet the communities needs.

Religious Facilities

There are over 50 different religious institutions serving the people of Yolo County; Davis has 29 (including one Muslim and one Synagogue), Woodland has 26, Winters 7, Esparto has 3, while Dixon, Guinda, and Zamora have one each.

Funeral Homes

There are five mortuaries located in Yolo County. Davis, Winters, and West Sacramento have one apiece and there are two located in Woodland.

Special Districts of Yolo County

Yolo County has 68 special districts which provide a single public service within a specified geographic area.

The following 21 special districts are governed through the Board of Supervisors:

County Fire Protection	8
County Service Area	4
Lighting	1
Lighting Maintenance	5
Storm Drain Maintenance	2
Special Road Maintenance	<u>1</u>
	21

There are 47 special districts that are governed through independently elected local boards:

California Water	2
Cemetery	6
Community Services	5
County Fire Protection	8
Flood Control & Water	
Conservation	2
Flood Control Maintenance	2
Drainage	1
Mosquito Abatement	1
Port	1
Reclamation	16
Resource Conservation	2
Air Pollution Control	<u>1</u>
	47