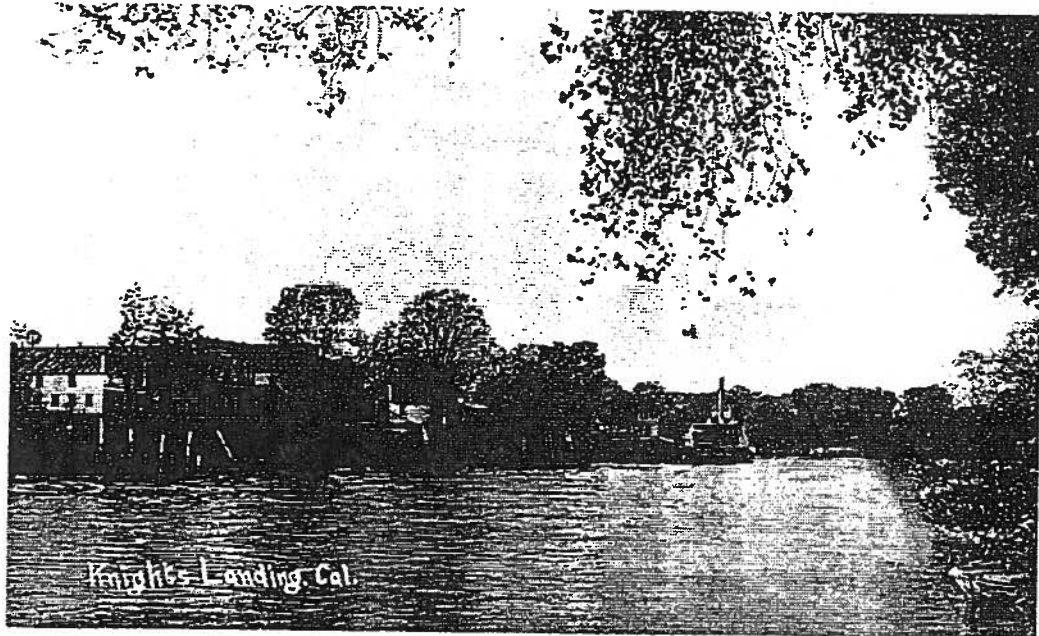


COMPREHENSIVE GENERAL PLAN

for the

TOWN OF KNIGHTS LANDING



Submitted by:

**Yolo County Planning and Public Works Department
&
Knights Landing General Plan Citizens Advisory Committee**

As Approved By The Yolo County Planning Commission:

March 18, 1992

Amended: February 11, 1999

As Adopted By The Yolo County Board of Supervisors:

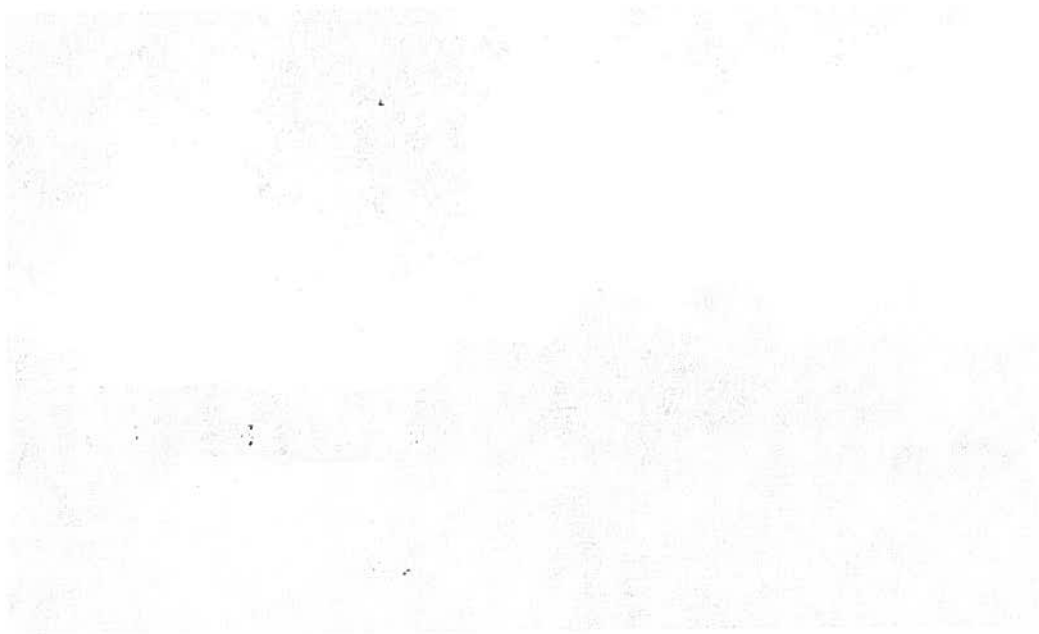
May 19, 1992

Amended: March 23, 1999

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The staff would like to thank the Members of the Knights Landing General Plan Citizens Advisory Committee and all the community members who participated in the numerous workshops and public meetings for their hardwork, patience, perseverance and genuine efforts to continually improve the quality of life in the Town of Knights Landing.

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EXECUTIVE SUMMARY

PREFACE

Knights Landing is a unique rural community set in an agricultural area of Yolo County. It is a small agricultural service center just south of the Sutter County line on the Sacramento River. Both steamboats and railroad once served the community, making sure that local products got to distant markets.

Knights Landing offers a slower pace of living than Sacramento, 25 minutes away, or the City of Woodland, only eight miles away. Its compact shape makes all areas of the Town within walking distance, and its rural setting makes it attractive to those wishing to escape the faster pace of city life.

The citizens of Knights Landing are fiercely proud of their community and its heritage. Through this General Plan, they have chosen to allow a modest rate of growth that can be absorbed as an integral part of the community. The type of development preferred by the community will be of a character and scale that respects the architectural heritage of the Town, but doesn't simply imitate what has been done in the past. Future commercial facilities will be located so as to reinforce the commercial core of the community, and the Knights Landing Community's river related history.

In summary, implementation of this General Plan will result in a compact town with a recognizable river related theme with historical character, and will avoid the aimless sprawl associated with many fast-growing suburban and exurban areas.

RELATIONSHIP TO THE YOLO COUNTY GENERAL PLAN

The Knights Landing General plan constitutes a portion of the Land Use Element of the Yolo County General Plan. The primary goal of the Yolo County General Plan is to retain the rural character of the County while directing limited amounts of urban development to Cities and unincorporated towns such as Knights Landing. Development is to be located and designed in such a way as to preserve the small town character of the small towns in the County. In order to retain the identity of these towns, urban service boundaries will be drawn around each town. Growth pressures that exceed these specified limits will be directed to other areas of the County.

GOALS AND POLICIES OF THE KNIGHTS LANDING GENERAL PLAN

One very important goal of the General Plan is to enhance the quality of life and to maintain the "small town" community character, design and scale for future generations. The future quality of life will also be influenced by whether today's public policies that promote "environmental quality" are nurtured and achieved.

The goals and policies of the Knights Landing General Plan can be found in Part III, IV, V and VI of the document, along with specific directions for action. Goals and policies of the Plan have been included in the Executive Summary to provide an overview to the General Plan.

GOAL NO. 1 - Growth Management

The County, in cooperation with the General Plan Committee, the Knights Landing Community Services District, the Knights Landing Fire Protection District, and the Woodland Unified School District shall seek to manage the rate of urban expansion at a level which does not exceed the capacity of local government to provide the necessary levels of community services and facilities required.

Policies:

1. The Knights Landing General Plan Advisory Committee shall continue as a permanent body to provide a formal and on-going representation of community interests with the County and local special districts with respect to implementation of this Plan.
2. To avoid the premature conversion of agricultural lands both within and outside of the town limits, residential expansion shall occur only on lands designated for such expansion.
3. To reinforce Policy #2 under Goal No. 1, the boundaries of the Community Services District shall be expanded to include only those lands shown for urban expansion by this Plan prior to rezoning of agricultural parcels to urban use. Expansion of the Sphere of Influence and annexation to the District may occur at the same time.
4. Acting through its Community Services District, the Town shall continue to improve the quality of its drinking water through appropriate improvements to the domestic water system.
5. Acting through its Community Services District, the Town shall continue its program for enlargement of sewerage system capacity in order to meet the needs of urban expansion. Existing sewage treatment ponds south of Town along the Knights Landing Ridge Cut sloughs are to be kept free of encroachment by any urban development.
6. In connection with policies 4 and 5, above, subdividers and other developers shall be required to provide monies sufficient to cover their fair share costs of needed water, sewer and drainage system improvements generated by their development projects.
7. Yolo County shall require the flood-proofing of any development proposed within the area of "acceptable low risk flooding".

GOAL NO. 2 - Future Expansion of Town

Ultimate expansion of the Town, as depicted by the General plan Diagram, is to be phased to create a physical form and character which improves the ways in which the community functions and is enjoyed while avoiding the premature conversion of agricultural land to urban use.

Policies:

1. Future residential expansion could allow for a population expansion to about 2,000 over the next 20 years.
2. The phasing of residential development shall occur in increments of not more than 50 single-family and 15 multi-family housing units in a single year. However, this standard will be monitored by the Planning and Public Works Department in keeping with the overall policies of the Plan, and may be modified to reflect economic and financial needs associated with expansion of community water, sewer and drainage facilities.
3. Buildout of the Plan is to result in a development pattern which will be contiguous to the existing urban pattern. Based on an effort to delay the conversion of the more farmable land, maintain the Town's physical balance and to foster the vitality of the town center, primary opportunities should be afforded to accommodate initial development to the west of the existing urban pattern.

GOAL NO. 3 - Design of Future Growth

Development regulations should express appropriate concern for visual quality so that new public and private development reflects the character, heritage, and scale of the existing Town (Refer to Appendix B, Historic Commercial Design Guidelines).

Policies:

Landscaping, Signs and Street Trees:

1. External site landscaping (including parking lot shading) shall be required of all development projects which are subject to Site Plan Review provisions of the County's Zoning Ordinance.
2. On-premises signs shall be regulated so as to avoid visual chaos and confusion within commercial and industrial areas; the installation of off-premises outdoor advertising signs shall be prohibited within the boundaries of the Town.
3. The County shall adopt and implement a Master Street Tree Plan affecting all development along all components of the Arterial and Collector street systems within the Town, and along streets leading to major public facilities such as park and recreation areas, the school site, and along entrances to the community. The Plan shall also apply to new streets.

Community Facilities:

1. The Town's principal park and recreation area has been located on the undeveloped portion of the Grafton School property. The southern part of the site will be developed for community park use, with lawn, trees, group picnic facilities, and a multi-purpose community facility.

2. The development of a series of landscaped recreation corridors shall begin at the Waterfront Commercial area and extend along the levees of the Colusa and Ridge Cut Canals, along the river frontage, and with similarly landscaped connecting trails accessing the residential areas. Landscaping will be provided by new development of affected properties and County park funds upon availability.
3. Community facilities, including the Community Center, fire house, and library would remain at their present locations. Services provided for the community by the County would be dispensed from the Community Center or the Grafton School, depending on the service involved.
4. Churches should be located along elements of the Arterial and Collector street system to ensure convenient access from residential neighborhoods.

GOAL NO. 4 - Equal Opportunity/Affordable Housing

To the extent possible, policies and proposals of the General plan should provide for equal opportunity in the availability of jobs, housing and public services for existing residents and those who may choose to live and work in Knights Landing in the future.

Policies:

With respect to housing opportunity in the Town of Knights Landing, the policies contained in the County Housing Element adopted on October 1, 1991, and subsequent documents, as adopted, are hereby incorporated as part of this Plan to the extent that they may be applicable to the community.

GOAL NO. 5 - Economic Development

County Government and the Knights Landing Community Services District have the authority and responsibility to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This principle is sound but illusive to achieve without enlarging the community's economic base.

Policies:

1. Pro-active measures should be pursued in a concerted effort to facilitate the re-vitalization and longevity of the Community's established commercial areas, and recreational/tourist facilities. For example, Redevelopment Programs and those opportunities contained within the County's adopted Agricultural and Tourism Targeted Industry Analyses, August 27, 1996 are potentially relevant and should be explored.
2. The old waterfront area along Front Street should be reestablished with a similar function and historic design theme as the waterfront commercial center that existed prior to the fire which destroyed it in 1938.

3. The Knights Landing General Plan Advisory Committee should continue as a permanent body to formally represent community interests with the County and local special districts with respect to implementation of this Plan.
4. Policies and proposals of the General Plan shall support expansion of job-creating and revenue-generating activities associated with the agricultural and tourist setting of the town. Such activities could be limited to small scale businesses based on agricultural, commercial and tourist related or other similar industries that do not adversely impact the community by generating dust, noise, traffic or other nuisances.
5. An "Employment Reserve" area has been designated on the Plan Map to indicate the appropriate location for agribusiness services, agriculture-related light industrial uses and businesses supporting the river related economy of the Community, in keeping with the overall policies of the Plan.
6. If established, all lands within the Redevelopment District Area shall be subject to Site Plan and Architectural Review by the appropriate County agency. All projects proposed for the Redevelopment District shall first be reviewed by the Knights Landing General Plan Citizens Advisory Committee

GOAL NO. 6 - Circulation

It is the goal of the General Plan to guide and provide for the development of an integrated system of internal circulation and access and to provide access to other part of the County and the region to serve all citizens of the Knights Landing area, including the young, the elderly, and the physically handicapped, by seeking the following:

1.
 - a) Increased safety for citizens.
 - b) The efficient movement of people and goods.
 - c) Lower vehicle operating costs.
 - d) Lower vehicle miles traveled and therefore lower quantities and impacts of vehicle emissions.
 - e) Economy in street construction and maintenance.
 - f) A circulation system which is correlated and consistent with the needs of land use patterns fostered by the Land Use Element.
 - g) Minimizing and (where possible) avoiding the disruption of residential areas caused by through traffic.
 - h) Protection of future rights-of-way needed for Arterial and Collector street widening within developed areas.
 - i) Providing access to boat docking facilities.

2. Traffic speed reduction should be achieved along Railroad Avenue. The County should also encourage enforcement of the 25 mph or posted safe speed limit by the Highway Patrol along Highway 113, especially during harvest season when trucking is heaviest. Lower speeds would reduce truck generated highway noise and improve traffic safety along the approach to the Sacramento River bridge.
3. Improvements to capacity, flow, and safety of Arterial and Collector streets should be made on a highly selective basis with priority given to traffic engineering solutions as compared to major structural improvements.
4. The town's grid street pattern may be extended when appropriate to serve new growth areas. Direct access to Arterials and Collectors from residential development is to be discouraged except where physical conditions do not allow for other design solutions.
5. In view of deficiencies in existing Collector and Minor streets, the County should consider forms of funding other than direct public sources (e.g., assessment districts) as a means of overcoming Minor street deficiencies. Curb, gutter, sidewalk and paving needs along Minor streets should be made the responsibility of affected property owners. Under this policy, the County would assume responsibility for engineering services and additional costs occasioned by higher standards of street construction and drainage than were involved at the time of original street construction. As an alternative, the County could share equally in total costs where a majority of property owners are willing to accept assessment proceedings or another appropriate method of collective project financing.
6. Within the Town limits, Highway 113 (Locust Street) and Highway 45 (Fourth Street west of Locust) are the only truck routes for heavy trucks. These two routes are intended to carry heavy weight commercial, industrial, and agricultural vehicles through the community with minimum disruption to local auto traffic and minimum annoyance to residential areas.

GOAL NO. 7 - Enhancing the Quality of Life

It is a goal of the General Plan to preserve and enhance the quality of living by preventing the degradation of the natural and man-made environment, and by taking steps to off-set the effects of that degradation which already has occurred.

Policies:

1. Riparian vegetation along the Sacramento River and sloughs which border the urban area shall be retained and protected.
2. Trees within public rights-of-way are to be retained and new street trees planted and maintained in accordance with policies and procedures of a County Master Street Tree Plan. Tree removal should be limited to trees which are badly diseased, disruptive of street improvements because of root growth, result in significant economic damage, or dangerous to the public. All new

residential, commercial, industrial and institutional development shall include a site landscape plan that includes the installation of street trees as a condition of approval.

3. There shall be effective dust control at all construction sites, including watering or use of emulsions, parking of heavy equipment on paved surfaces, prohibition of land grading operations during days of high wind (15 mph, with gusts at 20 mph), and prohibition of burning on vacant parcels.

GOAL NO. 8 - Recreational Opportunities

Provision of expanded recreation opportunities for local citizens would enrich the experience of living in Knights Landing. River oriented recreational facilities should be improved to attract day use and destination tourist.

Policies:

1. Recreation services should be given a high priority as an investment in the growth and well-being of the individual, the family and the community.
2. The Town's recreation areas and facilities should encompass the needs of all age groups, concentrating on activities and experiences which people are largely unable to provide for themselves, and embracing active and passive recreation needs.
3. The range of public and private recreation needs should be met through the development of general and specialized areas and facilities throughout the urban area. These should include playlots in apartment complexes for the non-elderly, a park in conjunction with the Grafton School site which maximizes the potential for design and joint use with the school, a recreation corridor which borders the community along its waterways and ties into all new residential development expanded public and private boat launching and landing facilities, areas for picnicking, walking, resting, swimming and fishing, continued maintenance and use of the Community Center for public functions, and a center for the recreational needs of the community.
4. The construction of a Multi-Purpose Recreation Center is considered to be a priority of the Town. Acting through the Community Services District, the people of the Town should organize the donation of time and materials by people within and outside the community to meet this objective. A site at the south end of the school site along County Road 116 should be explored as one option.
5. The fulfillment of recreation needs should be accomplished through a coordination of effort and programming on the part of the County, Grafton School, and the Community Services District, while working together with charitable, service, religious, and civic organizations. Such effort should take advantage of financial and physical resources and of individual and group leadership and talent within the community, both public and private.

6. The County shall encourage, and where appropriate, require the provision of recreation areas and facilities within residential areas. Where privately sponsored recreation facilities are provided, credit shall be given against recreation impact fees levied by the County in accordance with criteria provided in this Recreation Element component of the RME. Such fees shall also be in accordance with provisions of the State Quimby Act for determining land dedication and fees required of private residential projects for the development of park and recreation areas and facilities.
7. The County will encourage and assist the private sector in providing recreation services and opportunities of a commercial character which will complement direct efforts of the County, the Community Services District and Grafton School.

GOAL NO. 9 - Seismic Safety

Goals for achieving and maintaining safety from seismic events include preventing serious injury, loss of life, serious damage to critical facilities involving large assemblies of people, and loss of continuity in providing public services.

Policies:

1. The County should adopt an Earthquake Disaster Plan in coordination with local special districts (School and Community Services). The Plan should identify hazards that may occur as the result of an earthquake of major magnitude. The Plan should be sufficiently broad in scope to include the designation of evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, large-scale fire or explosion, or hazardous chemical spill or release of hazardous air-borne gas.
2. All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Emergency standby power generation capability, either permanent or portable, should be available at all water wells to assure water availability in the event of a major power failure.

GOAL NO. 10 - Fire and Flood

The primary goal pertaining to non-seismic safety hazards is to protect the citizens of the Town from man-made structural (urban) fires, and from damages that could result from a major flood. The Knights Landing Planning Area is not vulnerable to wildland fires.

Policies:

1. The Community Services District will maintain adequate fire flow standards for all residential, commercial and industrial areas of the Town in order to ensure the capability to suppress urban fires.

2. The County will maintain a street system to ensure access to any fires within the urban area, and to allow for the evacuation of residents if necessary.
3. The County will continue to require the flood-proofing of any development proposed within an area of "acceptable low risk flooding".

GOAL NO. 11 - Noise

The goals of the Noise Section of the Hazard Management Element of the General Plan are to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the Town by preventing encroachment of incompatible land uses near noise-producing roadways, industries and other sources.

Policies:

1. Areas within the Town shall be designated as noise-impacted if exposed to existing or projected future noise levels exterior to buildings exceeding 60 dB CNEL or the performance standards described in Table VI-1 (see page VI-6).
2. New development of residential or other noise sensitive land uses will not be permitted in noise-impacted areas unless effective mitigation measures are incorporated into project designs to reduce noise levels to the following levels:
 - a. For noise sources preempted from local control, such as street and highway traffic:
 - 60 dB CNEL or less in outdoor activity areas;
 - 45 dB CNEL within interior living spaces or other noise-sensitive interior spaces.
 - Where it is not possible to achieve reductions of exterior noise to 60 dB CNEL or less by using the best available and practical noise reduction technology, an exterior noise level up to 65 dB CNEL will be allowed.
 - Under no circumstances will interior noise levels be allowed to exceed 45 dB CNEL with windows and doors closed.
 - b. For noise from other sources, such as local industries:
 - 60 dB CNEL or less in outdoor activity areas;
 - 45 dB CNEL or less within interior living spaces, plus the performance standards contained in Table VI-1.
3. New development of industrial, commercial or other noise generating land uses will not be permitted if resulting noise levels will exceed 60 dB CNEL in areas containing residential or other noise-sensitive land uses. Additionally, new noise generating land uses which are not preempted from local noise regulation will not be permitted if resulting noise levels will exceed

the performance standards contained in Table VI-1 in areas containing residential or other noise-sensitive land uses.

4. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California Office of Environmental Quality.
5. New equipment and vehicles purchased by the County, Community Services District and School District for use in Knights Landing shall comply with noise level performance standards consistent with the best available noise reduction technology.

MITIGATION MEASURES RECOMMENDED BY THE FINAL EIR

The more important policies and proposals of the General Plan which serve as important mitigation measures include the following:

1. Identifying areas for urban expansion and consequent population growth where it will be contiguous to the existing urban pattern, and which are of sufficient size for residential expansion in the event that other property is held off the urban market.
2. Incremental phasing of development over a 15-20 year period, while recognizing that front-end costs of off-site improvements will probably require initial residential development in the order of 40-50 single-family-dwelling units.
3. Early annexation of lands depicted on the General Plan Diagram for urban expansion to the Knights Landing Community Services District (CSD); maintaining a growth rate which will not exceed the reasonable capacity of the CSD or School District to provide needed public services.
4. Increasing efforts to achieve the in-fill of vacant lands which have been bypassed by the process of urban development, including the revitalization of blighted areas through State Law redevelopment.
5. Enhancing economic activity through the expansion of existing commercial area and the provision of waterfront commercial uses having regional attraction.
6. Urban development authorized by the Plan is predicated on preservation of agricultural lands located outside of the ultimate SOI of the Community Services District. Partial mitigation of the impacts of converting agricultural land to urban use by applying Measures 1, 2 and 5, above. Additional mitigation measures necessary to reduce this impact to less than significance include:
 - New urban development designated for LD and "Employment Reserve" on the Plan Diagram along Road 116 shall setback a minimum of 250 feet from nearby agricultural uses. The setback will serve to buffer the impacts related to agricultural operations until such time as development may occur.

The project proponent shall also execute and implement an Agricultural Conservation Easement, mitigation fees and other similar farmland conservation programs as may be adopted by Yolo County. Specific details of the Conservation Easement or other programs shall be determined by the Planning and Public Works Department. The total area encompassed by the easement or other program shall be no less than the area removed from agricultural production by the project, and no more than the acreage required by any Conservation/Easement program adopted by Yolo County.

7. Policies of the Resources Management Element pertaining to managed resource production, natural and human resources, health, welfare and well-being and outdoor recreation.
8. Policies of the Hazard Management Element pertaining to seismic safety, safety and noise.
9. Any evidence of cultural resources that might be unearthed in the process of construction becomes immediate grounds for halting all construction until the extent and significance of any find is properly catalogued and evaluated by archaeological and cultural resource authorities recognized as having competence by the State of California.

More deliberate preservation of the Indian Mound is proposed by redevelopment of the trailer park site as part of a larger Waterfront Commercial complex along the Sacramento River. Preservation of the homesites is proposed through their designation as historic sites and structures by the County. Such designation would require that building exteriors be restored and/or maintained in their historic character.

10. Residential development projects larger than 10 dwelling units, and other types of development in the "Employment Reserve", shall comply with all regional air quality requirements to the satisfaction of the Yolo-Solano Air Quality Control Board. This may be achieved through the use of off-sets (such as retiring older vehicles from within the air basin), or use of other Transportation Control Measures.

Note: The more detailed descriptions of mitigation measures may be found in Section C - Revised Draft EIR and in referenced parts of the text of the General plan document.

PART I

INTRODUCTION TO THE GENERAL PLAN

BACKGROUND

William Knight built his home on an Indian Mound ("yoldoi" or "Yoloy" along the Sacramento River at Sycamore Slough in 1843. A Town called Baltimore was laid out on adjacent high land in 1849, one year after the discovery of gold in the foothills east of Sacramento. Dissension among the partners held lot sales to a minimum. However, by 1853 a steamboat landing and ferry service had been established, the Town was renamed, and Knights Landing became a reality. In 1855, a failed attempt was made to establish Knights Landing as the County seat. That same year, a mail line was established with Benicia and a local Postmaster was appointed. A mill built in 1856 produced the premium flour that took first place in the 1860 State Fair and which commanded the highest price in the market. A school was opened in 1858; the Knights Landing News was first published in 1859, advertising the half dozen stores in the Town.

In 1861, the original Knights Grant was rejected by the U.S. Supreme Court, throwing land ownership within the Town into doubt until a patent was issued in 1869. The map of the Town recorded that year continues to be the basis for the description of most of the property of the Town. Several additions, including the Dixon, River Farms, Second and Third Additions, contributed more lots to the basic townsite over the ensuing years. The once fairly extensive commercial center that developed along the levee of the Sacramento River (Front Street) was destroyed by fire in the 1930's, and was not rebuilt.

The first General Plan for the Town was prepared and adopted by the County during the period 1956-1958, and consisted primarily of a map showing proposed land use and circulation for a projected population of 1,350. The second General Plan was prepared by the County in 1974, and the third version was prepared in 1983. The 1974 Plan covered population and economic activity, cultural and public services, housing, circulation, parks and recreation, open space and conservation, and land use. This fourth version of the General Plan in 21 years brings together all of the mandatory elements of the General Plan as prescribed by State Law. It retains policies that remain valid, having withstood the tests of time and changing conditions; it consolidates existing policies pertaining to housing, conservation, open space, seismic safety and noise, as developed by the Yolo County General Plan; and, it articulates new policies and standards resulting from a reevaluation of the Town's needs and its desired future.

The Town has grown from a 1969 population of about 572 to nearly 1,000.¹ At this point in the Town's development, the challenge is to attract modest population and economic growth which will help the County and the Town to meet a variety of needs without adversely affecting the quality of life offered by the small community located in a pastoral setting.

¹ At the time of the Special Census conducted in 1969, the Town had a population of 619. The subsequent removal of dilapidated housing units resulted in the relocation of about 47 people, thus reducing the population to below 600.

NATURE AND FUNCTIONS OF THE GENERAL PLAN

Under the body of statutory and case law which has evolved in California, and General Plan Guidelines issued by the State Office of Planning and Research, the General Plan for Knights Landing functions as a "Constitution" in much the same way as a state or national constitution. The Plan reflects the "Town's long-range aspirations of physical form and amenity, and provides guidance to the substance of development regulations and other programs to be approved by the Board of Supervisors which combine as the package of tools necessary to carry out the Plan over time.

The General Plan (and Environmental Impact Report contained herein) has four basic functions:

1. To enable the County and people of the Town to express agreement on future land use policies;
2. To provide clear guidance in judging whether projects proposed by public agencies and landowners are in close agreement with policies of the General plan;
3. To allow and provide the basis for making intelligent changes to the Plan as time and changing circumstances may dictate, while being true to its purposes; and
4. To provide an environmental assessment of the future urban pattern as a framework against which to identify, measure and compare the probable environmental consequences of a specific project which may or may not be consistent with policies of the General Plan.

The principal characteristics of the Plan are that it is comprehensive, long-range and general. It is comprehensive in that it embraces all aspects of existing and future physical development of the community, public and private. It is long-range in that it presents a view of the physical character to be achieved over the next 20+ years. And, it is general in that it provides for innovation and flexibility in working toward the achievement of the Plan's goals through the many public and private actions required for Plan implementation.

THE KNIGHTS LANDING PLANNING AREA AND SPHERE OF INFLUENCE

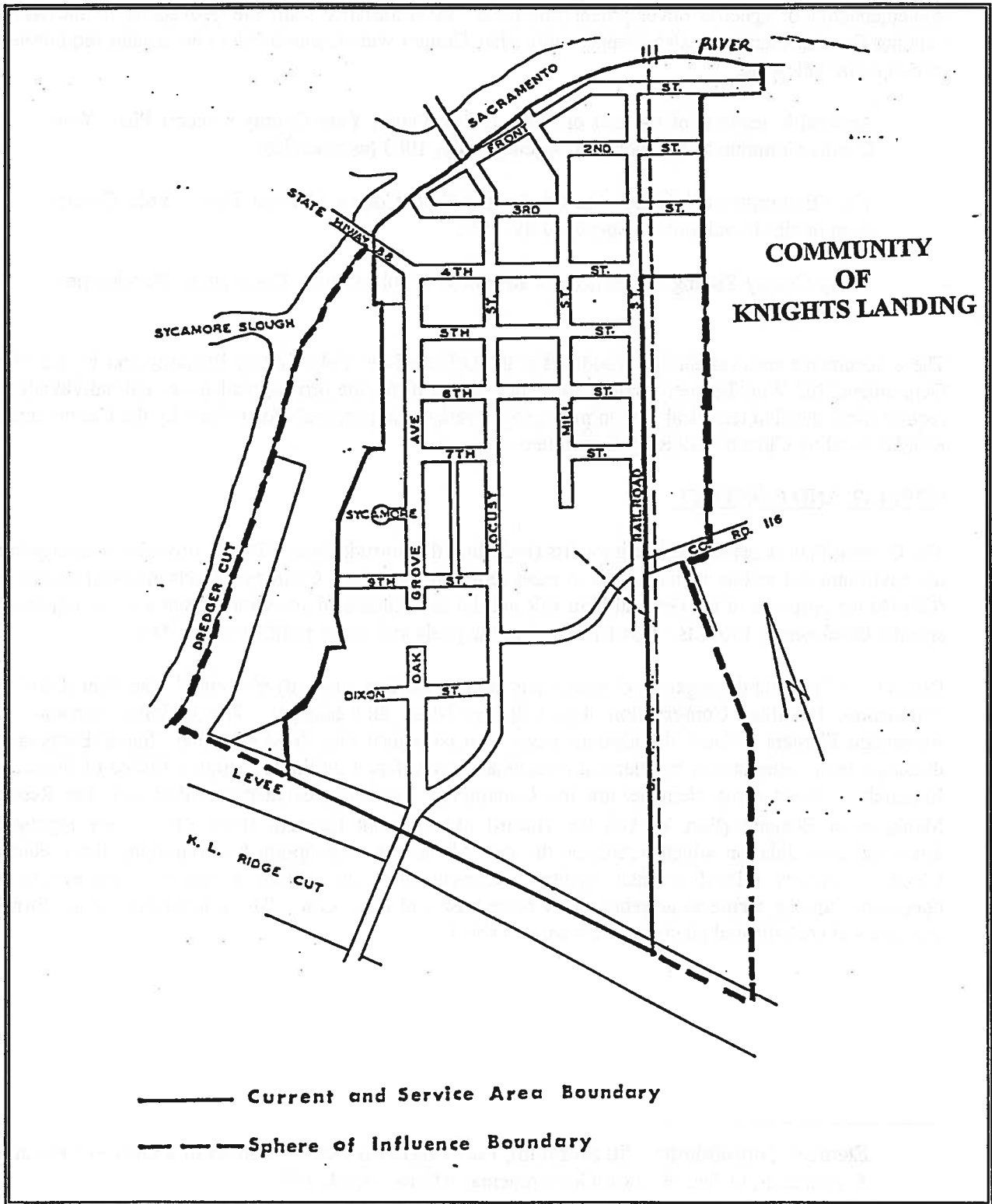
The Knights Landing Planning Area is defined mostly by the Sacramento River on the north, the Ridge Cut Slough on the south, the Colusa Drainage Canal on the west and cropland to the east. The Town's existing Sphere-of-Influence (SOI) extends beyond these boundaries to only a limited degree because the River (which also is the boundary line between Yolo and Sutter Counties) and the two sloughs act as physical barriers to the extension of urban services, and because land to the east is classified as "prime farmland" by the State of California.² The existing SOI boundaries are shown on Figure I-1 in conjunction with boundaries of the Knights Landing Community Services District. The proposed SOI for Knights Landing, shown in Figure I-1, includes the growth areas to the east of Town.

² "Advisory Guidelines for the Farmland Mapping and Monitoring Program", California Department of Conservation, Division of Land Resource Protection, April, 1984.

GOVERNMENTAL JURISDICTION

Since the Town is unincorporated, the Yolo County Board of Supervisors has the primary responsibility for providing local governmental services, including planning and development review and approval. However, the Board of Supervisors divests some of its powers in the Knights Landing Citizens Advisory Committee, the Knights Landing Community Services District, the Woodland Unified School District, and the Knights Landing Volunteer Fire District.

Figure I-1
 (SPHERE OF INFLUENCE AND URBAN SERVICE AREA)



USING THE GENERAL PLAN AND RELATED DOCUMENTS

The Knights Landing General Plan has been organized to save the reader time in identifying and understanding those development policies and proposals which most affect the reader's interests. Implementation of specific development proposals in accordance with the provisions of the Knights Landing General Plan must also comply with other County wide General Plan and zoning requirements, including the following:

- Applicable sections of the text of "Part 1, The Plan", Yolo County General Plan, Yolo County Community Development Agency, July, 1983 (as amended).
- The "Environmental Impact Report for the Yolo County General Plan", Yolo County Community Development Agency, July, 1983.
- "Yolo County Zoning Ordinance (as amended)", Yolo County Community Development Agency, 1983.

These documents are available in Woodland at the Office of the Yolo County Planning and Public Works Department, 292 West Beamer Street. They may be useful for the professional firms and individuals who require more detailed technical data in preparing development proposals for review by the County and the Knights Landing Citizens Advisory Committee.

FORMAT AND CONTENT

The General Plan is presented in eight parts (including this Introduction). Part II provides a description of the environmental setting which serves to meet requirements of the California Environmental Quality Act (CEQA) for purposes of the General Plan EIR and for environmental assessments that may be required for specific development projects. Part III describes the goals and major policies of the Plan.

Parts IV - VI present descriptions of seven mandatory (and one optional) elements of the Plan (Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety). The optional element is the Recreation Element. These descriptions have been combined into three so-called "Super Elements" as discussed under alternatives for element consolidation developed by the Governor's Office of Planning & Research.³ These three elements are the Community Development Element (Part IV), the Resource Management Element (Part V) and the Hazard Management Element (Part VI). They represent a functional consolidation which simplifies the task of element description by combining those elements which are closely related to each another. Consolidation also makes it easier to achieve internal consistency among elements as required by State Law and Case Law. The relationship of the formerly separate and consolidated elements is shown in Table I-1.

³ **Element Consolidation, Streamlining Local General Plans",** Governor's Office of Planning & Research, Office of Local Governmental Affairs, April, 1988.

The policies and proposals of the General Plan are given added dimension by the General Plan Diagram which is included with this document. The Diagram (see Figure IV-1) depicts only those policies which are capable of graphic presentation. Although the Diagram usually is referred to more often than the text of the Plan, the Diagram taken together with this entire document constitutes the complete General plan. The Diagram illustrates while the text explains.

Part VII presents a general strategy and program for Plan implementation. It is included to provide direction to the Town and the County rather than policy commitment to specific programs in recognition of financial limitations which impose constraints on the ability of the County (and therefore the timing) to implement various features of the Plan.

<u>TABLE I-1</u> <u>RELATIONSHIP OF MANDATORY, OPTIONAL AND CONSOLIDATED</u> <u>ELEMENTS OF THE GENERAL PLAN</u>		
Separate Mandatory Elements	Optional Elements	Consolidated Elements
		Community Development
Land Use		(included)
Circulation		(included)
Housing		(included)
		Resource Management
Conservation		(included)
Open Space		(included)
	Recreation	(included)
		Hazard Management
Noise		(included)
Safety		(included)

Part VIII fulfills requirements of the California Environmental Quality Act (CEQA) for an Environmental Impact Report on the General Plan. It describes the environmental evaluation conducted during Plan preparation and review, and identifies key sections of the Plan document which meet various requirements of CEQA Guidelines for EIR preparation. The EIR is made an integral part of the Plan so that its conclusions and mitigation measures will be readily available as decisions are made concerning Plan implementation and future Plan amendment.

PART II

ENVIRONMENTAL SETTING

INTRODUCTION

Part II describes the physical, social and economic conditions of the Knights Landing planning area. Part II also fulfills requirements of CEQA for the description of the environmental setting required for the General Plan EIR.

LAND USE

Knights Landing is dominated by residential use, with supporting public and semi-public facilities including an elementary school, branch library, churches, and public utilities. Only a very limited amount of commercial use is available to serve local residents. The types and amount of urban land use within the Town is shown on Table II-1.

The Town is compact, neat and reasonably well landscaped and maintained. The levees of the River and channels which border the Town on three sides help create a sense of "place" where the Town does not seem to appear abruptly out of the rural landscape.

Residential Areas

Single-family residential expansion since 1974 has occurred mostly as the result of the 78 lot subdivision south of County Road 116. There has been little appreciable Multi-family (M-F) expansion. Residential areas appear to be sound in consideration of the age of housing involved. However, a few stark examples of land use conflict exist which need to be eliminated through enforcement of the County Zoning Ordinance. This includes the open storage of operational and junk vehicles and miscellaneous equipment, wood, scrap metal and other materials. These storage areas have the effect of visually blighting all residences within sight distance.

There are a total of 309 housing units, including 235 permanent Single Family, 31 permanent Multi Family, and 43 mobile homes and trailers. Including the trailers and mobile homes, Multi Family housing comprises 24% of total housing. The maintenance of a 75-25 percentage split in favor of Single Family appears to be reasonable for the size, location and character of the town. The lack of dense apartment development is in keeping with the town's character. The trailer court at the northwest corner of Town north of the intersection of Fourth and Oak Grove is one of the most blighted concentrations of housing in the community.

Commercial Area

The town has lacked a distinct commercial center since fire destroyed the once thriving commercial area along the waterfront. There are only a few stores which provide convenience sales (two small markets and a mini-mart convenience store) and two service stations. Remaining commercial includes a few stores for occasional purchases of hard goods (auto parts, hardware, thrift shop and fishing accessories), two professional offices, a few commercial service shops, and one bar.

TABLE II-1
DISTRIBUTION OF LAND USES⁴

CATEGORY	Net Acres	% of Total
Low Density Residential (Single-Family)	45.10	32.63
Medium & High Density (Multi-Family)	4.95	3.58
Offices	0.62	0.45
Retail Commercial	2.25	1.63
Service Commercial	2.41	1.74
Light Industrial	10.37	7.50
Heavy Industrial	0.91	0.66
Parks & Recreation ⁵	4.70	2.83
Schools	11.65	8.43
Other Public ⁶	1.60	1.15
Vacant	19.14	13.86
Sub-Total URBAN (net acres)	103.70	75.04
Streets ⁷	34.50	24.96
TOTAL URBAN (gross ac.)	138.20	100.00

⁴ Derived from the land use field survey conducted by Robert E. Grunwald, summer 1988.

⁵ Includes only the County boat ramp, Boating Club & Sportsmen Club.

⁶ Includes semi-public (churches; excludes sewer ponds).

⁷ Includes only streets which serve urban development; excludes bridges and street sections on land use map which serve only agricultural lands beyond the urban pattern.

The largest vacant commercial parcel is located along the east side of Locust Street, south of County Road 116, involving about 1.9 acres. However, the limited depth of the parcel and its location in relation to single family residential places this site in question as a logical site for retail commercial expansion. This site is better suited for single family residential development.

Service Commercial and Industrial

With the exception of the large bean cleaning and storage facility at the southeast corner of town, and the large storage building at Locust and Highway 113, service commercial and industrial uses are limited to small enclosed storage, open storage, truck parking, auto repair and equipment manufacturing which is scattered throughout the older housing areas.

Recreation Areas

The elementary school site provides the only opportunity for neighborhood and community public outdoor recreation activities within the Town. The southern 4.0 acres of the school site, which has been designated for park development for some time, but remains vacant, contains a soccer field, ball park and restrooms, but otherwise is undeveloped. Other apparent recreation opportunities are limited to the public boating access facility at the northwest corner of Town, and to the boating club, private sportsman's club, and church-related recreation facilities.

The entire Sacramento River frontage needs to be "reclaimed" for public use under a program which encourages tourist-oriented private investment taking advantage of the river environment, while providing for the needs of residents to have public access to the river and its levee.

Other Public and Semi-Public Facilities

Other public uses are limited to the Community Center building and Fire Station along Oak Grove Avenue, the County Library, a family counseling center at the southwest corner of the school site, and the Post Office. There are three churches.

TRANSPORTATION, TRAFFIC AND CIRCULATION

The principal transportation and circulation facilities connecting Knights Landing with the region are shown on Figure II-2. State Route 113 provides access to the City of Woodland 8 miles to the south, to the City of Davis and Interstate 80 farther south, to Sacramento about 26 miles southeast via Interstate 5, and to Yuba City/Marysville to the north. Route 113 is a high speed two-lane facility with an annual average daily traffic (ADT) in 1990 of 8,400 at its intersection with Road 102 immediately south of Town.⁸ During periods of agricultural harvest, peak month ADT was 10,500. Much of the difference from annual ADT is due to trucks carrying agricultural commodities through the Town. From 1977 to 1990, annual ADT on Route 113 in Knights Landing increased about 23.5%, and peak monthly ADT has increased about 22.1%.

⁸ "1990 Traffic Volumes on California State Highways", CalTrans, Division of Traffic Engineering, 1991, p. 130; and discussion with District 3 CalTrans Traffic Engineer, August, 1989.

State Route 45 provides two-lane access to the farming area that lies along the Sacramento River corridor, eventually reaching the City of Colusa. Annual ADT on Route 45 has increased from 820 in 1977 to 1,200 in 1990 – an increase of 46.3%. Measured for the peak month, ADT has increased from 1,150 to 1,400, or 21.7%. Important County arterials that serve Knights Landing are Road E8 south to Interstate 5 at Woodland. This roadway is more direct than Route 113 as a means of access to the Sacramento Metropolitan Airport and the City of Sacramento. Road E10 provides direct convenient access westbound to Interstate 5 for traffic headed for the northwestern reaches of the Sacramento Valley and intermediate points.

Within the Town, Route 113 (Locust Street) and Route 45 west of Locust (Fourth Street) serve as urban Arterial streets, providing cross-town traffic service. The only Collector street is County Road 116 because it connects the Town with agricultural lands to the east and southeast. All other streets are classified as Minor streets.

SOCIO-ECONOMIC CONDITIONS

Existing and Projected Population

As of January, 1995, the Town is estimated to have a population of nearly 1,250. Based on the historical trend since 1969, the Town has experienced an average annual growth rate of approximately 3.74%. By any standard, this can be considered a significant rate of increase. Assuming a continuation of this trend, the "trend" projection would result in a doubling of the Town's population to 2,080 over the next 20 years to the year 2015.

Economic Conditions

Employment and personal income within Knights Landing's service area continue to be heavily influenced by agricultural and agribusiness activity, and retirement continues to be an important reason for living in Knights Landing. The results of a Needs Assessment Survey conducted in 1988 indicate that the characteristics of the local population have changed to where more residents are employed in the larger population centers of the region, including Woodland, Davis, Sacramento and West Sacramento.⁹ [Note: Responses to the Needs Assessment questionnaires distributed resulted in a remarkably high (78.5%) return from households in the community. This high percentage allows survey results to be taken as a close reflection of total community attitude.]

Highlights of the survey provide important insight to the economic characteristics of the community, and include the following:

1. 76% of the households shop in Knights Landing at least once a week; 70% shop several times a week in Knights Landing.
2. Virtually all households shop at the two local grocery stores; about 80% also shop for groceries in Woodland.

⁹ "Knights Landing Needs Assessment Survey Summary Report", A Yolo County Rural Renaissance Project (with the assistance of) the Knights Landing Assistance Service, Inc., by Ruth McElhinney Communications, November, 1988.

3. Other businesses that drew significant percentages of households include the gas stations (43%), the second hand store (39%), and liquor stores (28%).
4. Better (lower) pricing, more types of stores, and better selection of goods topped the order of preference of factors that would cause more households to shop in Knights Landing.
5. Of new businesses that would be most patronized if located in Knights Landing, a family restaurant and drug store topped the list.
6. The most needed professional services identified included a pharmacy, physician, dental, emergency care and child care, in that order.
7. Tourism is also an important component of the Knights Landing economy, and the Town has been identified by the County's Tourism Advisory Committee as a place where tourism offers an unusual opportunity for growth of the local economy and the provision of jobs for local residents. The Sacramento River offers salmon, striped bass and sturgeon fishing and the potential as a destination point for boating and water skiing with less of the congestion that already exists during the height of the season closer to Sacramento. The surrounding countryside also offers scenic drives, and opportunities for the hunting of ducks, geese, pheasant, quail and dove.

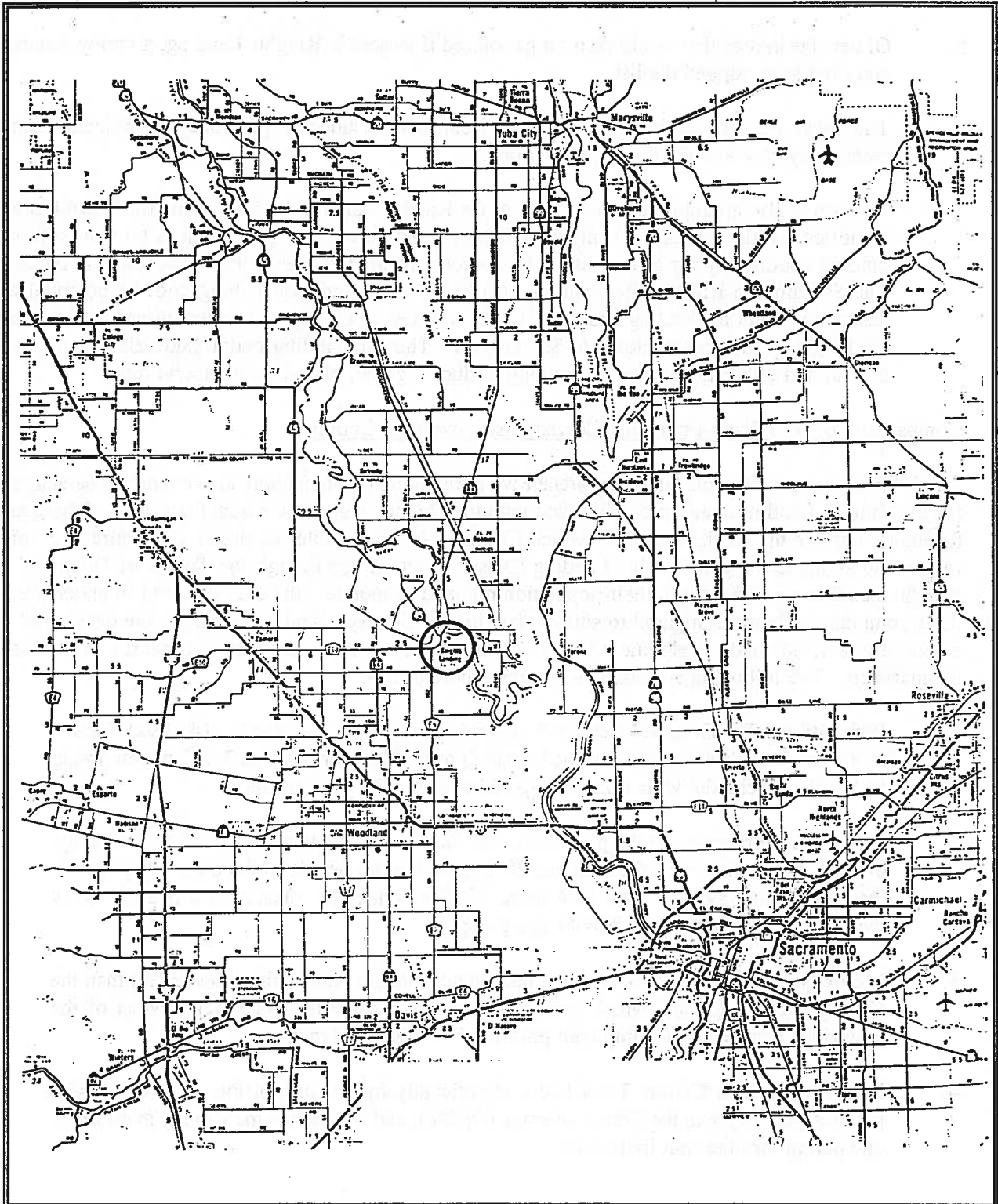
Comparison of 1990 Socio-Economic Characteristics with the County

The 1990 Census provides the latest comprehensive information on population and economic characteristics for the Knights Landing area, in combination with the Dunnigan Area (Census Tract 114). These areas together comprise the smallest area for which Census data is available, as shown on Figure II-3, and is referred to as the Dunnigan-Knights Landing Census Tract. Even though the Towns of Dunnigan and Knights Landing are different in their population mix and economies, the data is useful in understanding these communities when compared to similar data for the County. And even though the data is old, the extent of new residential development in both communities has been sufficiently modest to allow useful comparisons. The following is a summary of the reported data:

1. **Population:** The Census Tract had 2.56% of the County's population (141,092), 2.13% of the households and 2.36% of the housing units. This translates to 3,142 people living in 1,052 households, with 1,133 occupied housing units year around.
2. **Age:** The average age of the population was 32.4, or 8% higher than the County average of 27.2. Proportionately, the area had 20% to 30% more people in the over 45 age group than the County average, and 14% more, children under 18. The area was 23% below the County average in the 18 to 44 age group.
3. **Minority Representation:** The area had proportionately more minorities (37%) than the County average (25%), which were predominantly Hispanic and Black. Most of the minorities resided in the Dunnigan portion of the Census Tract.
4. **Households:** The Census Tract had a significantly higher proportion of husband-wife families (62.5%) than the County average (49.3%), and was below the County average for one-parent families and individuals.

Figure II-2

REGIONAL TRANSPORTATION FACILITIES
(Location in Region)

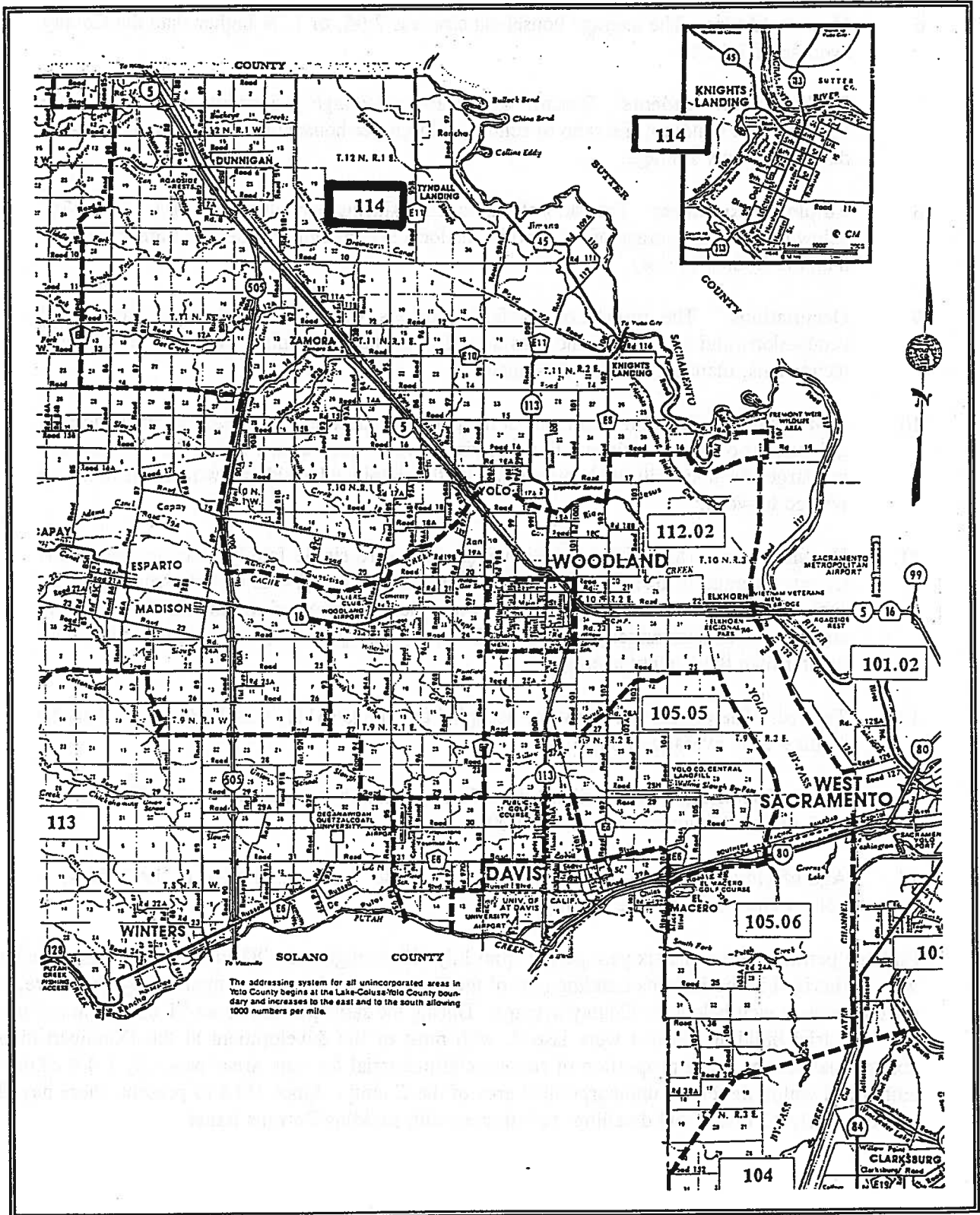


5. **Household Income:** The area's "median" household income was 4% below the County average. However, due to the presence of a number of relatively wealthy families, the to average" family income was 6% above that of the County.
6. **Household Size:** The average household size was 2.96, or 13% higher than the County average of 2.63%.
7. **Public School Students:** Because of the above average proportion of husband-wife families with children, the ratio of school children per household is 50% to 60% higher than the County average.
8. **Employed Residents:** The ratio of employed residents per household of 1.11 was 7% below the County average of 1.19, while the local unemployment rate was higher (11.8%) than the County (9.3%).
9. **Occupations:** The proportion of farm workers was high, along with the skilled occupations and operators, and was significantly below County averages in services, technicians, managers and professionals.
10. **Journey-to-Work:** More than half of the persons reporting where they worked had jobs in locations outside the cities. The majority drive to work alone. While the numbers are not large, an unusually high proportion of the employed residents worked at home or walked to work.
11. **Housing Mix:** 78% of the local housing units were single family as compared to the County average of 62%. The proportion of multiplexes (2-4 units per structure) were substantially above the County average, while the proportion of apartments (5+ units per structure) was substantially below the County. The percentage of mobile homes was greater than the County average.
12. **Tenure:** The proportion of owner-occupied dwellings (61%) was 13% higher than the County wide average of 54%.
13. **Value of Housing:** The median value of a single family residence was \$48,000, or only 73% of the County average of \$66,000.
14. **Age of Housing:** Only 23% of the housing in the Tract was bought in the 1970's, as compared to 34% for the County.

Building permit data for the six year period from July '83 through June '88 indicates that only five houses were authorized in the Knights Landing part of the Tract. One unit was comparatively expensive, while the others were well below the County average. During the same period, about \$1 million in commercial and industrial building permits were issued, with most of the development at the Dunnigan highway commercial centers. The proportion of commercial/industrial for both areas was only 1.4% of the total authorized within the entire unincorporated area of the County. Since 1988 to present, there have been approximately 12 residential dwellings constructed with Building Permits issued.

Figure II-3

DUNNIGAN-KNIGHTS LANDING CENSUS TRACT (#114)



School Child Population

Changes in the school child population attending the Grafton Elementary School have been relatively minor over the last eight years. Total enrollment in Grades K - 6 in October, 1980 was 164 students, enrollment for the same month in 1988 was 162, and 1995 enrollment was 190 students. In order to accommodate this growth, portable classrooms have been added to the school facilities.

LAND, WATER, AIR AND BIOLOGICAL RESOURCES

Land Resources

Land resources surrounding the urban area have been devoted almost exclusively to the production of vegetables, field crops and pasture, with most of the nearby land under agricultural preserve contracts with the County. The terrain is relatively flat, with slopes falling gently to the east in the direction of the Sacramento River's alignment. The elevation of the approximate center of the Town is about 32 feet above mean sea level. Soils are "Prime" and very productive.

There are two major areas of earthquake faults within the County. The Midland Fault lays in a NW/SE direction between the City of Winters and the Coast Range. The area surrounding Capay Valley contains the Sweitzer Fault below and paralleling the ridge line of the Capay Hills and the Eisner Thrust Fault below the Sweitzer Fault at the upper end of Capay Valley. While these fault zones make western Yolo County a seismic hazard area, remaining parts of the County and areas of low elevation such as Knights Landing are geologically stable by comparison.

Water Resources¹⁰

The Community Services District obtains water from two wells which operate alternately to supply the community with domestic water. The distribution system is relatively new and is sized and looped to adequately supply water to meet current needs for domestic supply. This system and one well were constructed in 1970, and the additional well was constructed in 1981. Recent pump tests performed by P.G. & E. indicate that the wells produce minimum supplies of 680 g.p.m. (gallons per minute) and 980 g.p.m., respectively. Average demand is estimated at approximately 167 g.p.m., with peak demand at 694 g.p.m..¹¹ Based on current and generally applied standards in California for fire flow, the existing water system falls short of meeting current needs in the event of an emergency.

Wastewater is collected by a system of pipes and discharged to sewage treatment ponds located southeast of the community and just north of the Knights Landing Ridge Cut slough. The ponds provide treatment through aeration, providing a marginal level of secondary treatment prior to evaporation and percolation into the ground. Sewage flows are estimated at 0.219 m.g.d. (million gallons per day) average, with a peak flow of 0.545 m.g.d..¹² At full build-out of land within existing boundaries of the Community

¹⁰ Information on domestic water supply and wastewater management was obtained from "Preliminary Water and Sewer Investigation", Knights Landing General Plan Update, Moldenhauer Engineering Company, January, 1989.

¹¹ Estimates based on an average rate of consumption of 240 gallons per capita per day, with a maximum peak demand of 1,000 gallons per capita day.

¹² Based on 2,000 g.p.d. (gallons per day) per acre of developed land, which is a weighted average for the mixture of residential, commercial and industrial land use that exists, and a peaking factor of 2.5.

Services District (see Figure II-4), average flows are estimated at 0.274 m.g.d. and peak flows at 0.685 m.g.d.. At this level of service, the existing 12" sewer main that discharges to the ponds would carry about 65% of its capacity. During periods of average flow for the existing community, this main is operating at about 20% of capacity.

Because the existing ponds were experiencing hydraulic overload during peak periods of treatment, the District purchased about 31 acres to the east of the existing treatment ponds for expansion. Expansion will provide substantial additional capacity for new connections. All new users will be required to pay their pro-rata share of the costs of pond expansion.

Surface water drainage in the community is currently unmanaged, since no man-made system exists to adequately collect, convey and dispose of surface water. That drainage which does occur follows swales along the streets and collects in low points wherever they exist requiring dependence on the local climate to permit eventual evaporation. This can result in minor flooding of properties and streets during periods of heavy rainfall. However, the levees of the Sacramento River and sloughs which border the community protect it from any serious flooding.

Note: The analysis done in 1995 by Laugenour and Meikle on the Knights Landing Wastewater and Water Infrastructure Analysis is included by reference, as part of the background information for this General Plan.

Air Resources

Knights Landing lays within the boundaries of the Sacramento Valley Air Basin, with a climate which is semi-arid with hot, dry summers and mild winters. However, being at the lower elevation of the Valley, cold air flows into the area from the thermal belt to the west making the growing of citrus susceptible to serious frost damage. Sunshine is almost constant during the growing season, and the growing season is long. Deciduous fruits and vegetables of almost every kind thrive in the long hot summer, while winter temperatures are just cold enough to satisfy dormancy requirements of fruit trees.

Temperature inversion layers trap pollutants of ozone generated primarily from vehicle emissions, and particulates generated from farming operations, within the lower-atmosphere in summer and trap fog and low temperatures within the first 1,000 to 2,000' of the air envelope during the winter. Summer temperatures range from daytime averages of 95 degrees F. to nighttime lows in the low 60's or high 50's. Temperatures in winter typically range from a low of 38 degrees to highs in the mid-50's. Annual rainfall averages about 16 inches, with about 90% occurring between November and April. Prevailing winds are from the northwest during winter. Westerly winds which prevail most of the year are changed to southerly directions by the mechanical barrier formed by the low mountain ranges to the west.

Air quality problems that are so common to the Sacramento area and foothills northeast of Sacramento during the summer and fall months are far less noticeable in the Knights Landing area and in the foothills to the west of Inter-state 5. The south-central part of the Sacramento Valley is much less susceptible to the inter-regional transfer of pollutants from the San Francisco Bay Area and intervening counties of Contra Costa and Solano. The major source of air pollutants are vehicle emissions (hydrocarbons) and particulates from agricultural operations. With the advent of co-generation as a means to eliminate rice stubble, particulates generated from stubble burning will become a decreasing factor as an air pollutant over the coming years. Even now, it is rare for the Knights Landing area to experience ozone and particulate concentrations which exceed state and federal standards.

Biological Resources

The Knights Landing area was originally part of a vast native grassland area interrupted by riparian growth associated with the Sacramento River and meandering tributary streams. Today, this native grassland habitat has been replaced mostly by urbanization within the Town and farming adjacent to it. Few if any of the original perennial grasses remain. Introduced agricultural and ornamental species of trees, shrubs, ground covers, annuals and perennials common in urban areas of the Sacramento Valley dominate areas of vegetation. However, sufficient vegetation remains along the waterways of the sub-region to provide the Town with its bucolic setting.

There are no rare or endangered species of plants or animals known to occur within the urban area [California Natural Diversity Data Base, 1985]. Knights Landing lays in the path of the Pacific Flyway for migratory waterfowl, and surrounding croplands are often the source of food for geese. The most significant value for native species is that the farmed acreage is part of a much larger habitat for hawks (including the Swainson's hawk) and other raptors common to the Sacramento Valley. Surrounding lands and waterways provide a haven for mourning doves, meadowlarks, jays, blackbirds and crows. Small mammal species include western harvest mice, pocket gophers, jackrabbit, and ground squirrels.

The Sacramento River remains as an important spawning fishery for salmon and steelhead even though the numbers are reduced from the days before dams were constructed on upstream reaches of the River and its tributaries. The salmon species which comprise the winter spawning run have only recently been designated as an endangered species by the State Department of Fish and Game.

AESTHETIC, ARCHAEOLOGICAL AND HISTORIC RESOURCES

Aesthetic Resources

The immediate visual character of the Town is defined by its nestled location within the levees of three waterways and the trees and other vegetation along them. Mature walnut orchards along the west and east sides of the Town add considerably to this visual setting. Because of levee elevations, the character of the Sacramento River and adjacent drainage sloughs is not readily apparent.

County Road 116 extending east from the Town is designated as a County Scenic Highway by the Yolo County General Plan. This designation extends for a dozen or more miles along the west side of the Sacramento River from Knights Landing to Elkhorn where Interstate 5 now bridges the River.

Archaeological and Historic Resources

The founder of Knights Landing built his home on an Indian Mound close to what is now the Town in 1843, and a trailer park now occupies an Indian Mound located at the northwest corner of the Town along the River at the intersection of Oak Grove Avenue and Fourth Street (Highway 45). While not generally recognized as such, Knights Landing was an established community and center for trade along the Sacramento River before Yolo County was established in 1850 by the Territorial Legislature of California. Several Victorian homes remain which are reminiscent of the Town's heritage.

THE NOISE ENVIRONMENT

The ambient noise levels experienced throughout the community are characteristic of a small town containing a dominant pattern of residential use, with an intermittent mixture of commercial and industrial land uses and the street system necessary to support them. These land uses are quiet during nighttime hours and generate moderate levels of noise during the daytime and early evening, primarily due to motor vehicles.

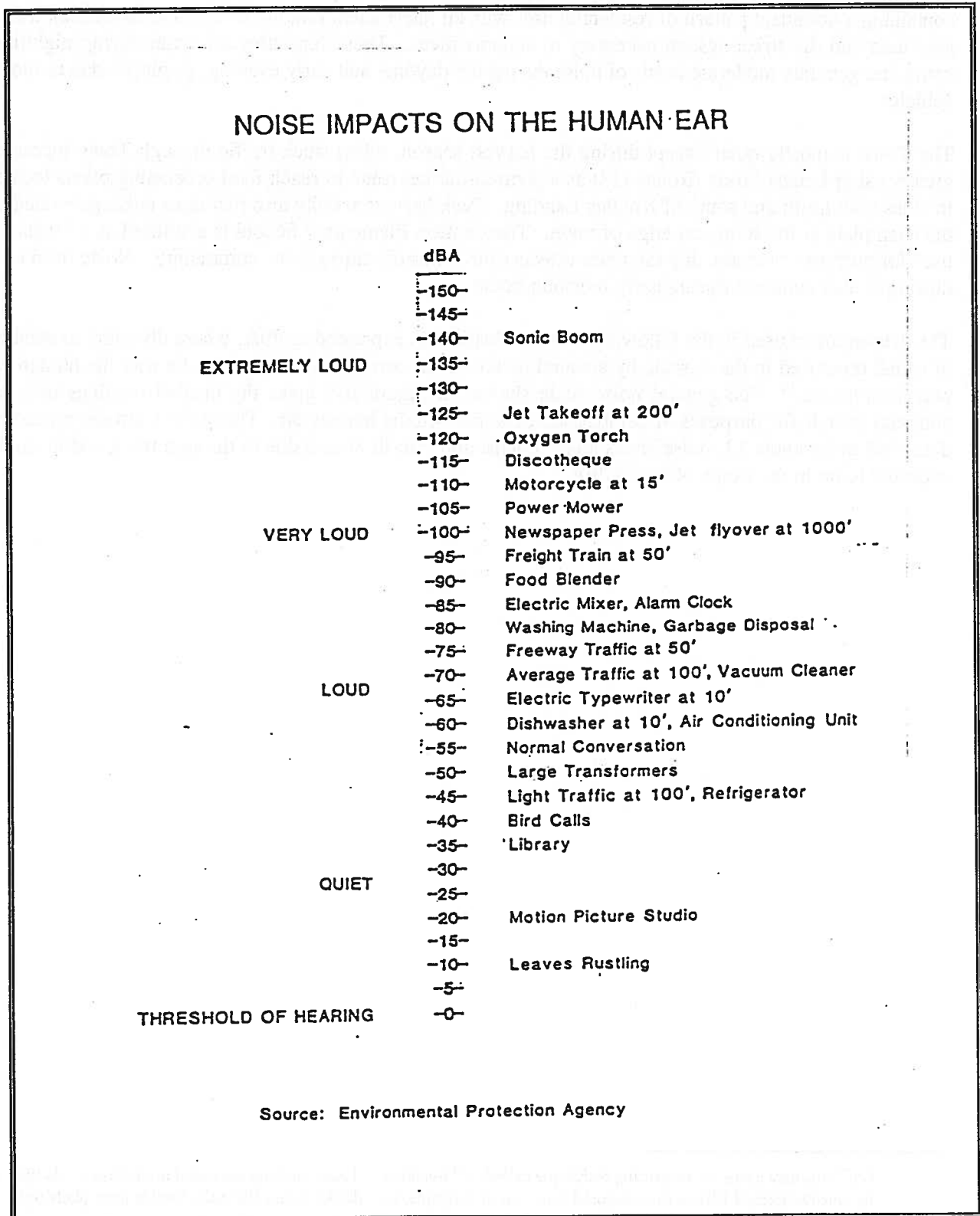
The Town is mostly quiet except during the harvest season, when truck traffic through Town increases greatly using Locust Street (Route 113) as a farm-to-market route to reach food processing plants located in cities both north and south of Knights Landing. Peak harvest activity also increases noise generated by the bean plant at the southeast edge of town. The Grafton Elementary School is classified as a "sensitive use" for purposes of evaluating the noise effects of truck traffic through the community. Noise from crop dusting is also common during early morning hours.

The measurement used in the following noise evaluations is expressed as dbA, where db refers to decibels of sound measured in the A-scale by a sound meter which corresponds closely to the way the human ear perceives sound.¹³ The general noise scale shown on Figure II-5 gives the decibel readings of some common sounds for purposes of comparison of impact on the human ear. Using the Caltrans procedure described in Footnote 13, noise levels along Locust and Fourth Streets due to through truck traffic can be expected to be in the range of 65-75 dbA.

¹³ CalTrans uses a specific measuring technique called "L¹⁰ Readings". These readings are based on decibel levels that are assumed to exceed 10% of the measured time. As an example, L₁₀ - db(A) means the noise level is most likely to be greater than 70 decibels, 10% of the measured time.

Figure II-5

NOISE IMPACTS ON THE HUMAN EAR



PART III

GOALS AND MAJOR POLICIES OF THE GENERAL PLAN

GOALS FOR KNIGHTS LANDING

The Value of Goals

Goals give meaning to the short, medium and long-range directions for policy and action provided by the General Plan. Goals express the highest aims and aspirations of the community which should be reflected in the day-to-day conduct of the peoples' business. They also express what the community feels it is capable of achieving and what they are willing to work to achieve over time. As the community proceeds with the multiple tasks of Plan implementation, some projects and services reflected in the goals may have to be deferred, while others are advanced in priority, depending on realities or needs at any one point in time. While some adjustments may be required in programs and timing of Plan implementation, goals will retain their value as long as they are not adjusted to reflect any short term limitations that may exist.

The statements of goals which follow reflect, where appropriate, the responses by citizens of Knights Landing to the Needs Assessment Survey conducted as part of the County's Rural Renaissance Project. The Executive Summary of this General Plan contains a listing of all Goals and related Policies for the various Elements of the Plan.

GOALS AND POLICIES

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

GOAL NO. 1 - Growth Management

The County, in cooperation with the Knights Landing Citizens Advisory Committee, the Knights Landing Community Services District, the Knights Landing Fire Protection District and the Woodland Unified School District, should seek to manage the rate of urban expansion at a level which does not exceed the capacity of local government to provide the necessary levels of community services and facilities required, consistent with all other goals of the General Plan. Management policies and techniques should rely on indirect means rather than direct means, recognizing that flexibility is both essential and desirable if significant progress toward goal achievement is to be realized over time.

GOAL NO. 2 - Future Expansion of Town

Ultimate expansion of the Town, as depicted by the General Plan Diagram, is to be phased to create a physical form and character which improves the ways in which the community functions and is enjoyed while avoiding the premature conversion of agricultural land to urban use.

GOAL NO. 3 - Design of Future Growth

New development (public as well as private) is to reflect the design, scale, character, heritage, appearance and image of the existing Town through development regulations which express appropriate concern for visual quality through site planning and engineering, architectural design, landscaping, use of signs, and the maintenance of public and private buildings and sites.

GOAL NO. 4 - Equal Opportunity/Affordable Housing

To the extent that it reasonably may be possible, policies and proposals of the General Plan should provide for equal opportunity in the availability of jobs, housing and public services needed by existing residents and people of low and moderate income who may choose to live and work in Knights Landing.

GOAL NO. 5 -Economic Development

County government and the Knights Landing Community Services District have the authority and responsibility to accommodate urban expansion at costs which are reasonable in relation to the benefits received. This Goal is sound, but elusive to achieve without enlarging the community's economic base.

GOAL NO. 6 - Circulation

It is the goal of the General Plan to guide and provide for the development of an integrated system of internal circulation and access and to provide access to other parts of the County and the region to serve all citizens of the Knights Landing area, including the young, the elderly, and the physically handicapped, by seeking the following:

- Increased safety for citizens.
- The efficient movement of people and goods.
- Lower vehicle operating costs.
- Lower vehicle miles traveled and therefore lower quantities and impacts of vehicle emissions.
- Economy in street construction and maintenance.
- A circulation system which is correlated and consistent with the needs of land use patterns fostered by the Land Use Element.
- Minimizing and (where possible) avoiding the disruption of residential areas caused by through traffic.
- Protection of future rights-of-way needed for Arterial and Collector street widening within developed areas.
- Providing access to boat docking facilities.

GOAL NO. 7 - Enhancing the Quality of Life

It is a goal of the General Plan to preserve and enhance the quality of living by preventing the degradation of the natural and man-made environment, and by taking steps to off-set the effects of that degradation which already has occurred.

GOAL NO. 8 - Recreational Opportunities

Expanded recreation opportunities for local citizens should be sought to enrich the experience of living in Knights Landing, with emphasis on the needs for a recreation center for teen-age youth.

GOAL NO. 9 - Seismic Safety

Goals for achieving and maintaining safety from seismic events include preventing serious injury, loss of life, serious damage to critical facilities involving large assemblies of people, and loss of continuity in providing public services.

GOAL NO. 10 - Fire and Flood

The primary goal pertaining to non-seismic safety hazards is to protect the citizens of the Town from man-made structural (urban) fires, and from damages that could result from a major flood. The Knights Landing urban area is not subject to the potential for damage from wildland fire.

GOAL NO. 11 - Noise

The goals of the Noise Section of the Hazard Management Element of the General Plan are to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the Town by preventing encroachment of incompatible land uses near noise-producing roadways, industries and other sources.

MAJOR POLICIES OF THE GENERAL PLAN

An Essential Perspective

The policy considerations presented in this document become significant because of their probable impact on the future development of the Town, the extent to which community needs may be met over time and the "quality of life" afforded to local residents. At this point in the Town's history, issues of varying degrees of importance influence the ability of local residents to correct adverse conditions, solve problems and meet future needs. Some conditions, such as unemployment, inadequate housing, inflation and diminished importance of the local property tax as a source of revenue, are in varying degrees the products of external forces and events over which the Town has little, if any, influence. Conversely, each condition must be viewed in terms of those actions which the community can take to lessen the potential for adverse impact and to capitalize on those opportunities which exist.

An important premise of this document is that while local government exists to provide a variety of services needed in the community, it cannot be expected to seize all opportunities, solve all problems or meet all needs. Consequently, special attention has been given to identifying the role of County government, either as catalyst, supporter, coordinator or responsible party for community action programs. The private sector of the economy, a variety of community organizations and the General Plan Advisory Committee would have responsible roles to play which in some cases may prove to be paramount.¹⁴ A second premise is that problems and needs are not likely to disappear, nor can the community afford to ignore them simply because they may be difficult to solve, controversial or require substantial commitment to effectively deal with them.

In summary, the policy considerations presented in this document have been framed in recognition of the following factors which condition their meaning:

1. That policies are worthy of achievement over time regardless of factors which might act as obstacles under current conditions.
2. That policies must reflect the larger community of interests of the Town. The interests of all residents are served best by cooperative participation toward realizing positive achievements.
3. That policies will require periodic reevaluation to determine needed adjustments brought on by economic, social and technological change.
4. That policies need to reflect varying degrees of responsibility for their implementation among institutions of local government and private enterprise.
5. All new development and construction activity designated on the Plan Map is contingent upon, and shall comply with, all of the policies and standards contained in the Plan text.

The Rate and Extent of Population Growth

Knights Landing has experienced a healthy average annual growth in population since 1969 of 3.74% -- from approximately 572 people to nearly 1000 over the past 20 years. This rate of increase is greater than that of most cities in growth areas of the State, including the four county Sacramento Metropolitan Region. The Region is expected to grow at an annual rate of 2.84% between now and 1995, and the annual rate for California over the next seven years is expected to hover around 2.15%. Thus, if Knights Landing's rate were to hold fairly steady at 3.74% for each of the next 20 years, its population would increase to about 2,080.

¹⁴ The creation of a Municipal Advisory Council by the Board of Supervisors is permitted by Section 31010 of the Government Code. Such a Council would provide the framework for the provision of advice and counsel to the Board of Supervisors on all matters pertaining to the physical, social and economic development and governmental management of the Town and its immediate surrounding area. A system of automatic referral similar to that already in place between the County's Planning and Public Works Department and the General Plan Advisory Committee would be required to assure the Council's capacity for consistent action to advance the needs and interests of the people of Knights Landing.

An increase of 1,000 people in 20 years would be almost too small to mention in Woodland, but it would represent from about 300 - 400 new housing units in Knights Landing (depending on household size and characteristics). An increase of 400 units would be the equivalent of 2.3 times more housing than currently exists.

Single family lots would include a large variety of lot sizes averaging about 6 units per net acre of land. Multi-family areas would average about 10 units per net acre of land (the General Plan standard). This modest degree of density is considered reasonable in view of the basic small town and one-story character of the community, and the consequent need to avoid the appearance of high density.

Policy Recommendations:

1. Future residential expansion could allow for a population expansion to about 2,000 over the next 20 years.
2. The phasing of residential development shall occur in increments of no more than 50 Single-Family and 15 Multi-Family housing units in a single year. However, this standard will be monitored by the Planning and Public Works Department in accordance with the overall policies of the Plan, and it may be modified to reflect economic and financial needs associated with the costs of expanding the community water, sewer and drainage facilities.
3. Buildout of the Plan is to result in a development pattern which will be contiguous to the existing urban pattern. The community's stated priority for development is for the infilling of existing, interior vacant lots; and the priority for new large scale residential development, is that it occur at the west of town, with subsequent development to the east of the existing urban pattern.

Economic Development

The town has at least three opportunities to improve local employment. The first opportunity will be provided by an increase in the local population and therefore purchasing power for convenience goods and personal services (e.g., food, drugs, liquor, auto service, barber, beauty salon). However, this demand will develop slowly and only after population growth has occurred. Small independent markets will continue to be the source of food sales, since population in the trade area (urban and rural) will not be of sufficient size to support a supermarket even if the community expanded to 3,000 people.

A second and more promising opportunity for the short term would be to create a complex for recreation-oriented commercial development along the historic Sacramento River waterfront. This will require the assembly of land and abandonment of unnecessary street rights-of-way generally along and in the vicinity of Front Street, and extending west along the Highway 45 and east of Railroad Avenue to encompass the existing boating club grounds and land farther east along the Sacramento River levee. An important objective would be to maximize the amount of property having direct frontage on the River. Such a complex might include a marina, restaurants, specialty shops, boat service, sports fishing equipment, motels, condominium apartments and public areas for access to the River.

A consolidated site of 20-24 acres could be assembled under this concept, with floor space potential multiplied by two and three story structures extending out on both sides of the levee, stepping down to the basic one-story character of most town structures in a way that entering at different levels would make it possible to easily access more than one story from an entry. Residential development at the second story

level could very well establish the feasibility of creating first floor commercial space. Rehabilitation of structures south of Third Street which reflect the character of the Town at the turn of the century could be made to complement the new commercial triangle.

Given the limited amount of marina and river-oriented commercial and residential development upstream from the I-5 bridge crossing of the Sacramento River, and the variety of boating purposes that exist (water skiing, fishing, houseboating, drifting, and touring), Knights Landing appears ripe for a properly conceived and executed series of related projects that first establish the market and second build upon it for its tourist trade potential. The "capacity" of the Sacramento River for boating exceeds present use along reaches of the river in Knights Landing's vicinity. Consequently, the development of marina berthing, rental boat and overnight accommodations would create the market for a grouping of stores and shops, including boat sales and service, fuel, general supplies, fishing supplies, swimwear, houseboat supplies and service, and gifts, antiques and sundries which relate to the rich history of the community. RV parking could also be provided along the river for the growing demands of boaters.

For the general tourist passing through Northern California, a river excursion of a half-day or day would be in demand if available. Eventually, a chain of marinas extending north and south at appropriate distances from Knights Landing and with vehicle shuttles back to the marina of embarkation could broaden the market for services to those who do not have the inclination, time or money to operate boats on their own.

A **third opportunity** would be the development of a "business park" to provide for agribusiness services and agricultural-related light industrial use. This approach to economic development was discussed by the Steeling Committee and ruled out as a policy of the General Plan at that time. However, an area designated for "Employment Reserve" on the Plan Diagram indicates the most appropriate site for such use in the community so long as project design is consistent with the overall policies of the Plan (especially policies relating to agricultural preservation mitigation measures and community design). Necessarily, the types of industries that might be attracted should be modest in size to avoid massive change in community character and adverse impacts that could result.

Policy Recommendations:

4. The Knights Landing Citizens Advisory Committee should be maintained as a permanent body to more formally represent community interests with the County and local special districts with respect to implementation of this Plan.
5. Policies and proposals of the General Plan shall support expansion of job-creating and revenue - generating activities associated with the agricultural setting of the town. Such activities could be small scale businesses based on processing or packaging agricultural products; greenhouses; or other similar industries that do not adversely impact the community by generating dust, noise, traffic or other nuisances.
6. An "Employment Reserve" area has been designated on the Plan Map to indicate the appropriate location for agribusiness services and light industrial uses in keeping with the overall policies of the Plan.

PART IV
 COMMUNITY DEVELOPMENT ELEMENT
 SECTION A - LAND USE

INTRODUCTION

The text of this section, when taken together with the General Plan Diagram, sets forth the body of policies and proposals which are to provide the basis for the zoning and development of all private and public land within the community. Land use categories included in the text and on the Diagram are described under this section.

POPULATION HOLDING CAPACITY BY DENSITY CATEGORIES

The General Plan Diagram (see Figure IV-1) provides for a theoretical population holding capacity at build-out of about 2,260, based on the data provided in Table IV-1, below:

TABLE IV-1

POPULATION HOLDING CAPACITY PER GENERAL PLAN DIAGRAM

Density Category	Net Acres ¹⁵	No. Units	% of Total	Persons/ Unit	Added Pop. Hold. Cap.
LOW	73.0	402 ¹⁶	74.6%	2.5	1,010
MEDIUM	11.4	137 ¹⁷	25.4%	1.8	250
TOTALS	84.4 ¹⁸	539	100.0		1,260
Existing Population:		1,000			
Theoretical Population Holding Capacity:		2,260 ¹⁹			
Targeted Additional Population:		1,000			

¹⁵ Net acreage for single family assumes an average of 25% of gross acreage in streets. Gross acres not calculated for multi-family because all acreage already developed with streets.

¹⁶ Assumes 6.0 dwelling units per net acre.

¹⁷ Assumes an average of 12 dwelling units per net acre.

¹⁸ Provides approximately 25% more land in each category than will actually be needed to assure choice in the event that land is not made available for development by owners.

¹⁹ Reflects the population generated by the additional 25% of acreage provided for choice [see Footnote# 18].

Figure IV-1

GENERAL PLAN MAP DIAGRAM
(refer to map sleeve)

GENERAL PLAN MAP DIAGRAM

The diagram illustrates the general plan map, showing the layout of the project area. It includes the following information:

- Project Name:** [Faint text]
- Location:** [Faint text]
- Map Scale:** [Faint text]
- Map Date:** [Faint text]
- Map Author:** [Faint text]

Item No.	Description	Quantity	Unit	Remarks
1	[Faint text]	[Faint text]	[Faint text]	[Faint text]
2	[Faint text]	[Faint text]	[Faint text]	[Faint text]
3	[Faint text]	[Faint text]	[Faint text]	[Faint text]
4	[Faint text]	[Faint text]	[Faint text]	[Faint text]
5	[Faint text]	[Faint text]	[Faint text]	[Faint text]
6	[Faint text]	[Faint text]	[Faint text]	[Faint text]
7	[Faint text]	[Faint text]	[Faint text]	[Faint text]
8	[Faint text]	[Faint text]	[Faint text]	[Faint text]
9	[Faint text]	[Faint text]	[Faint text]	[Faint text]
10	[Faint text]	[Faint text]	[Faint text]	[Faint text]

GENERAL PLAN MAP DIAGRAM

The diagram illustrates the general plan map, showing the layout of the project area. It includes the following information:

- Project Name:** [Faint text]
- Location:** [Faint text]
- Map Scale:** [Faint text]
- Map Date:** [Faint text]
- Map Author:** [Faint text]

RESIDENTIAL LAND USE POLICIES AND PROPOSALS

Density Standards

Two basic categories of residential density are provided as shown below and in Table IV-1. These standards are assumed to be consistent with the General Plan maps, and shall not take precedence.

<u>Density Category</u>	<u>Average Units per Net Acre</u>
Low (RL)	6
Medium (RM)	10
Mobile Home Park	8

The **Low Density (LD)** category assumes up to 6 units per net acre, and would make use of a variety of small lot sizes. The concept of small lots for single-family detached housing (including 2-Bedroom entry level housing) is intended as a means of encouraging affordable purchase housing as an off-set to dependence on apartment development for moderate income households. Duplex and half-plex housing on corner lots, and "granny units" in new development, will also provide a significant means for providing affordable housing in the town.

The **Medium Density (MD)** category assumes a range of 7-12 units per acre. This category is intended to accommodate a wide range of dwelling types, including small lot single family dwellings, duplexes, triplexes, four-plexes, small garden apartments, townhouses, and manufactured housing on permanent foundations on separate lots. The overall average allowed for any development project will be 10 units per acre, to be established at the time of adopting the Planned Development ordinance for the project. This means that while as many as 12 units may be permitted on a given acre in a multi-acre project, the overall average is to be at least 10 units per net acre. This standard reflects the view that any greater residential density would be inappropriate for Knights Landing's small town character. A related standard is that multi-story apartments structures shall be limited to 35% of the total number of housing units in a Medium Density housing project, except where located over a commercial use.

The standard of development for mobile home parks shall be a maximum of eight (8) mobile homes per net acre. Any permanent residential development composed of mobile homes in a mobile home park would be considered a **Medium Density** use of land. These standards are necessary in order to assure that limits are observed on the number of housing units in relation to the additional population target of 750 by the year 2015 (total of 2,000 for entire community).

Zoning compatibility with variations in Low Density development are provided by the R-1 and R-2 zoning districts. While the Planned Development (PD) process will be required for most single-family projects, it may be available for application in LD areas as a means to achieve innovation in overall design, including a mixture of dwelling types. Planned Developments must be reviewed by the Knights Landing Advisory Committee. However, an important policy limitation of the PD procedure in LD areas is that density bonuses shall not be granted except as required under Government Code Section 65915, where an applicant has proposed at least 25% of the total number of units for low/moderate income housing. Section 65915 requires that the County either grant a density bonus equal to 25% of the maximum number of housing units otherwise allowed in areas designated for residential use, or grant concessions in design and

improvement standards or provide capital improvements equal to the differential value involved. This subject is discussed further under the Housing Element in Section C of Part IV. Other than bonuses mandated by the Government Code, PD bonuses are limited to Medium Density areas. This is necessary in order to protect the integrity of areas already developed in Low Density that are adjacent or in close proximity to proposed new subdivisions in undeveloped LD areas. An example of incompatibility that can result is increased traffic generated by a density bonus project that depends on its access from streets serving established single-family housing on conventional lot sizes of 6,000 sq. ft. or more.

Zoning compatibility with variations in Medium Density is achieved by the R-3 zoning district, along with application of the PD - Planned Development process.

Residential Proposals

Low Density residential proposals shown on the General Plan Diagram include new growth areas both west and east of the Town. Both areas involve existing walnut orchards which provide important aesthetic values for the community. Consequently, plans for development should provide for saving representative walnut trees in the design of streets and placement of houses. Low Density is also shown for the vacant properties located immediately east of Railroad Avenue between Third Street and County Road 116.

Medium Density is proposed along the east side of Oak Grove south of Dixon St., at the southwest corner of Railroad Ave. and Sixth Street, and in replacement of the existing truck parking and junk storage lot between Mill Street and Railroad Avenue, south of Seventh Street.

It is to be noted that much of the area previously designated for Medium Density in the 1974 General plan along either side of Mill Street north of Seventh Street has been changed to Low Density. This is necessary to recognize the predominant single family character of the affected properties. For the small lots involved, provisions of the zoning ordinance which allow two dwellings on the same site in such older areas provides ample opportunity to increase density without encouraging a major change in the small town character of the community. Many of the existing single family units reflect this character and should be preserved.

Residential Expansion and Agricultural Land Preservation

Residential land use policy depicted on the General Plan Diagram reflects an increase over that envisioned by the 1974 General Plan, but continues to reflect an urban pattern which is contiguous to existing development so as to minimize the impact on surrounding agricultural lands.

Development Standards for Low and Medium Density Areas

All undeveloped land shown for Low or Medium Density on the General Plan Diagram should, if appropriate, be developed in accordance with the following development standards:

1. Review under PD - Planned Development procedures of the Zoning Ordinance is required for Low Density involving 20 or more lots and for Medium Density projects involving 10 or more housing units if a PD designation is included as a zoning overlay. Multiple family land uses within a Planned Development shall be built out simultaneously with Low Density land uses.

2. The extent and rate at which multi-family development is allowed to occur during a given year shall be governed by realistic demands in the housing market, established by competent housing market analysis. Unsubstantiated market potential for multi-family proposals shall be grounds for project disapproval, even though multi-family use is called for by proposals depicted on the General Plan Diagram or as described in the General Plan text.
3. Multi-family projects involving 10 or more housing units shall include a minimum of 20% of net site area developed as landscaped open space, including front, side and rear yard areas required by the Zoning Ordinance. A minimum of 10% of net site area, excluding required yard areas, shall be developed for the common recreation use of tenants.
4. Multi-family projects involving less than 10 housing units shall include a minimum of 10% of net site area developed as landscaped open space, excluding required yard areas, for the recreation use of tenants.
5. For multi-family projects where a partial waiver is requested by the applicant for all or part of the recreation impact fees required by County ordinance, all of the following areas and facilities shall be provided on a minimum of one acre of aggregate site area:
 - a. Recreational open space for either passive or active recreation use, including at least one-half acre of automatically irrigated lawn area.
 - b. Court areas involving any combination of area for tennis, badminton, volleyball, shuffleboard or similar hard-surfaced areas designed and intended exclusively for court games. Recreational swimming areas devoted primarily to swimming and wading may be substituted for court game area, including lap pools and training pools, and further including adjacent lawn area, decks, cabanas or similar facilities.
 - c. In-door building(s) and facilities, including meeting rooms, exercise rooms and dining rooms, for the recreation needs of project residents.
6. Multi-family projects shall be approved for a time certain as established by the County Planning Commission and/or Board of Supervisors. Generally, the time period shall be two years from the time of approval by the Commission and/or Board. Written requests for time extensions may be considered and approved only if evidence is provided satisfactory to the County setting forth circumstances beyond the control of the applicant that warrant approval of the extension.
7. Where multi-story housing units are proposed adjacent to existing or planned Low Density areas, building elevations and the location of windows, balconies and air conditioning units above the first story shall

be reviewed and conditioned by the County to assure visual compatibility and residential privacy.

8. Housing for senior citizens shall provide a minimum of one off-street parking space per housing unit; provided, however, that adequate site area shall be provided to permit an eventual ratio of 1.5 off-street parking spaces per housing unit.
9. Notwithstanding the provisions of Item 8, above, all multi-family housing projects shall provide off-street parking for visitors at locations reasonably central to the units to be served at the rate of one space for each four (4) units. On-street parking spaces may be substituted for off-street visitor parking at the ratio of one space for each eight (8) units.
10. At least one-half of all off-street parking spaces in multi-family areas shall be covered by a garage or carport.
11. Site development and maintenance shall be in accordance with a comprehensive landscape development plan, including automatic irrigation, to be approved by the County's Planning and Public Works Department. In order to avoid the appearance of a "fenced" or "gated" community, all lots shall either front or side onto adjacent streets.
12. At least 10% of all lots in projects designated as Low Density Planned Developments shall be made available for sale to small and custom builders for a 45 day period.

COMMERCIAL LAND USE POLICIES AND PROPOSALS

Waterfront Commercial/Recreation

Most of the old waterfront area along Front Street has been designated for reestablishing the flavor of the waterfront as a commercial center prior to the fire which destroyed it in the 1930's. A variety of shops, stores, restaurants and commercial recreation attractions are proposed. For the area along Front Street, it will require "reclaiming" some of the existing public right-of-way for public use, and building out over the river side of the levee. An important feature of this proposal is that the entire existing trailer park located at the west end of Fourth Street be redeveloped for waterfront commercial development. The Indian Mound now occupied by trailers should be managed as public open space, with appropriate recognition of the historic value of the site. The Sportsman Club is deemed to conform to this Plan.

Substantial new acreage is also proposed for Waterfront Commercial/Recreation both northerly and easterly along the river. Public open space is proposed as an important feature of this revival of the commercial waterfront of old (see discussion under the Resource Management Element).

Community Commercial

Only modest expansion of the existing Community Commercial (C) area is shown on the Plan Diagram, along the south side of Fifth Street, and along the east side of Mill Street between Second and Fourth Streets. All areas previously designated for Central Commercial by the 1974 General Plan are retained.

Further development and renewal of the Central Commercial area is encouraged in conjunction with Waterfront Commercial development in the vicinity. Design features that are encouraged include:

1. Development of Mill Street, from Front to Sixth, with parking, and exterior wall remodeling to reflect the Victorian era. To maintain the historic character of the commercial district, remodeling or renovation of these buildings shall be required to conform to the look and feel of the original structure, as shown in the UCD drawings of the front elevations of several of the buildings. If it can be shown that a building is not salvageable economically, and must be demolished, then its replacement should also be designed to conform to the spirit of the UCD drawings (Refer to Appendix B, Historic Commercial Design Guidelines).
2. Complementary parking schemes (except on Locust St.), landscaping and exterior wall remodeling for other streets which parallel or are perpendicular to Mill Street.
3. Encouragement of second floor residential mixed use as a means to assist in achieving financial feasibility of ground floor commercial development of parcels now occupied with older residential use.
4. Establishment of a Redevelopment Project Area and Redevelopment Plan to encompass the entire community to permit selective renewal of properties in accordance with applicable policies and proposals of the General Plan.
5. The gradual elimination of illegal signs, based on the implementation of an amortization/enforcement program.

Neighborhood Commercial

Existing policy calling for Neighborhood Commercial on the north side of the Highway 113 curve at the south end of town is retained.

General Commercial

Existing policy calling for General Commercial development within the triangular area bounded by the Highway 113 curve and the south end of Locust Street is retained. However, as noted on the Plan Diagram, any change of current use will require County review of the continued appropriateness of this General Commercial designation.

Development Standards for Commercial Areas

The following development standards shall apply within commercial areas:

1. All lands within the Redevelopment Project Area (if established) shall be subject to such additional standards for Site Plan and Architectural Review as may be imposed by the Redevelopment Agency. All proposed projects shall first be approved as to use by the County Planning Commission prior to Site Plan Review.

2. Commercial site boundaries adjacent to residential areas shall be visually screened with ornamental masonry walls and landscaping.
3. All outdoor storage areas shall be visually screened with ornamental fencing or walls, and landscaping; site security is to be achieved by site planning and building design.
4. Street trees and parking lot landscaping (including shade trees), with sprinkler irrigation, shall be provided for all commercial sites.
5. Reduced parking and lot area/setback requirements may be considered in carrying out the overall intent of this Plan. All parking is to be at the rear or consolidated on a separate lot. Street parking may be credited towards required spaces. Reduced and shared parking is encouraged and is consistent with the overall intent of the Plan.
6. Setbacks shall conform with the traditional commercial development of the Central Commercial area. The main entrance of commercial buildings shall front on a street.
7. No drive-up windows (bank tellers, fast food, etc.) will be permitted.
8. Second-story residential uses are encouraged as a means for providing affordable housing.

INDUSTRIAL LAND USE POLICIES AND PROPOSALS

No Light Industrial areas are planned except the existing light industry on County Road 116 (bean cleaning). No Heavy Industrial areas are included in the General Plan. A future "Employment Reserve" area is designated on the Plan Diagram for agricultural-related and other types of employment use which conform with the overall policies and intent of this Plan. Development must be compatible with surrounding land uses and not result in restrictions on agricultural operations in adjacent areas.

Industrial Development Standards

Industrial sites shall be subject to the same standards for parking, visual screening with ornamental walls, screen fencing, street trees and frontage landscaping as provided for commercial areas, above.

COMMUNITY FACILITIES POLICIES AND PROPOSALS

School, Parks and Recreation Corridors

The principal park and recreation area is included as part of the Grafton School site. The southern undeveloped parts of the site would be developed for community park use, with lawn, trees, group picnic facilities, and a community recreation center. A landscaped recreation corridor shall begin at the Waterfront Commercial area and extend south through new residential development areas and along the levees of the Colusa and Ridge Cut Canals and north through the new residential area back to the Waterfront Commercial area along the River.

Government Services; Churches

Government offices and community facilities, including the community center, fire and library would remain at their present locations. Services provided for the community by the County would be dispensed from the Community Center or the Grafton School, depending on the service involved. Churches should be located along elements of the Arterial and Collector street system to assure convenient access from residential neighborhoods.

OPEN SPACE, NATURAL RESOURCES AND SCENIC BEAUTY; SOLID & LIQUID WASTE MANAGEMENT

While these topics are required by State Law as components of the Land Use Element, the first three are more appropriately described under the Resource Management Element in Part V. Solid waste disposal is to be accomplished in accordance with the contract between the private carrier and the County, as amended. Liquid waste management would be continued by the Knights Landing Community Services District as described in Part II.

STANDARDS OF BUILDING INTENSITY

State Planning Law requires that the Land Use Element "...shall include a statement of the standards of ...building intensity recommended for the various districts and other territory covered by the [General] plan." In the case of Twain Harte Homeowners Association v. Tuolumne County (1982) 138 Cal.App.3d 664, the court determined that "building intensity" must be defined for each land use category included in the Land Use Element. Prior to this decision, cities in California have typically provided standards of building intensity for each of the separate zoning districts contained in the zoning ordinance.

The Yolo County Zoning Regulations, therefore, provide a series of quantitative standards for each land use category which in turn are intended to indicate the typical building intensity that may be permitted within any of the land use classifications depicted on the General Plan. **However, these standards may be modified on a case-by-case basis as part of the County's Site Plan Review process in order to ensure compatibility with the existing character, design and scale of the Town and the other policies of this Plan.**

SECTION B - CIRCULATION

INTRODUCTION

Components of the Circulation Element include state highways, arterial and collector streets, minor streets, pedestrian ways, bicycle routes and boat docking facilities. Of these, the street and highway system comprises the heart of the circulation system of the community. Circulation facilities within the community are a function of land use in that they exist to move people and goods among the centers of various land use in (and outside) the community. In addition, the extent of use imposed by such centers of activity on any circulation facility is a product of the collective demand of land use to be served. It therefore follows that close correlation with the Land Use Element is required in the planning of circulation facilities. Of special importance is assurance that adequate capacity and safety will exist for each of the circulation components at such time in the future as they will be needed.

A goal of overriding significance that affects each of the components of the Circulation Element is as follows:

It is the goal of the General Plan to guide and provide for the development of an integrated system of internal circulation and access and to provide access to other parts of the County and the region to serve all citizens of the Knights Landing area, including the young, the elderly, and the physically handicapped, by seeking the following:

1. Increased safety for citizens.
2. The efficient movement of people and goods.
3. Lower vehicle operating costs.
4. Lower vehicle miles traveled and therefore lower quantities and impacts of vehicle emissions.
5. Economy in street construction and maintenance.
6. A circulation system which is correlated and consistent with the needs of land use patterns fostered by the Land Use Element.
7. Minimizing and (where possible) avoiding the disruption of residential areas caused by through traffic.
8. Protection of future rights-of-way needed for Arterial and Collector street widening within developed areas.
9. Providing access to boat docking facilities.

FUNCTIONAL CLASSIFICATION OF HIGHWAYS AND STREETS

The functional classification of highways and streets shown on the General Plan Diagram includes State Highway, Arterial, Collector and Minor streets.

State Highways and Arterial Streets

State Routes 113 and 45 provide the community with access to the outside world. They also provide the principal network for traffic flow within the community. They connect areas of major traffic generation within the urban area, and with State highways and important County Roads. Arterial streets function primarily as carriers of cross-town traffic. They also provide for the collection and distribution of traffic to and from Collector streets which serve residential, commercial and industrial areas.

Because property adjacent to the two highways is mostly developed, the opportunity to widen the highways is severely limited and widening would not be practical. It may be necessary to restrict on-street parallel parking at some future date if traffic becomes congested.

Collector Streets

Collector streets provide for traffic movement between Arterial and Minor streets and for traffic movement within major activity centers. They also provide direct access to abutting properties. Collector streets shown on the General Plan Diagram include Fourth Street east of Route 113 (Locust), and County Road 116. Additional Collectors include Railroad Avenue (north of Fourth), Front Street extended easterly along the River from Railroad Avenue, and a north-south Collector that would serve the residential area to be developed at the east edge of town. New Collector streets should be designed with a 60' right-of-way, a 40' paved section between curbs, and 4' wide sidewalks integrated with the curbs.

Minor Streets

Minor streets provide for direct access to abutting properties and for very localized traffic movements within residential, commercial and industrial areas. County standards for new Minor streets should be designed with a 60' right-of-way and 36' of paving between curbs. However, alternative standards for street specifications may be considered in keeping with the existing streets in the Town at the discretion of the Planning and Public Works Director.

Bicycle Routes

The compact character of the community encourages the use of bicycles as an alternate mode of transportation. This compactness, plus the high cost of providing separately striped bike lanes on the streets calls for citizens to make use of the Minor streets as the principal routes for bicycle transportation.

Boat Docks, Landings and Ramps

It is proposed that the public boat ramp along Highway 45 west of the Colusa Drainage Canal be enlarged for greater public use. Boat landings and docks are also proposed at appropriate locations along the length of the Waterfront Commercial area, with public access from the street system.

Circulation Policies

1. The County should pursue enforcement of the basic 25 mph or posted safe speed limit by the Highway Patrol along Highway 113, and especially a reduction in truck speed during harvest season. Lower speed would improve traffic safety, reduce truck generated highway noise, and improve traffic safety along the approach to the Sacramento River bridge.
2. Improvements to Arterial and Collector streets should be made on a highly selective basis which seeks to improve capacity, flow and safety by the use of traffic engineering solutions where feasible as compared to major structural improvements.

3. The existing grid street pattern of the town shall be extended into new growth areas. Rear alleys are encouraged. Direct access to Arterials and Collectors from residential development is to be discouraged except where physical conditions do not allow for other design solutions; and wherever practical, traffic speed reduction designs should be achieved along major residential streets (i.e., Railroad Avenue).
4. In view of deficiencies in existing Collector and Minor streets, the County should consider forms of funding other than direct public sources (e.g., assessment districts) as a means of overcoming Minor street deficiencies. Curb, gutter, sidewalk and paving needs along Minor streets should be made the responsibility of affected property owners. Under this policy, the County would assume responsibility for engineering services and additional costs occasioned by higher standards of street construction and drainage than were involved at the time of original street construction. As an alternative, the County could share equally in total costs where a majority of property owners are willing to accept assessment proceedings or another appropriate method of collective project financing.
5. Locust Street (Highway 113) and Fourth Street (Highway 45) west of Locust are the only truck routes other than those required for local truck deliveries. These routes are intended to carry heavy weight commercial, industrial, and agricultural vehicles through the community with minimum disruption to local auto traffic and minimum annoyance to residential areas.

Figure IV-2

ZONING MAP DIAGRAM
(refer to attached map sleeve)

The zoning map diagram is a graphic representation of the zoning ordinance. It shows the geographic location of each zoning district and the boundaries between them. The diagram is a map of the city, with the zoning districts shaded in different colors. The boundaries between the districts are shown as lines. The diagram is a key to the zoning ordinance, and it is used to determine the zoning district for a particular piece of property.

Symbol	Color	Zone	Description
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]
[Symbol]	[Color]	[Zone]	[Description]

The zoning map diagram is a key to the zoning ordinance, and it is used to determine the zoning district for a particular piece of property. The diagram is a map of the city, with the zoning districts shaded in different colors. The boundaries between the districts are shown as lines. The diagram is a key to the zoning ordinance, and it is used to determine the zoning district for a particular piece of property.

SECTION C - HOUSING

INTRODUCTION

The Housing Element of the General Plan consists of policies and actions required to carry out the Housing Element as adopted by the County on October 1, 1991, and subsequent adopted documents. To the extent that the Element applies to Knights Landing, it is hereby incorporated as part of the Knights Landing General Plan by reference.

EXISTING HOUSING CONDITIONS

A survey of housing conditions within Knights Landing was conducted in August, 1989. Housing units have been classified as being either "standard" or "substandard". Under "standard" housing, units were further classified as being "sound" or "in need of minor repair" (conservation). Under "substandard", units were further classified as being "in need of major repairs" (rehabilitation) or "beyond repair" (demolition). The results of the survey are shown in Table IV-3, below:

TABLE IV-3

RESIDENTIAL HOUSING CONDITIONS, 1989

	<u>Standard Units</u>		<u>Substandard</u>		<u>Total</u>
	<u>Sound</u>	<u>Minor Repair</u>	<u>Major Repair</u>	<u>Beyond Repair</u>	
Number	233	20	9	2	264[*]
Percent	88.3%	7.6%	3.4%	0.7%	100%

[*] Excludes 50 trailer units used as permanent housing. Most of the trailer units are substandard in terms of available living area per person, and some are substandard because of poor structural condition. Trailer condition requires separate enforcement under law as compared to permanent housing units on foundations subject to provisions of the Uniform Building Code.

Excluding the use of travel trailers as permanent housing, housing units in Knights Landing reflect a good overall condition as compared to the results of the county-wide survey conducted in 1986, which showed that only 41.1% of all standard units were considered sound. Of the substandard units, 6.1% were considered in need of major repair and 3.0% were considered as beyond repair.

Housing occupancy appears close to 100%. As a result, there is little opportunity for new households to live in the community unless someone vacates a unit and moves away.

PART V

RESOURCE MANAGEMENT ELEMENT

INTRODUCTION

The Resource Management Element (RME) brings together two mandatory elements and one optional element into a single functional element of the General Plan. They are: Conservation and Open Space (mandatory) and Recreation (optional).

RELATIONSHIP TO REQUIREMENTS FOR ENVIRONMENTAL ASSESSMENT

In addition to providing important policies for the management of local resources, the RME is intended to aid the County and the Town in determining whether a proposed public or private project is likely to have an "significant effect" on the environment as defined by the California Environmental Quality Act (CEQA).

Since this General Plan document also contains the General Plan EIR (see Part VIII), the document further serves as the foundation for environmental assessments for specific projects within the community. While subsequent environmental assessments, including Initial Studies, Negative Declarations and various types of EIR'S, may reference and summarize material from any part of this General Plan document, the information and policy in this Section will have special relevance for many projects.

In fostering the objectives of CEQA, RME policies permit sponsors of public and private projects to consider all but the most site specific environmental factors during the earliest stages of project conception. This will avoid unnecessary risks and loss of time and funds during later stages of the development process.

OPEN SPACE CLASSIFICATION SYSTEM

For convenience and simplicity in organization and description, all General Plan elements included under the RME are covered under the following open space classification system:

- A. **Open Space for Managed Resource Production**, including prime agricultural lands, lands producing specialty crops, and lands for grazing, mineral production and water supply.
- B. **Open Space for the Preservation of Natural and Human Resources**, including fish and wildlife habitat, unique geological and landscape and historical features.
- C. **Open Space for Health, Welfare and Well-Being**, including lands to protect the quality of water resources, to provide for the disposal of solid and liquid wastes, and to improve the quality of the airshed and to protect developed lands from flooding.
- D. **Open Space for Shaping Urban Growth**, including lands to preserve community identity, lands necessary to prevent excessive costs in the provision of urban services and facilities, and lands which give form and dimension to the character of the urban pattern.
- E. **Open Space for Outdoor Recreation**, including neighborhood and community recreation parks, school site recreation areas, regional and state parks, recreation corridors and trails, unspoiled natural areas, and scenic and recreation travel corridors.

The relationship of this classification system to the General Plan Elements is shown in Table V-1. This matrix illustrates the interrelated character of these elements and why the open space classification system provides such a useful vehicle for describing RME proposals.

TABLE V-1

MATRIX ILLUSTRATING THE RELATIONSHIP BETWEEN COMPONENT ELEMENTS OF THE RME AND THE OPEN SPACE CLASSIFICATION SYSTEM

OPEN SPACE CATEGORIES	ELEMENTS OF THE GENERAL PLAN		
	Conservation	Open Space	Recreation
Managed Resource Production	x	x	
Preservation of Natural & Human Resources	x	x	x
Health, Welfare & Well Being	x	x	x
Shaping Urban Growth	x	x	x
Outdoor Recreation	x	x	x

NOTE: "x" indicates categories which fulfill various requirements of State Law for the elements of the General Plan included as part of the RME.

OPEN SPACE FOR MANAGED RESOURCE PRODUCTION

Proposals for this category are limited to preserving productive agricultural lands which surround the community. The boundaries of urban development established in the 1974 K.L. General Plan encompassed sufficient land to accommodate a population of about 1,500. Most of the residential expansion that has occurred over the past 15 year's has been the 78 lot subdivision south of County Road 116 west of the Bean plant.

While it is very important to minimize the amount of agricultural land converted for urban use, and to avoid premature conversion, it is also recognized that virtually all urban expansion must take Place on land which now is being farmed or which has been farmed.

Policies

1. To avoid the premature conversion of agricultural lands both within and outside of the Town limits, residential expansion shall occur only on lands designated for such expansion.

2. To reinforce the above policy, the boundaries of the Community Services District shall be expanded to include only those lands shown for urban expansion by this Plan prior to rezoning of agricultural parcels to urban use. Expansion of the Sphere of Influence and annexation to the District may occur at the same time.

OPEN SPACE FOR NATURAL AND HUMAN RESOURCES

Proposals for this category are wildlife habitat and landscape features. Significant riparian habitat is located along the southern and western boundaries of the Sacramento River west of State Highway 113, along both sides of the Colusa Basin Drainage Canal which borders the Town on the west, and along the Knights Landing Ridge Cut (slough) which borders the Town on the south. Within the urban pattern, ornamental trees and shrubs (and the walnut groves around it) have become essential components of the urban landscape, providing shade, accent, color, windbreaks, and visual screening. Street trees have become especially important to the residential environment and to soften the otherwise harsh environment of the commercial areas of the Town. A notable exception to this pattern is the virtually barren site of the bean plant along County Road 116.

Policies

1. Riparian vegetation along the River and sloughs which border the urban area should be retained and protected under policies of the Knights Landing General Plan and the Yolo County General Plan.
2. Appropriate trees within public rights-of-way are to be retained and new street trees planted and maintained in accordance with policies and procedures of a County Master Street Tree Plan and Street Tree Ordinance (See Policy #5, below). Only trees which are either badly diseased, disruptive of street improvements because of root growth, result in significant economic damage, or dangerous to the public, shall be allowed to be removed. The installation of street trees shall be made a condition of approval of residential, commercial, industrial and institutional development along such streets.
3. External site landscaping (including parking lot shading) shall be required of all development projects which are subject to Site Plan Review provisions of the County's Zoning Ordinance.
4. The design and placement of on-premises signs shall be regulated so as to avoid visual chaos and confusion within commercial and industrial areas; the installation of off-premises outdoor advertising signs shall be prohibited within all zoning districts within the Town. This is justified because of the small size of the Town and the consequent overwhelming visual impacts which billboards would have at any location.
5. The County will adopt and implement a Master Street Tree Plan affecting all development along all components of the Arterial and Collector street systems, within the Town, and along streets leading to major public facilities such as park and recreation areas, the school site, the waterfront and along all entrances to the community. The Plan shall also be made to apply to new streets.

OPEN SPACE FOR HEALTH, WELFARE AND WELL-BEING

Proposals for this category are limited to water, sewer and drainage utility systems, solid waste disposal, flood plain management and air quality management. Water and sewer services are provided to the community by the Knights Landing Community Services District. The District's service area boundaries are shown on Figure II-4 (see page II-11), encompassing an area of approximately 137 acres. The boundaries are fairly tightly drawn along the edge of existing urbanization. Annexation of additional lands to the west and east will be required in order to accommodate the levels of urban expansion depicted on the General Plan Diagram (Figure IV-1).

A description of existing water supply and wastewater management facilities, and of surface water drainage, is provided in Part II. This section deals primarily with the policies required to serve areas of urban expansion.

Water System Expansion and Improvement *

The existing water system will require substantial improvement in order to accommodate any significant urban expansion under policies and proposals of the Land Use Element, and particularly with respect to meeting requirements for fire flow. For a population of 2,000, the system should be improved to provide for a fire flow of 2,000 g.p.m. (gallons per minute), a peak flow of 1,390 g.p.m., and an average flow of 333 g.p.m.. To meet these levels of service, the Community Services District could either provide two new wells, with each supplying up to 1,000 g.p.m., or construct a water storage reservoir large enough to sustain a two hour fire flow.

While system improvements will require developer contributions, the principal problem is to accumulate sufficient funds for the task when needed without having to experience too fast a rate of urban expansion. This problem will be a factor in determining whether new wells, a storage reservoir, or both should be pursued to meet needed system improvements. A requirement for a new well to serve a residential development of at least 50 housing units would likely be feasible, as compared to constructing an oversized water storage reservoir which could be infeasible for the developer. Any "over-sizing" required would require an agreement with the District for a rebate as connection fees are collected in the future from other new projects.

Sewer System Expansion and Improvement *

With a trunk sewer and primary lateral lines having substantial additional capacity, the major need has been to expand sewage treatment capacity by constructing new sewer treatment ponds to the southeast of the existing ponds. The District has wisely purchased land for pond expansion. This added capacity will meet permit substantial additional residential development under the General Plan.

Surface Water Drainage *

With a topography that drops about 5-6 feet across the urban area from the northwest to the southeast, surface water now finds its way to the southeast along often poorly defined grades along the side of the street and road system. The County's Department of Public Works and Transportation studied surface water drainage conditions in the Town in 1989 to gain an understanding of the extent of the drainage problem and the alternatives available to provide adequate drainage.

* Note: The 1995 Wastewater and Water Management Analysis prepared by Laugenour and Meikle shall be an integral part of this General Plan.

The preliminary plan indicates the need for a primary collection system of 18", 24" and 30" drainage pipe and drainage inlets along sections of Fourth and Sixth Streets naming east to a 30" collector along Railroad Avenue to convey drainage waters for disposal to the ditch along County Road 116. This system is designed to serve the existing developed area. While the Sixth Street line may be able to accommodate drainage from the walnut orchard property along the west edge of Town when it develops, a better possibility may be to install a pump for disposal to adjacent sloughs. As new development occurs, it will be possible to establish grades for curb and gutter construction that will meet the needs of an overall system for the Town. At a minimum all new development shall be required to effectively address site drainage to the extent that it results in no "net increase" in offsite drainage conditions.

Because of costs to construct the system, development of the walnut grove along the west edge of Town may be necessary to create an operational system also capable of serving most of the Town. Developer fees will be required as fair share contributions to off-set the amount of drainage demand generated by a given project. An Engineering firm selected by the County will perform a complete analysis of drainage needs of the Town.

The Sacramento River Flood Plain / Air Quality

The entire Town is subject to damage from the effects of any flood of magnitude generated from a break in the levee of the Sacramento River occurring at any point between the State Highway 45 bridge and Railroad Avenue. A break further east would by-pass the community, inundating farmland to the east.

Although not to a significant degree, the Town and its environs are impacted by conditions of air pollution generated upwind within and outside of the region.

Policies

1. Acting through its Community Services District, the Town should continue to improve the quality of its drinking water through appropriate improvements to the domestic water system.
2. Acting through its Community Services District, the Town should continue its program for enlargement of sewerage system capacity in order to meet the needs of urban expansion.
3. The existing sewage treatment ponds south of the Town along the Knights Landing Ridge Cut slough are to be kept free of encroachment by any urban development.
4. In connection with policies 1 and 2, above, developers and other applicants shall be required to pay their fair share costs of water and sewer system improvements generated by their development projects.
5. Yolo County will require the floodproofing of any development proposed within an area of "acceptable low risk flooding".
6. The County should require positive control of dust particles during project construction activities, including watering or use of emulsions, parking of heavy equipment on paved surfaces, prohibition of land grading operations during days of high wind (at 15 mph, with gusts exceeding 20 mph), and prohibition of burning on vacant parcels.

OPEN SPACE FOR SHAPING URBAN GROWTH

Open space in the Knights Landing area that has the effect of shaping the pattern of urban growth is the river and slough systems which border the community on the north, south and west, and the productive agricultural lands which border the community on the east. No special policies are required except those already provided above under the topic entitled Open Space for Managed Resource Production.

OPEN SPACE FOR OUTDOOR RECREATION

Introduction

The Recreation component of the RME describes a system of recreation areas, facilities and services needed by people of the community. An important function is to meet requirements of the Recreation Element of the General Plan for purposes of qualifying the Town for the levy of recreation impact fees upon new residential development for park and recreation area development.

The Meaning of Recreation

Discussion about "recreation" is often plagued by misunderstanding and vagueness about the very meaning of the term. However, widespread agreement has developed in the field of recreation management on the following broad definition: That "recreation" encompasses all forms of recreation activity and planned inactivity which are undertaken voluntarily for pleasure, fun, relaxation, exercise, self-expression, or release from boredom, worry or tension. Recreation is physically and psychologically rejuvenating because it occurs apart from the essential routines of one's life.

Recreation Roles and Responsibilities

The pervasive nature of recreation works against the establishment of clear-cut lines of responsibility among governments at all levels. Patterns of use seldom observe jurisdictional lines, and it is common to find regional use of locally sponsored areas and facilities and local use of regional, statewide and federally sponsored areas and facilities. Similarly, the roles of the County, the Community Services District and the Grafton School are easily blurred.

The County has the basic responsibility for planning, developing and managing those park and recreation areas and facilities which are necessary to meet the neighborhood and community-wide needs of local residents. This role is shared by the Grafton School, with considerable intermixture in supplying and programming the use of recreation areas and facilities at the local school site.

Recreation Policies

1. Recreation services should be given a high priority as an investment in the growth and well-being of the individual, the family and the community.
2. The Town's recreation areas and facilities should encompass the needs of all age groups, concentrating on activities and experiences which people are largely unable to provide for themselves, and embracing active and passive recreation needs.

3. The range of public recreation needs should be met through the development of general and specialized areas and facilities throughout the urban area. These should include playlots in non-elderly apartment complexes, a park in conjunction with the Grafton School site which maximizes the potential for design and joint use with the school, a recreation corridor which circles the community along its waterways and through new residential development to the west and east, expanded public and private boat launching and landing facilities, including areas for picnicking, walking, resting, swimming and fishing, continued maintenance and use of the Community Center for public recreation and information functions, and private boating facilities, and a specialized center for the recreation needs of teenage youth of the community.
4. The construction of a community recreation center is considered to be the highest priority of the Town. Acting through the Community Services District, the people of the Town should organize the donation of time and materials by people within and outside the community to meet this objective at an early date. A site at the south end of the school site along County Road 116 should be explored as one option. Another option would be adjacent to the public boat launching facility adjacent to State Highway 45.
5. The fulfillment of recreation needs should be accomplished through a coordination of effort and programming on the part of the County, Grafton School, and the Community Services District, and working together with charitable, service, religious and civic organizations. Such effort should take advantage of financial and physical resources and of individual and group leadership and talent within the community, both public and private.
6. The County will encourage and where appropriate require (e.g., multi-family housing developments) the provision of recreation areas and facilities within residential areas. Where privately sponsored recreation facilities are provided, credit shall be given against recreation impact fees levied by the County in accordance with criteria provided in this Recreation Element component of the RME. Such fees shall also be in accordance with provisions of the State Quimby Act for determining land dedication and fees required of private residential projects for the development of park and recreation areas and facilities.
7. The County will encourage and assist the private sector in providing recreation services and opportunities of a commercial character which will complement efforts of the County, the Community Services District and Grafton School.

Recreation Demand and Space Requirements

The Standard: The overall standard of the County for acquiring park and recreation areas under provisions of the State Quimby Act is 5.0 acres of developed land per 1,000 residents of the Town. This standard is the maximum allowed under provisions of the Quimby Act in consideration of the amount of existing developed recreation area (at the school site) excluding the Community Center and boat launching facilities. The best current ratio based on existing areas and facilities is about 6.7 acres per 1,000 population, for combined neighborhood and community levels of outdoor recreation use.

Space Requirements: With a projected population by the year 2015 of 2,000, and applying the standard of 5.0 acres/1000, the Town will need a total of about 10 acres in neighborhood and community level park and recreation area. Given the undeveloped school site area of about 2.75 acres, an additional 7.25 acres will be needed. This can be met by development of the proposed circumferential pedestrian recreation

corridor and neighborhood park to be dedicated as shown on the General Plan Diagram, and a site for a teen center if not located on the school site.

Space and Use Allocations: Development of neighborhood park area on undeveloped land of the school would require the following approximate space and use allocations:

RECREATIONAL SPACE AND USE ALLOCATIONS

-	Playlot and mothers area:	.....	0.15 acres
-	Paved area for court games:	.....	0.50 "
-	Instructional swimming pool:	.....	0.25 "
-	Lawn area for free play & field sports:	.....	1.35 "
-	Family picnic and barbecue:	.....	<u>0.50</u> "
	TOTAL:	.....	2.75 acres

Proposals for Recreation/Park Development

Given the neighborhood and community level recreation needs described above, it is proposed that Quimby Act recreation impact fees be collected and applied to improving recreation opportunities at the school site, for creating the circumferential pedestrian recreation corridor and for a teen center.

PART VI

HAZARD MANAGEMENT ELEMENT

INTRODUCTION

The Hazard Management Element combines the Noise and Safety Elements into a single element. [Note: the Safety Element is in itself a combination of the Seismic Safety and Safety Elements previously required by State Law but which were combined as a single element of the law in 1985]

SECTION A - SAFETY

INTRODUCTION

Section 65302 (g) of the California Government Code describes the requirements of the Safety Element as follows:

(g) "A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirements of this subdivision.

Each ...city shall submit to the Division of Mines and Geology of the Department of Conservation one copy of the safety element and any technical studies used for development the safety element.

The County of Yolo has previously adopted both a Safety Element and Seismic Safety Element of the County General Plan, prior to amendments to the Government code which required the consolidation of these two elements as a single Safety Element. Both of these original elements were adopted in 1982, and will be updated as a single Safety Element by the Yolo County Community Development Agency. To the extent that these original elements apply to the Knights Landing planning area, these elements are hereby incorporated by reference as part of this General Plan document. The descriptions of goals and policies which follow supplement those contained in the County's Seismic Safety and Safety Elements.

SEISMIC SAFETY GOALS AND POLICIES

The Knights Landing planning area is located within the Sacramento Valley, which is a depositional basin. Underlying geologic units of sedimentary rock are not found until the foothills are reached about 7-8 miles west of Knights Landing. The closest fault zones are shown on Figure VI-1. There is no evidence that the Dunnigan Hills or Midland fault zones, or the Lineament described by Helley & Barker, have undergone surface displacement in the last 10,000 years. However, there is sufficient evidence from recorded earthquake activity on the west side of the Sacramento Valley to label the Midland and Dunnigan Hills faults as potentially active (Greensfelder, 1974; Jennings, 1975, 1977; Wagner et al, 1981). There is not enough data to draw conclusions regarding the seismic potential of the Helley & Barker lineaments.

Greensfelder (1974) has estimated that the maximum credible event on the Midland Fault would be a 7.0 magnitude on the Richter scale, with a 6.5 magnitude on the Dunnigan Hills Fault. An event of 7.0 magnitude could generate a shake duration of about 24 seconds. The threat of damage in the Knights Landing area does exist, as evidenced by previous events in the Vacaville and Madison Areas (1982 and 1978, respectively). Hence, the area lays within Seismic Risk Zone 3 of the Uniform Building Code (potential for major damage).

Since new construction can be designed to withstand probable seismic shaking without collapse, the greatest existing danger for Knights Landing is the continued use of older structures, and especially those of unreinforced brick or other masonry construction. Goals for achieving and maintaining safety from seismic events include preventing serious injury, loss of life, serious damage to critical facilities involving large assemblies of people, and loss of continuity in providing essential public services.

Policies:

The achievement of these goals is to occur through implementation of the following policies and standards:

1. The County should adopt an Earthquake Disaster Plan in coordination with local special districts (school and Community Services). The Plan should identify hazards that may occur as the result of an earthquake of major magnitude. The Plan should be sufficiently broad in scope to include the designation of evacuation routes and means to coordinate all local government agencies in assisting local residents in the event of a major earthquake, large scale fire or explosion, or hazardous chemical spill or release of hazardous airborne gas.
2. All lines which are part of the domestic water distribution system should be looped to assure adequate pressure in the event of major fire, earthquake, or explosion. Emergency standby power generation capability, either permanent or portable, should be available at all water wells to assure water availability in the event of a major power failure.

Standards:

1. Buildings which are unsound under conditions of "moderate" seismic activity are to be inventoried; Buildings having questionable structural resistance should be considered for either rehabilitation or demolition. Structures determined by the County's Building Official to be structurally unsound are to be reported to the owner and recorded with the County Recorder to insure that future owners are made aware of hazardous conditions and risks.
2. All new building construction shall conform to the latest applicable seismic requirements of the Uniform Building Code as a minimum standard.
3. Soil compaction tests, and geotechnical analysis of soil conditions and behavior under seismic conditions shall be required of all subdivisions and of all commercial, industrial and institutional structures over 6,000 square feet in area (or institutional structures which hold over 100 people).

SAFETY GOALS AND POLICIES

Only hazards from man-made structural (urban) fires are covered by the Safety Element. The Knights Landing urban area is not subject to the potential for damage from wildland fire. The potential for damage from flooding is covered in the Resource Management Element (Part V).

1. Acting through its Community Services District, the Town will maintain a fire flow standard of 2000 g.p.m. for all commercial and industrial areas of the community, and 1500 g.p.m. for residential areas, to assure the capability to suppress urban fires.
2. The County will maintain a street system which is capable of providing access to any fires that may develop within the urban area, and which is capable of providing for the adequate evacuation of residents in the event of an emergency condition of magnitude.

SECTION B - NOISE

GOALS AND POLICIES FOR NOISE ABATEMENT AND CONTROL

The statements of goals and policies which follow supplement those of the Noise Element of the Yolo County General Plan. The Goals of the Noise Element of the General Plan are to protect citizens from the harmful effects of exposure to excessive noise, and to protect the economic base of the Town by preventing the encroachment of incompatible land uses near noise-producing roadways, industries, and other sources. As a point of reference, Figure VI-2 illustrates the different degrees of sensitivity of various land uses to their noise environment, and the range of noise levels considered to be appropriate for the full range of land use activities involved. For example, exterior noise levels in the range of 50-60 dB CNEL (Community Noise Exposure Level) are generally considered to be acceptable for residential land uses, allowing normal indoor and outdoor residential activities to occur without interruption. In contrast, industrial activities relatively insensitive to noise may be located in a noise environment up to 75 dB CNEL without adverse affects.





The following policies reflect the commitment of Yolo County to the above noise-related goals:

1. Areas within the Town shall be designated as noise-impacted if exposed to existing or projected future noise levels exterior to buildings exceeding 60 dB CNEL or the performance standards described in Table VI-1.
2. New development of residential or other noise sensitive land uses will not be permitted in noise impacted areas unless effective mitigation measures are incorporated into project designs to reduce noise levels to the following levels:
 - a. For noise sources preempted from local control, such as street and highway traffic:
 - 60 dB CNEL or less in outdoor activity areas;
 - 45 dB CNEL within interior living spaces or other noise-sensitive interior spaces.
 - Where it is not possible to achieve reductions of exterior noise to 60 dB CNEL or less by using the best available and practical noise reduction technology, an exterior noise level up to 65 dB CNEL will be allowed.
 - Under no circumstances will interior noise levels be allowed to exceed 45 dB CNEL with windows and doors closed.

Figure VI-2

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE, L_{dn} (IN DECIBELS)					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY: Single family Residential, duplex, mobilhome	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
RESIDENTIAL-HIGH DENSITY: Multiple family Residential	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
TRANSIENT LODGING: Motels, Hotels	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
INSTITUTIONAL-NOISE SENSITIVE: Schools, Hospitals, Nursing homes, Libraries, Churches	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
INSTITUTIONAL-NON NOISE SENSITIVE: Auditoriums, Theaters	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
RECREATIONAL: Outdoor spectator sports activities, Sports arenas/stadiums	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
OUTDOOR RECREATION: Playgrounds, Neighborhood parks	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
OUTDOOR ACTIVITIES: Golf courses, Riding stables, Water recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
COMMERCIAL: Retail sales, Office buildings, Professional services, Commercial business	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable
INDUSTRIAL: Industrial, Manufacturing, Utilities, Agricultural	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable	Clearly Unacceptable

-  NORMALLY ACCEPTABLE
-  CONDITIONALLY ACCEPTABLE
-  NORMALLY UNACCEPTABLE
-  CLEARLY UNACCEPTABLE

SOURCE: Office of Noise Control, California Department of Public Health

- b. For noise from other sources, such as local industries:
- 60 dB CNEL or less in outdoor activity areas;
 - 45 dB CNEL or less within interior living spaces, plus the performance standards contained in Table VI-1.
3. New development of industrial, commercial or other noise generating land uses will not be permitted if resulting noise levels will exceed 60 dB CNEL in areas containing residential or other noise-sensitive land uses. Additionally, new noise generating land uses which are not preempted from local noise regulation will not be permitted if resulting noise levels will exceed the performance standards contained in Table VI-1 in areas containing residential or other noise-sensitive land uses.
 4. Noise level criteria applied to land uses other than residential or other noise-sensitive uses shall be consistent with the recommendations of the California Office of Noise Control.
 5. New equipment and vehicles purchased by the County, Community Services District and School District for use in Knights Landing shall comply with noise level performance standards consistent with the best available noise reduction technology.

TABLE VI-1

EXTERIOR NOISE LEVEL PERFORMANCE STANDARDS ①

Decibels	Minutes in any 1-Hr. Time Period	Daytime 7:00am - 10:00pm	Nighttime 10:00pm - 7:00am
45	1	30	55
50	2	15	60
55	3	5	55
60	4	1	70
65	5	0	75

① Each of the noise level standards specified in Table VI-1 shall be reduced by five (5) dBA for pure tone noises, noise consisting primarily of speech or music, or for recurring impulsive noises. The standards should be applied at a residential or other noise-sensitive land use and not on the property of a noise-generating land use.

PART VII

DIRECTIONS FOR GENERAL PLAN INTERPRETATION AND IMPLEMENTATION

INTERPRETING THE GENERAL PLAN

The entire text of this document and the General Plan Diagram which accompanies it constitutes the Knights Landing Comprehensive General Plan. While the Plan Diagram (see Figure IV-1) may typically be referred to more frequently than the text, full understanding of applicable policies and proposals illustrated on the Plan Diagram requires reference to the text. Rezoning of parcels to a higher intensity of use consistent with the land use designation on the Plan Diagram will require that an appropriate application be filed with the County Community Development Agency. This will ensure that the proposal can be reviewed and appropriately conditioned so as to carry out the overall purposes and intent of this Plan, and to preserve, protect and perpetuate the existing scale, design and small town character of the Town of Knights Landing.

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

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

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

ACHIEVING ZONING CONSISTENCY WITH THE GENERAL PLAN

State Law requires that the County's zoning ordinance and zone plan be consistent with policies and proposals of the Knights Landing General Plan. With adoption of this comprehensive version of the General Plan, the County also adopts the first major up-date of its Land Use and Circulation Elements in 15 years. In order to fulfill requirements of law and give the Town the types of zoning district regulations and procedural regulations needed, the first priority of the County should be to draft a revision of its zone plan

for the community and any amendments to the ordinance necessary to fully carry out provisions of the revised Land Use Element.

ANNEXATIONS TO THE COMMUNITY SERVICES DISTRICT

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

1. The likelihood of significant growth and its effect on other incorporated and unincorporated territory during the next 10 years.
2. The costs and capability of providing adequate public facilities and the levels of governmental service required.
3. The effects on adjacent areas, on mutual social and economic interests, and on the local government structure of the County.
4. Conformity with LAFCO policies which seek efficient patterns of urban development, including encouraging the guiding of urbanization away from existing prime agricultural lands and encouraging development of existing vacant or non-prime lands within the existing urban area before allowing development outside the current boundaries of the District. Development shall take place within the Knights Landing Community Services District and to the west of Town as a priority, before being allowed to go to the east of Town.
5. Maintaining the physical and economic integrity of agricultural lands.
6. An application for annexation of land for residential development shall be accompanied by evidence, including a housing market analysis, that will justify the proposed conversion of agricultural or other open space to urban use. The market analysis will consider the appropriate factors of supply and demand, the availability of lands for development, capability for providing needed public services, and constraints to development of vacant lands already within District boundaries.

THE FINANCIAL PLAN

The County provides services to the people, and regulates certain activities for the common good. Therefore, the most important decisions the County will make affecting Knights Landing will be those that determine which services will be provided and which level or standard of service will prevail. The framework for the systematic provision of needed public services is the Financial Plan.

The Financial Plan has three major components: 1) the capital improvements program; 2) the public services program; and 3) the revenue program. Each of these components is integrated with the others to provide a balanced view of requirements to overcome deficiencies and to meet emerging needs.

The capital improvements program provides a priority list of public improvements which will be needed over a five year period. From this list, projects are selected and recommended to the Board of Supervisors and to the School and CSD Boards for inclusion in their annual budgets. Each year, the program is extended an additional year to maintain the five-year perspective. Financial data, including capital project costs, revenue estimates and projected annual costs of operation and maintenance become a vital part of the program.

The public service program provides a balanced view of the operating and capital expenditures required for continuation and expansion of public services. It permits selection of the levels of service to be provided under various departmental programs, indicating the impact which a given level will have on long-term commitments to capital improvements and to costs of operation and maintenance.

The revenue program deals with the acquisition and allocation of funds necessary to carry out the capital improvements and public services programs.

From the vantage point of the citizen, the Financial Plan provides an understanding of the fiscal requirements for meeting the needs for and maintaining public services and capital improvements. Utilized to its full potential, the Plan will permit gradual achievement of community goals while avoiding an atmosphere of crisis which can arise when revenues and spending are projected only on an annual basis. The Financial Plan also becomes an essential device for policy decision and the effective and efficient management of the public's affairs. It provides a consistent means to examine needs, to evaluate their relative importance in relation to policies of the General Plan, and to determine which needs can be met within the limitations of financial resources and the ability and willingness of the community to pay for them.

REDEVELOPMENT AND REVITALIZATION

Use of the California Community Redevelopment Law procedures is relatively new to Knights Landing, but it is a process being followed by many counties in California, including Yolo County, in order to accomplish economic development and revitalization. Selective redevelopment and revitalization has been made a major policy of the General Plan as described at the end of Part III. The approach made possible by California Statutes is that lands can be acquired and developed for private purposes only if a favorable private investment is possible and is assured by contract with the County Redevelopment Agency. The law also requires that needs of affected landowners be met fairly either through opportunity to participate in the new development, or to sell at fair market value and be relocated without incurring personal expense.

IMPLEMENTATION STRATEGY AND ANNUAL REPORT

Amendments to the State Planning and Zoning Law (effective January 1, 1985), require a systematic approach to General Plan implementation. Section 65400 of the Government Code requires the Planning and Public Works Department to investigate and recommend to the Board of Supervisors "...reasonable and practical means for implementing the General Plan or element of the General Plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the General Plan." The law further requires the Board of Supervisors to receive an annual report on the status of the General Plan and progress toward its implementation.

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

What is needed for Knights Landing to respond to these requirements is to classify and assign priorities to policies and proposals of each Element of the General Plan. The classifications should define required kinds of actions (plan, program, capital project or regulation), who is responsible (public agency, private organization or individual), and the short, medium and long-range time frame involved. The decision on priorities rests with the affected elected bodies. However, discussions should be undertaken also with other public agencies and the private sector, with opportunity for participation by interested citizens through public meetings and hearings. In some cases, collaborative or even separate actions from those of the County may be required by other parties.

APPENDIX A

ENVIRONMENTAL ANALYSIS

APPENDIX A

ENVIRONMENTAL ANALYSIS

INTRODUCTION

CONTENT OF ENVIRONMENTAL ASSESSMENT

This Environmental Assessment for the 1990 Town of Knights Landing General Plan has been prepared pursuant to the "Guidelines for Implementation of the California Environmental Quality Act", as amended. This document, together with the Draft EIR which is also contained in Appendix A, constitutes the Environmental Assessment for the project.

PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

This document responds to written comments received from Elizabeth Castro Kemper, Executive Officer of the Yolo County Local Agency Formation Commission, and from Thomas T. To, Chief of Environmental Health Services of the Yolo County Department of Public Health. Other than an acknowledgment of receipt of the Draft EIR by the State Clearing House, no other comments were received by the Yolo County Community Development Agency. All comments received from the Knights Landing General Plan Steering Committee were incorporated into the Draft EIR prior to its release for public review.

MITIGATION MEASURES RECOMMENDED BY THE ENVIRONMENTAL ASSESSMENT ①

The more important policies and proposals of the General Plan which serve as important mitigation measures include the following:

1. Identifying areas for urban expansion and consequent population growth where it will be contiguous to the existing urban pattern, and which are of sufficient size for residential expansion in the event that other property is held off the urban market.
2. Incremental phasing of development over a 15-20 year period, while recognizing that front-end costs of off-site improvements will probably require initial residential expansion in the order of 40-50 single-family lots.
3. Achieving added quality in multi-family development consistent with meeting housing needs.
4. Early annexation of lands depicted on the General Plan Diagram for urban expansion to the Knights Landing Community Services District (CSD); maintaining a growth rate which will not exceed the reasonable capacity of the CSD or School District to provide needed public services.

① NOTE: More detailed descriptions of mitigation measures can be found in Section C - Revised Draft EIR and in the text of the General Plan document.

5. Increasing efforts to achieve the in-fill of vacant lands which have been bypassed by the process of urban development, including the revitalization of blighted areas through State Law redevelopment.
6. Enhancing economic activity through the expansion of existing commercial area and the provision of waterfront commercial uses having regional attraction.
7. Urban development authorized by the Plan is predicated on preservation of agricultural lands located outside of the ultimate SOI of the Community Services District. Partial mitigation of the impacts of converting agricultural land to urban use by applying Measures 1, 2 and 5, above. Additional mitigation measures necessary to reduce this impact to less than significance include:
 - New urban development designated for LD-PD and "Employment Reserve" on the Plan Diagram along Road 116 shall setback a minimum of 250 feet from nearby agricultural uses. The setback will serve as an "urban reserve" to buffer the impacts related to agricultural operations until such time as development may occur.
 - The project proponent shall also execute and implement an Agricultural Conservation Easement, mitigation fees and other similar farmland conservation programs as may be adopted by Yolo County. Specific details of the Conservation Easement or other programs shall be determined by the Yolo County Community Development Director. The total area encompassed by the easement or other program shall be no less than the area removed from agricultural production by the project, and no more than the acreage required by any Agricultural Conservation/Easement program adopted by Yolo County.
8. Policies on Land Use, including policies pertaining to residential, commercial, and industrial use, and to public and semi-public facilities which reduce the potential for adverse impact to acceptable levels.
9. Policies on Circulation, including policies pertaining to State Highways, streets and pedestrian corridors and river traffic which reduce the potential for adverse impact to acceptable levels.
10. Policies of the Resources Management Element pertaining to managed resource production, natural and human resources, health, welfare and well-being and outdoor recreation.
11. Policies of the Hazard Management Element pertaining to seismic safety, safety and noise.
12. Any evidence of cultural resources that might be unearthed in the process of construction becomes immediate grounds for halting all construction until the extent and significance of any find is properly catalogued and evaluated by archaeological and cultural resource authorities recognized as having competence by the State of California.

More deliberate preservation of the Indian Mound is proposed by redevelopment of the trailer park site as part of a larger Waterfront Commercial complex along the Sacramento River. Preservation of the homesites is proposed through their designation as historic sites and structures by the County. Such designation would require that building exteriors be restored and/or maintained in their historic character.

13. Residential development projects of larger than 10 dwelling units, and any development of the "Employment Reserve", shall show a "No Net Increase" in air quality emissions resulting from implementation of the project to the satisfaction of the Community Development Director. This may include the use of off-sets (such as retiring older vehicles from within the air basin), or use of other Transportation Control Measures.

RESPONSE TO COMMENTS

This section responds to the written comments that were received on the Draft EIR by the close of the public review period.

Local Agency Formation Commission

Comment: I have reviewed the General Plan and Initial Study. Both documents look appropriate. It is important to LAFCO that you address impacts on ag land, provision of urban services and that orderly growth be maintained. You seem to have considered those items in your draft and outline.

Response: No response required.

Department of public health, environmental health services

Comment: Our office has reviewed the third draft of a proposed Comprehensive General Plan for Knights Landing and is satisfactory with its content. However, the forthcoming Draft EIR on this project should discuss the following issues under the development phase:

1. Surface drainage problem and improvement.
2. The demand of sewer and how to meet this demand (currently the sewer facility of Knights Landing is running at its capacity).
3. The proper abandonment of on-site sewer and water systems during development.

Response: Surface drainage problems and requirements are described on page V-4 of the General Plan, including the system of interconnected pipes and inlets required to serve the entire town and areas proposed for urban expansion. Sewerage service expansion requirements are discussed on Page V-4 of the General Plan. The recent expansion of sewage treatment ponds by the Knights Landing Community Services District will permit substantial additional residential development under the General Plan. Any further works associated with treatment pond expansion that may be needed will be required as a condition of subdivision approval in accordance with standards of the Community Services District.

Any on-site water and sewer systems that may yet remain in the community that serve property that is not now connected to water and sewer service lines of the Knights Landing Community Services District would be required to connect to the Districts systems, and to abandon existing on-site wells and sewage disposal systems in accordance with standards of the County Health Department. This would be required at the time of approving any subdivisions parcel maps or zoning permits by the County Planning Commission.

DRAFT ENVIRONMENTAL IMPACT REPORT

Section 15166 of the California Environmental Quality Act (CEQA) Guidelines permit the EIR on a General Plan to be incorporated as part of the General Plan document if: 1) the General Plan addresses all the points required to be in an EIR, and 2) the document contains a special section which identifies where the General Plan addresses each of the points required. This part of the General Plan document (Appendix A) is intended to meet these conditions since much of the document's contents already addresses CEQA requirements for an EIR.

CEQA requires that mitigation measures contained in an EIR certified by the Board of Supervisors must be systematically applied as a project (which is the subject of an EIR) is carried out. In this case, the "project" is the General Plan, which describes the Plan's goals and the policies and proposals to be implemented over various periods of time. Thus, an important objective of Appendix A is to provide decision-makers with a ready reference to those measures which will have relevance to future proposals for General Plan amendment and to programs devised to implement the Plan.

The format which follows is similar to that which has been used by the County in processing other EIR's and as required by CEQA Guidelines. Reference is made to specific parts and sections of the Plan document where appropriate. Additional discussion is also provided where it is necessary to supplement environmental information provided in other parts of the General Plan document.

An essential perspective

This EIR takes into consideration the fact that policies and proposals of the previous General Plan as contained in Plan amendments adopted in recent years have already stood the test of environmental analysis. To the extent that such policies and proposals remain essentially unchanged, further analysis is not required except as covered under the topic of long-term cumulative impacts. This includes the environmental analyses prepared for the five elements of the County General Plan adopted as part of the Knights Landing General Plan by reference, to the extent that they apply to the Knights Landing planning area. They include the Conservation, Open Space, Seismic Safety, Safety and Noise Elements.

By its very nature, the General Plan seeks to enhance the quality of the environment while accommodating additional population and urban expansion. However, there are certain potential impacts identified in the attached Initial Study which require further evaluation in this EIR. They include impacts on agricultural lands, increased traffic, impacts on air quality, and long-term cumulative and growth-inducing impacts.

Executive summary

The General Plan provides for an expansion of the urban area and related infrastructure to meet the needs of a population in the order of 2,000 by the year 2010. Key policies and proposals which will serve as important mitigation measures are described for each of the Plan Elements in Parts IV, V and VI of this document. The more important of these have been summarized in Section A of Appendix A (see Page A-1) and are not repeated here in the interests of brevity.

Use of this environmental assessment

It is the intent of the County that this EIR be used: 1) as a basis to assist the County in judging all specific development projects that may be proposed consistent with policies and proposals of the General Plan and mitigation measures of this EIR; and 2) in developing a mitigation and monitoring program for project EIRs as required by State Law (effective January 1, 1989).

It is the further intent of the County that this General Plan EIR be used as the vehicle necessary to avoid requiring the preparation of EIR's for development projects and programs which are consistent with the General Plan by using the Negative Declaration process, and where the General Plan EIR is adequate for the purpose. Exceptions would occur if a project or program would result in any of the following conditions which might require a Subsequent EIR, an Addendum to an EIR or a Supplemental EIR as defined by CEQA Guidelines:

1. Subsequent changes are proposed to the original project (in this case the General Plan) which will result in new impacts not previously assessed.
2. Subsequent changes are proposed by a new project which require important revisions in the previous EIR due to the involvement of new significant environmental impacts not previously covered, or new information of substantial importance becomes available.
3. An Addendum is needed to cover only minor technical changes or additions which do not raise important new issues about the significant effects on the environment.
4. A Supplement to an EIR is needed rather than a Subsequent EIR if any of the conditions prescribed for the preparation of a Subsequent EIR are present, but where only minor additions or changes are necessary to make the previous EIR adequately apply to the project under the changed situation.

An Addendum or Supplemental EIR may be useful for General Plan amendments sponsored by the County as compared to projects proposed by the private sector.

Use of the Negative Declaration process for a project or program consistent with the General Plan does not eliminate the need for further environmental evaluation to justify a finding for a Negative Declaration. Through the Initial Study process required by CEQA, individual project impacts can be evaluated to determine whether project proposals should be changed to avoid specific adverse impacts. An example would be to require off-site street or intersection improvements where project-related traffic will have an identifiable off-site impact on the Arterial street system. The County can use this approach by calling for the preparation of an Expanded Initial Study with mitigation measures being accepted by the project sponsor as if originally included as part of the project. This approach is also useful where it can be concluded fairly that an EIR would not provide further information than that in an Expanded Initial Study.

This EIR is also intended to be used by the following local public agencies having jurisdiction within the area covered by the General Plan:

1. The Knights Landing Community Services and Fire Districts.
2. The Yolo County Local Agency Formation Commission.
3. The Yolo County Community Development Agency.
4. The Yolo County Redevelopment Agency

2. PROJECT DESCRIPTION

The "project" is fully described in Parts I-IV, inclusive. No further description is required except that the General Plan document has been prepared pursuant to the revisions of the State Planning Law.

3. ENVIRONMENTAL SETTING

The environmental setting is described in Part II of this document. While no further description is required, supplementary description is provided for certain topics covered in Section D, below.

4. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES INCLUDING IMPACTS WHICH CANNOT BE AVOIDED

SIGNIFICANT POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT

Since the General Plan essentially is a program document, setting forth goals, objectives, policies, standards and proposals to guide future development, the Plan will not have any direct effect on the environment upon adoption. However, the Plan will have a number of secondary effects resulting in the development of vacant and agricultural lands within the urban area and the rehabilitation of existing land through public and private projects.

This section of the EIR describes potential secondary effects and provides appropriate mitigation measures which are reinforcing of measures previously identified in Part IV, or which supplement those measures. The format for discussion follows that provided in the Environmental Checklist for Initial Study which is attached as Appendix "A". The subsections entitled "setting" to some extent are summaries of data provided in Part II, or provide additional information on existing conditions.

IMPACT ON AIR QUALITY

Setting

Knights Landing lays within the Sacramento Valley Air Basin and is under the jurisdiction of the Yolo-Solano Air Pollution Control District (APCD). The Town is also within the Sacramento Air Quality Maintenance Area (AQMP), which includes Sacramento and Yolo Counties and parts of Placer and Solano Counties. Based on Federal and State standards for ambient air quality, Yolo County has been designated as a "non-attainment" area for ozone. As a result, the Yolo-Solano APCD has developed a Plan Element and Program (PEP) which has been included as part of the Sacramento AQMP. The PEP addresses control

plans to attain the federal ozone standard, while the AQMP addresses area-wide source controls, transportation control measures and land use development controls that are necessary to reduce air pollutant emissions. The implementation of transportation and land use control measures is the responsibility of local governments.

Impacts

The most significant impacts on air quality that can be expected as the result of urban expansion under policies of the General Plan will be those generated by vehicle traffic along the Route 113 and Route 45 highway corridors which comprise the Town's arterial street system, contributing Carbon Monoxide (CO), Hydrocarbons (HC) and Nitrous Oxides (NO_x). With a population holding capacity of the General Plan at about 2,000, approximately 3,200-4,000 additional vehicle trips will be generated per day. This does not include additional regional traffic passing through the Town which will increase regardless of the extent of urbanization in Knights Landing. However, total vehicle emissions generated by full development (the product of all criteria pollutants from motor vehicles) will be too small to permit useful comparison with projected emissions for all of Yolo County. Carbon Monoxide would constitute the greatest single emission at about 0.4 tons/day.

TABLE A-1

ADDITIONAL EMISSIONS FROM PROJECTED TRAFFIC

<u>Pollutant</u>	<u>Tons / Day</u>	<u>Tons / Year</u>
Carbon Monoxide (CO)	0.42	153
Reactive Organics	0.05	18
Nitrogen Oxides (No _x)	0.02	7
Sulfur Dioxide (SO ₂)	0.002	0.7
Particulates	0.03	10

Though small, this tonnage might be expected to add to an already serious problem if located in other reaches of the Sacramento Valley. However, it is not large enough to be considered as having a measurable effect on regional air quality, and it is rare for the Knights Landing area to experience ozone and particulate concentrations which exceed State and Federal Standards. This effect will not be significant.

Mitigation Measures

Mitigation measures which are designed to enhance air quality through improvements to traffic capacity and reduction of traffic congestion are described as Circulation Policies in Part IV-B of this report. They include arterial street improvements and reducing the number of Minor street intersections along Locust Street (Highway 113). Other mitigation includes the control of dust particles during construction activities (see Policy No. 6, page V-5). Mitigation also needs to reflect the concept of "No Net Increase In Emissions" due to the non-attainment status of the air basin.

Yolo County has developed strategies and programs for reducing air quality impacts from stationary sources, and mobile sources (vehicles) are subject to state and federal controls for reducing emissions. However, the inter-regional transfer of pollutants from the San Francisco Bay Area make it impossible for the County to meet state and federal standards of ozone control at this time.

IMPACTS ON AGRICULTURAL LAND

Setting and Impacts

In order to accommodate the level of urban expansion depicted on the General Plan Diagram, it will be necessary to convert existing agricultural land to urban use. Most lands designated for urban expansion are classified as "Prime" lands under the Important Farmland Mapping and Monitoring Program managed by the State Department of Conservation. Unless mitigated as proposed in this document, this impact is considered to be significant, even though the acreage is small, because it adds to the overall cumulative permanent loss of productive farmland in the state. Unless mitigated as proposed in this document, the conversion of agricultural land is an adverse impact that cannot be avoided unless all further urban expansion is prohibited. Further discussion will also be required as part of any separate environmental assessments which may be prepared for specific development projects that are proposed in accordance with policies of the General Plan.

Mitigation Measures

Since there are no options to expand on non-agricultural land, the conversion of agricultural land is an adverse impact that cannot be avoided unless all further urban expansion is prohibited. Mitigation measures to minimize this impact are provided in Parts IV-A, V, and VIII. They include the policy on phased development and annexation of only those lands to the Community Services District which are capable of being served by expanded water and sewer systems, and by a surface water drainage system, at developer expense. These policies combine to avoid fracturing or fragmentation of the existing close-knit urban pattern, provide for the gradual outward conversion of agricultural lands, and assure a rational, economically feasible and more efficient pattern of urban services. Mitigation measures will also ensure compatibility with adjacent agricultural areas by requiring setbacks and participation in agricultural conservation programs sponsored by the County.

THE NOISE ENVIRONMENT

The potential impacts of noise, and General Plan policies which serve as mitigation measures to deal with noise impacts are described in Part VI of this document. No further discussion is required.

LAND USE, POPULATION AND HOUSING

The potential impacts of changes in land use and of growth in population and housing are discussed in Parts IV-A and IV-C of this document, in the discussion of other General Plan elements in Parts V and VI, and in the discussion of other impacts and alternatives covered in Appendix A. No further discussion is required.

TRANSPORTATION AND CIRCULATION

The potential impacts of transportation/circulation are discussed in Part IV-B of this document, including policies and proposals dealing with state highways, arterial and collector Streets, minor streets, alleys, truck routes, and bicycle and pedestrian circulation. No further discussion is required.

PUBLIC SERVICES AND UTILITIES

The impacts of development under the General plan on fire and police protection services, school service, parks and recreation and other governmental services, on utilities and on special needs during emergencies are discussed in Parts IV-A and B and in Part V of this document. As in the case of the topics of land use, population, and housing, the discussion of public service and utility impacts is required in the context of the growth-inducing impacts of the General Plan as provided later in Appendix A. Further discussion will also be required as part of separate environmental assessments to be prepared for specific development projects that are proposed in accordance with policies of the General Plan.

On balance, it is reasonable to state that potential adverse impacts on public services will not occur as long as policies of the General Plan prevail which seek a relatively modest pace of population growth and urban expansion over the next 15-20 years.

RECREATION

This topic is discussed fully in the last subsection of Part V. No further discussion is required.

CULTURAL RESOURCES

Setting and Impacts

A Yoldoi Indian Mound and the William Knight homesite are located along the south bank of the Sacramento River at its confluence with the Colusa Basin Drainage Canal (Lower Sycamore Slough). The Indian Mound is now occupied by a trailer park. Other homesites which are considered to be of historical significance [see California Inventory of Historic Resources, 1976] are the Mary Ladue home, the Charles F. Reed home and the John W. Snowball mansion.

No other archaeological or cultural resources of significance are known at this time to exist within the planning area.

Mitigation Measures

Any evidence of cultural resources that might be unearthed in the process of construction becomes immediate grounds for halting all construction until the extent and significance of any find is properly catalogued and evaluated by archaeological and cultural resource authorities recognized as having competence by the State of California.

More deliberate preservation of the Indian Mound is proposed by redevelopment of the trailer park site as part of a larger Waterfront Commercial complex along the Sacramento River. Preservation of the homesites is proposed through their designation as historic sites and structures by the County. Such designation would require that building exteriors be restored and/or maintained in their historic character.

5. ALTERNATIVES TO THE PROPOSED ACTION

CEQA requires that alternatives should be discussed in the context of what is reasonable and feasible, that reasons for their rejection by the project sponsor be explained, that the alternative of "no project" be described, that additional significant effects (if any) be described, and that discussion focus on alternatives capable of eliminating or reducing any significant adverse physical environmental effects to a level of insignificance. More specifically, Section 15126 (d) sets forth the following requirements in describing alternatives to the proposed action:

"(d) Alternatives to the Proposed Action. Describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain the basic objectives of the project, and evaluate the comparative merits of the alternatives.

- (1) If there is a specific proposed project or a preferred alternative, explain why the other alternatives were rejected in favor of the proposal if they were considered in developing the proposal.
- (2) The specific alternative of "no project" shall also be evaluated along with the impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the alter natives.
- (3) The discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- (4) If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed but in less detail than the significant effects of the project as proposed. [County of Inyo v. City of Los Angeles, 124 Cal. App. 3d 1.]

(5) The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The key issue is whether the selection and discussion of alternatives fosters informed decision-making and informed public participation. An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. [Residents Ad Hoc Stadium Committee v. Board of Trustees, (1979) 89 Cal. App. 3d 274.]"

THE ALTERNATIVE OF NO PROJECT

This alternative is not feasible because the preparation, adoption and maintenance of a General Plan is mandated by provisions of the California Government Code. Failure by any city or county to meet these requirements is considered grounds for serious sanction by the State, including calling a halt to all development review and approval activities until the Plan is prepared and/or updated in accordance with Law.

THE ALTERNATIVE OF MAINTAINING POLICIES AND PROPOSALS OF THE KNIGHTS LANDING 1974 GENERAL PLAN, AS AMENDED.

The 1974 General Plan, as amended, is deficient in several ways with respect to current requirements of State Law concerning mandatory elements, and with respect to the kinds of policies and proposals which are necessary to provide a proper guide to the future physical development of the community.

THE ALTERNATIVE OF REDUCING THE AREA NEEDED FOR URBAN EXPANSION

The potential for selecting this alternative was described in an earlier report as Alternate No. 1 - 1.5 Factor of Population Growth. Under No. 1, population would grow at a modest rate of 50% over 20 years, with the following selected impacts:

- | | | | |
|----|--|-----|---------------------------------|
| 1. | Population growth of 500: | ... | total population of 1,500. |
| 2. | New housing units: | ... | 180-220 [assume 200] |
| 3. | Median household size: | ... | 2.25 -2.75 persons [assume 2.5] |
| 4. | School children (all grades): | ... | 50-100 |
| 5. | Added residential area & units: | ... | 45 acres; S-F = 150; M-F = 50 |
| 6. | Added residential traffic (trips/day): | | 1,760-2,200 |
| 7. | Length added to street system: | ... | 1.55 miles (8,180 lineal ft.) |

The feasibility of holding to this very modest population increase is a serious question, unless a developer can be guaranteed the ability to construct about 30-50 S-F units a year for 4-7 years. This is because of the high front-end costs associated with such initial off-site improvement costs as expanding the sewage treatment ponds, drilling a new water well and developing a surface water drainage system that could be extended to serve the entire community. As a practical matter, since there are only a few vacant residential lots available, a 50% increase in population would not be feasible if phasing was required well beyond a 5-7 year period.

Single family (S-F) lots are assumed at a typical size 7,280 sq. ft. (65' x 112'). Multi-family (M-F) area would be about five acres, with 8-10 units per net acre of land and 4,000 - 5,400 sq. ft. of site area per housing unit. This modest degree of density is considered reasonable in view of the basic small town and one-story character of the community, and the consequent need to avoid the appearance of high density, and is common to the alternatives examined here and to the proposals shown on the General Plan Diagram.

THE ALTERNATIVE OF GREATER URBAN EXPANSION

Under this alternative (discussed in an early report as Alternate No. 3 - 3.0 Factor of Population Growth), population would grow at a rate of 200% over 20 years, with the following selected impacts:

- | | | | |
|----|--|---------|---------------------------------|
| 1. | Population growth of 2,000: | | total population of 3,000 |
| 2. | New housing units: | | 720-880 [assume 800] |
| 3. | Median household size: | | 2.25 - 2.75 [assume 2.5] |
| 4. | School children (all grades): | | 200-400 |
| 5. | Added residential area & units: | | 180 acres; S-F = 600, M-F = 200 |
| 6. | Added residential traffic (trips/day): | | 7,040 - 8,800 |
| 7. | Length added to street system: | | 6.20 miles (32,760 lineal ft.) |

This alternative was considered to be too expansive in consideration of the small town character of the community and the significant physical and social changes that would occur if urban expansion occurred at too fast a rate.

[Note: Under all alternatives considered, including Plan proposals, housing growth is assumed to take place first in the walnut orchard along the Colusa Basin Drainage Canal on the west side of town, and then picking up again as necessary in the walnut orchard on the eastern border of the community and extending east as necessary].

6. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

GENERAL CONSIDERATIONS

General Plan proposals and policies (especially those of the Land Use Element) commit only modest acreage to residential, commercial, industrial, public and other use, including institutional use. Most of the land yet to be developed in urban use would result in the conversion of agricultural lands. Exceptions would be lands which lay vacant and fallow because of inadequate area for economical agricultural use or because of being surrounded or nearly surrounded by urban development. Without exception, proposals of the General Plan seek to accommodate all future urban expansion as a direct extension of the existing urban pattern. The proposed project (updated General Plan) is justified now in order to meet changing conditions and needs and to reflect current mandates of the State Planning Law. Postponement of action would lead to negative effects, including the continuation of conflicts and inconsistencies among elements of the General Plan, and inability by the County to adequately respond to the needs of the residents of Knights Landing.

CUMULATIVE IMPACTS

The most potentially serious cumulative impacts posed by the project are those associated with the proposal for easterly residential expansion. The first stages of expansion could in turn generate pressure to extend the urban pattern farther east into agricultural lands. A disjointed pattern of residential expansion could also occur if owners of land designated for residential expansion by the General Plan were to hold their lands off the market so that no urban growth could occur. The risks associated with this prospect are not great under current attitudes against such land use policy by members of the Board of Supervisors.

Cumulative Impacts on Public Services

The cumulative impacts on public services, including schools, fire and police protection service, water-sewer-drainage, and recreation will occur incrementally and gradually as the urban area expands. A key policy of the General Plan requires the phasing of development in a manner which will not place undue strain on the ability of local government to provide adequate levels of public service. However, the application of this policy must occur at the time of considering environmental assessments of separate development proposals to assure that each project can be sustained.

Other Cumulative Impacts

Other cumulative impacts concerning air quality, circulation and traffic, water quality, public safety, noise, population, housing, human health, and cultural resources are covered in Parts IV, V and VI, and/or have been addressed previously in Appendix A. Further discussion is also provided in the attached Initial Study.

7. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES UNDER THE PROJECT

Unless mitigated as proposed by this EIR, the most significant irreversible environmental change that will occur if the General Plan is implemented will be the conversion of productive agricultural land to urban use, mostly for residential use. Other irreversible changes include improvements to the street and highway system which will influence land use patterns and increase and redistribute volumes of traffic. It is also anticipated that many positive changes will occur that will enhance the quality of life for Knights Landing residents, such as a park and improvement of economic conditions. To the extent that such positive changes become part of a well-guarded standard of living in Knights Landing, they also may be classed as irreversible.

8. GROWTH-INDUCING IMPACT

The growth-inducing impact of the General Plan is to encourage, indirectly, a modest increase in population and all of the public and private facilities and services needed to serve that population. The extent of this secondary level of impact has been covered extensively in all of Parts IV, V, VI and under the discussion of cumulative impacts, above. Further evaluation is not required.

9. EFFECTS FOUND NOT TO BE SIGNIFICANT

Effects found not to be significant are listed and described in the attached Appendix B, Initial Study.

10. REPORT PREPARATION; ORGANIZATIONS AND PERSONS CONSULTED

REPORT PREPARATION

This report was prepared by Robert E. Grunwald of Grunwald & Associates, City & Environmental Planning Consultants, 350 Rivergate Way, Sacramento, CA 95831; Telephone: (916) 429-6734

ORGANIZATIONS AND PERSONS CONSULTED

County of Yolo

Community Development Agency
Department of Public Works and Transportation
General Plan Citizens Advisory Committee:

Woodland Unified School District

Knights Landing Community Services District

State of California

CalTrans, District 3, Marysville (John Sanger, Traffic)

SECTION D - MITIGATION MONITORING AND REPORTING

Under provisions of AB 3180, adding Section 21081.6 to the Public Resources Code, the County of Yolo is required to establish a mitigation monitoring program for implementation of the Knights Landing General Plan. Since the "project" in this case is a General Plan, and since this EIR is a Program EIR, the requirements are less stringent than would be required for a complicated development project. However, mitigation measures for a General Plan can easily be forgotten because of the time over which plan implementation will occur. Therefore, and as a minimum, the mitigation monitoring and reporting program should address the following:

- What level of government, agency or department, or private entity is responsible for monitoring?
- What needs to be monitored, by what methods and for what period of time?
- What identifies the monitoring as being completed?
- How can differences among parties having responsibility be avoided, and how should such differences be resolved once they emerge?

Table A-2 which follows this page presents a master mitigation monitoring checklist, reflecting the recommendations for mitigation presented in the General Plan document and this Environmental Assessment.

TABLE A-2

SUMMARY OF MITIGATION MONITORING RECOMMENDATIONS

TOPIC	Responsibility for Implementation	Mitigation Measure Required?	When is Monitoring Required?	When will Mitigation be Completed?	Who Needs to Verify Completion?
INCREMENTAL DEVELOPMENT PHASING	County Community Develop. Agency	Relate residential development phasing to population targets	During subdivision, parcel map, PD and site plan review	At time of bldg. permit approval	Community Development & Bldg. Department
AIR QUALITY	Community Development Agency & Developers	Project design: construction & landscaping.	Site Plan Review, & time of landscaping	Prior to occupancy permit	Community Development./Pub. Works Depts.
	Developers	Fugitive dust control	During construction	At completion of construction	Pub. Works Dept.
FARMLAND CONVERSION	Developer	Discourage farm trespass	Development review & approval, & during construct.	Prior to occupancy permit	Comm. Develop. Dept. & Pub. Works
ANNEXATION TO K.L. CSD	K.L. CSD, LAFCO & Land owners	Annexation to District	ASAP	ASAP	LAFCO & K.L. CSD/Comm. Develop Agency
REVITALIZE BLIGHTED AREAS	County Redevelopment Agency, Comm. Development Agency	Prepare redevelop. project plan; solicit develop. proposals; authorize develop.	Throughout redevelopment process	Occupancy permits	Redevelop. Agency/Comm Develop. Agency/ Pub. Wks.
ENHANCE LOCAL ECONOMIC ACTIVITY	County Economic Development & Redevelop. agencies	Market study/-grants/loans/proposals, bids, etc.	Throughout redevelopment process	Occupancy permits	Redevelop./Economic and Comm. Develop. agencies
IMPLEMENT POLICIES OF THE GENERAL PLAN	Community Development Agency	Proactive as well as reactive plan. program actions	Continuous	Continuous	Comm. Develop. Agency
QUALITY IN MULTI-FAMILY DEVELOPMENT	Community Development Dept.	Good architectural and site design	Subdivision design & site plan review	Prior to occupancy permit	Comm. Develop. & Bldg. Dept.

An important procedure will be to notify the applicant/developers and participating public agencies in writing at the time when mitigation has been verified. Where verification is not possible, notification should clearly specify what remains to be done before verification will be possible. In the final analysis, the major burden of proof will rest with the County's Community Development Agency, acting as the lead agency, to coordinate the monitoring and reporting responsibilities of all parties to the process so that the job gets done with maximum efficiency at least cost.

EXHIBIT "1"
INITIAL STUDY - ENVIRONMENTAL ASSESSMENT
Knights Landing General Plan Update

Yolo County Community Development Agency
September, 1989

INTRODUCTION

This Initial Study has been prepared pursuant to CEQA Guidelines for the determination that an Environmental Impact Report be prepared on the proposed General Plan (Update) for the Town of Knights Landing. The Study has been prepared as part of the Notice of Preparation to be sent to all parties in interest for comment.

PROJECT REQUIRING ENVIRONMENTAL EVALUATION

The General Plan has been in preparation during the past fiscal year and is nearing completion. Plan proposals are being devised which are sensitive to environmental issues and potential adverse impacts. At this time, and before the General Plan is published for purposes of public hearings before the County Planning Commission and Board of Supervisors, the Notice of Preparation (including the Initial Study) seeks comments by all agencies having a responsible or trustee relationship to the project, and any other parties in interest who in the past have expressed an interest in the project.

DISCUSSION OF ENVIRONMENTAL EVALUATION

The following discussion follows the sequence of topics in the ensuing Environmental Checklist:

1. Earth: A secondary effect of the proposal will be the compaction and over covering of the soil with impervious surfaces of pavement, concrete, buildings and other permanent materials. **No significant effect will occur** under County development regulations that require positive off-site drainage for new areas of development. Additional development on by-passed parcels where an engineered drainage system does not exist will be too nominal to result in any significant effects.

Another secondary effect is the potential for wind erosion of soils during construction activity and consequent impact on air quality. This should be discussed in the project EIR.

2. Air: A secondary effect of the proposal will be the generation of additional mobile and stationary emissions of pollutants which will have an adverse impact on the air quality of the region. This should be discussed in the project EIR.

3. Water: A secondary effect of the proposal will be the generation of surface water runoff on streets and driveways which will contain oils, greases from motor vehicles and chemicals from yards (fertilizers, pesticides, etc.). The potential for possible adverse effects of such constituents of surface water affecting groundwater aquifers is remote, because such constituents will be absorbed by the soil in drainage ditches along County roads.

4. Plant Life: A secondary effect will be the conversion of about 84 acres of agricultural land to urban use. This should be discussed in the project EIR.
5. Animal Life: A secondary effect will be to eliminate bird nesting and habitat for small mammals in walnut groves that may be eliminated through urban expansion. This effect is not considered significant in view of the similar habitat surrounding the Town. Areas of urban expansion will replace such habitat with new habitat in garden areas.
6. Noise: Secondary effects of additional vehicle traffic and commercial development will be the generation of noise along streets and highways at levels that could have adverse effects on nearby residential development and sensitive noise receptors. **No significant effect will occur** as the result of adopted policies of the Noise Element of the General Plan.
7. Light and Glare: Light and glare will be generated as secondary effects of urban expansion in all areas of the Town. **No significant effect will occur** under development regulations of the County which require hooding of outdoor lighting and indirect lighting of signs.
- 8., 11 & 12. Land Use, Population and Housing: The proposal will encourage growth in population, housing and the full range of urban land use required by population increase. Discussion is required in the project EIR.
9. Natural Resources: The proposal will not result in the depletion or increase in the rate of use of any natural resource. **No significant effect will occur.**
13. Transportation: The proposal will have the secondary effect of substantially increasing vehicular traffic throughout the community. In turn, this will generate increased demand for off-street parking within major activity centers, require the widening and improvement of existing Arterial and Collector streets and provision of new streets, and increase hazards to vehicles, bicyclists and pedestrians. Discussion is required in the project EIR.
14. & 16. Public Services and Utilities: The proposal will result in secondary effects and demands on all public services and utilities. Discussion is required in the project EIR.
15. Energy: The proposals will not result in the use of substantial amounts of fuel or energy, or substantially increase demands upon existing sources of energy or require the development of new sources. **No significant effect will occur.**
17. Human Health: Proposals of the General Plan will not involve land uses having the potential for generating industrial pollution or toxic wastes. **No significant effect will occur.**
18. Aesthetics: Secondary effects will not obscure any scenic vistas. The community is surrounded by walnut groves and/or levees along waterways where vistas already are obscured. **No significant effect will occur.**
19. Recreation: The proposal will result in an impact upon the quantity and quality of existing recreation opportunities. Discussion is required in the project EIR.

20. **Cultural Resources:** There is a known Indian Mound and several Victorian homes of historic significance within the Town. Discussion is required in the project EIR.

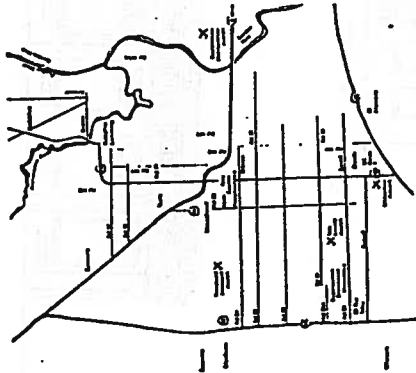
21. **Mandatory Findings of Significance:** The proposal does have the potential for enduring long-term adverse cumulative impacts.

APPENDIX B

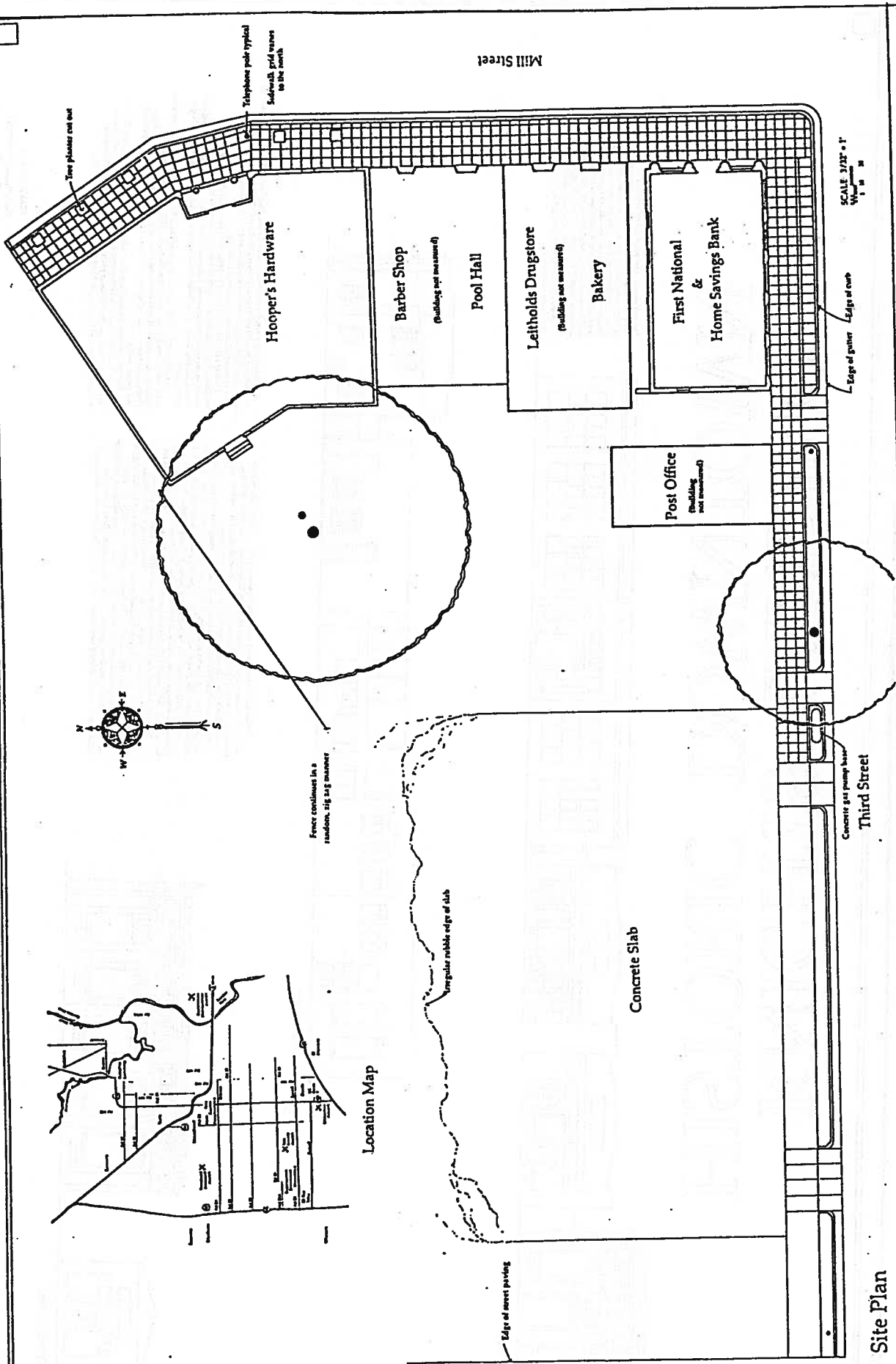
HISTORIC COMMERCIAL DESIGN GUIDELINES

APPENDIX B

HISTORIC COMMERCIAL DESIGN GUIDELINES



Location Map



Site Plan

SCALE 3/16" = 1'
1" = 10'

Sheet No. 2 of 16

Historical Record
 Mack Sorenson
 Richard Lee
 Eric Lohrer
 Robert Jay Black Tang
 James E. Thibault
 Heidi E. Thibault

Historical Consultant
 Richard Lee
 Eric Lohrer
 Robert Jay Black Tang
 James E. Thibault
 Heidi E. Thibault

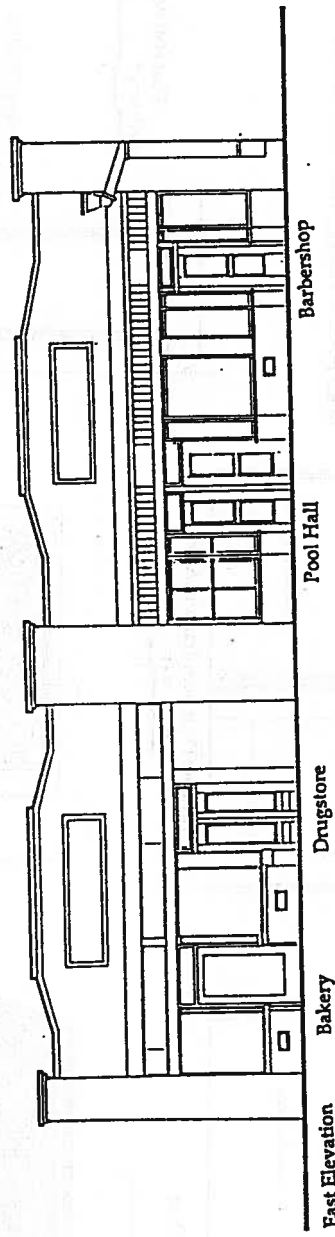
Drawn By:
 Michael Alshuler
 Shelly Branch
 John Cargill
 C. W. DePue
 Steve Edinger

KNIGHTS LANDING
 3rd and Mill Streets Historic Structures
 Yolo County

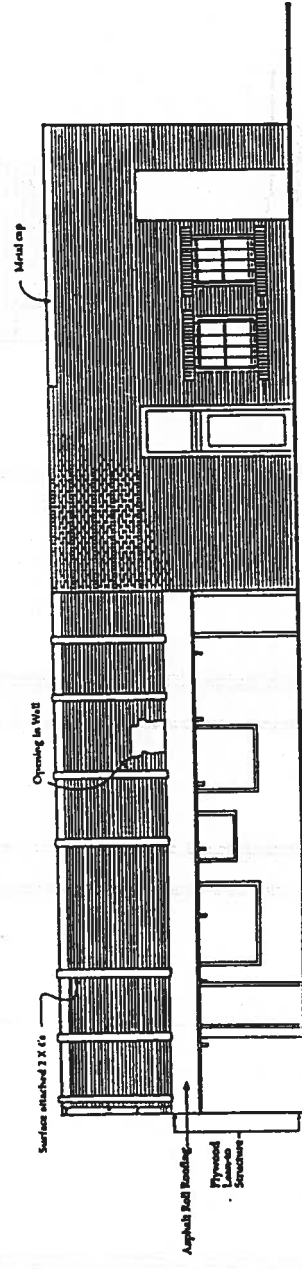
Prepared at the Department of Environmental Design
 University of California, Davis
 Davis, CA 95616

Prepared in accordance with Historic Structures
 Code Provisions

Design 1918
 March 15, 1991
 Page 15, 16



East Elevation



West Elevation

SCALE 1/4" = 1'

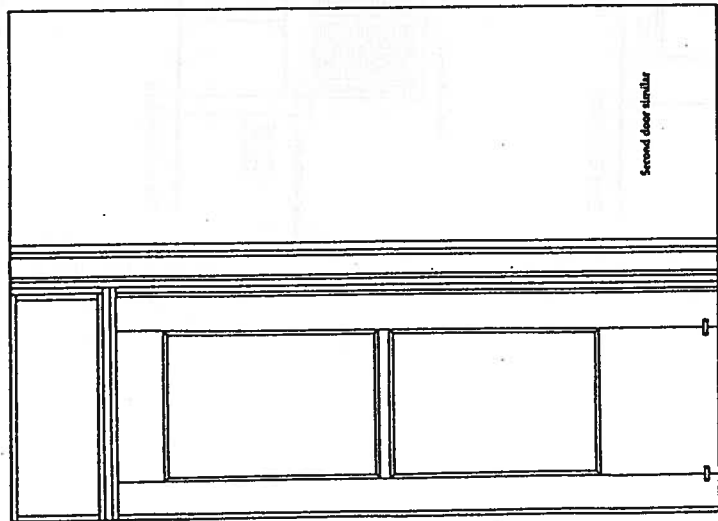
Sheet No. 3 of 18

Bakery / Drug Store / Pool Hall / Barber Shop

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

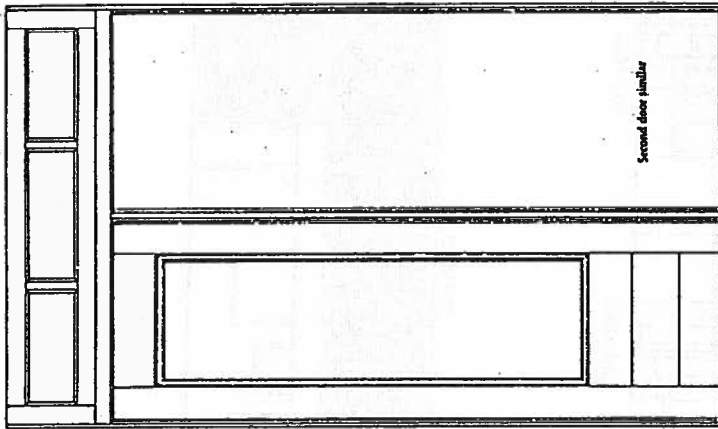
Drawn By:
Michael Alford
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Shirley Engle
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Susanne Doherty
Steve Edberg
Malcolm Covert
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Prepared for the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1978. Workshop in Recording of Historic Structures
Richard Berman, Assistant Professor
June 15, 1971



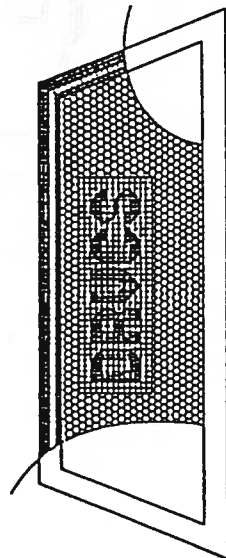
Pool Hall Door

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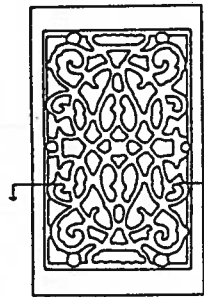
Drugstore Door with Transom Above

SCALE 1 1/2" = 1'



Tiling on Drugstore Floor Entrance

SCALE 1 1/2" = 1'

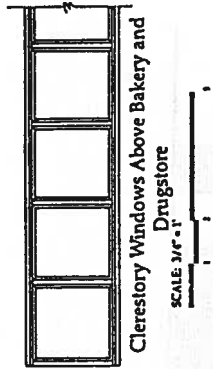


Wall Vent at Drugstore

Not Drawn to Scale

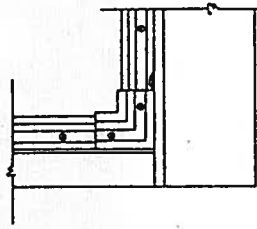


Section

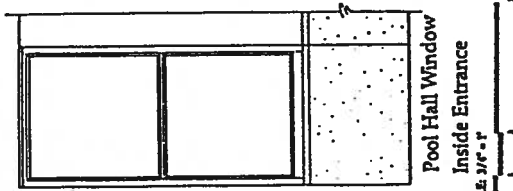


Clerestory Windows Above Bakery and Drugstore

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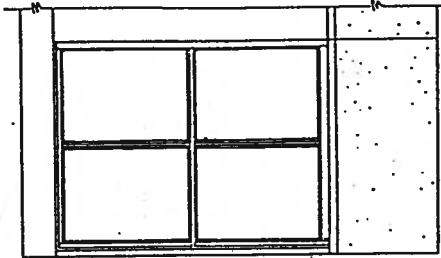


Metal Frame at Bakery / Drug Store Window



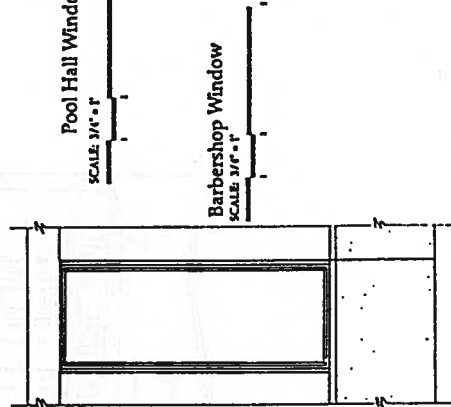
Pool Hall Window Inside Entrance

SCALE 3/4" = 1'



Pool Hall Window

SCALE 3/4" = 1'



Barbershop Window

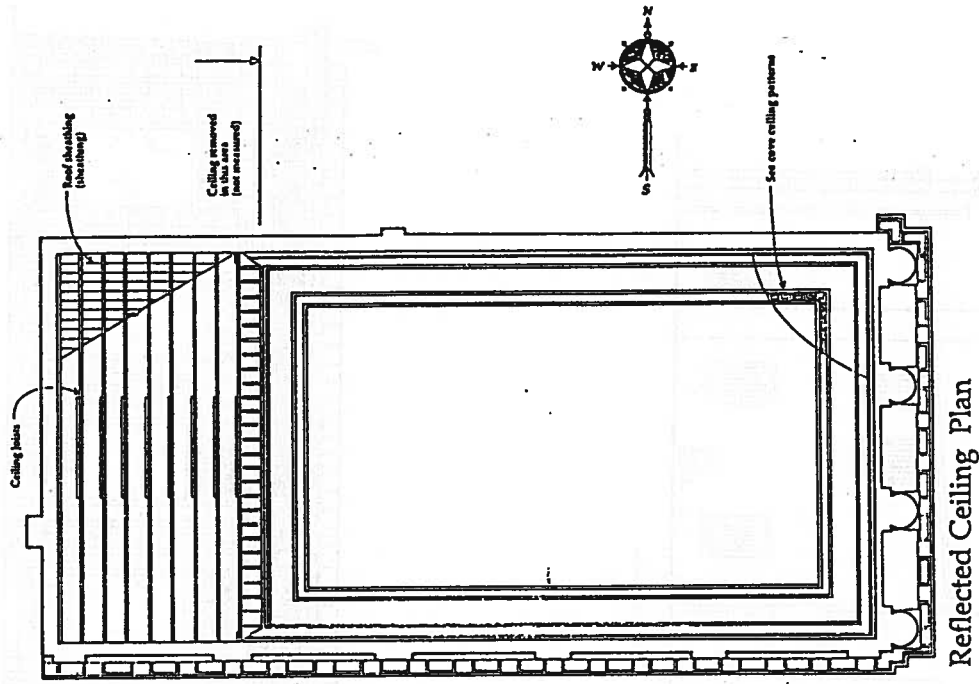
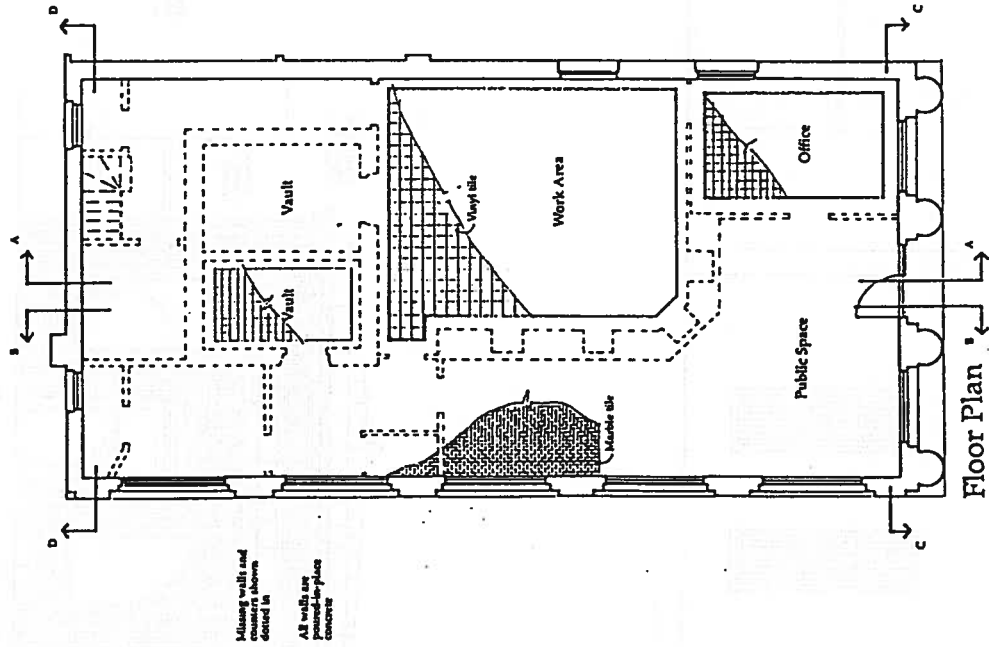
SCALE 3/4" = 1'

Bakery / Drug Store / Pool Hall / Barber Shop

Prepared at the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1918: Workshop in Responding of Historic Structures
Richard Serrano, Assistant Professor
June 15, 1991

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

Drawn By:
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Michael Lee
Ken Meyer
John Moore
Ken Post
Hilary Bond Reed
Sally Peterson
Sally Kim
Tara Van Blak Tang
James E. Wilson
Herald N. Tucker



First National & Home Savings Bank

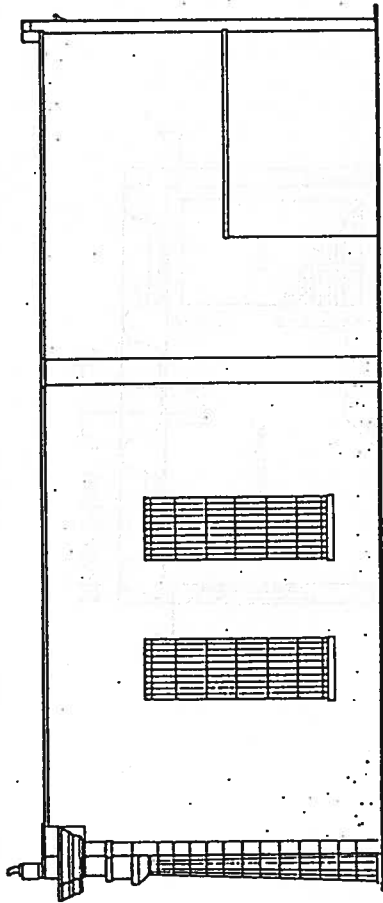
Prepared at the Department of Environmental Design
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Design 191E: Workshop in Rebuilding of Historic Structures
June 15, 1971

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

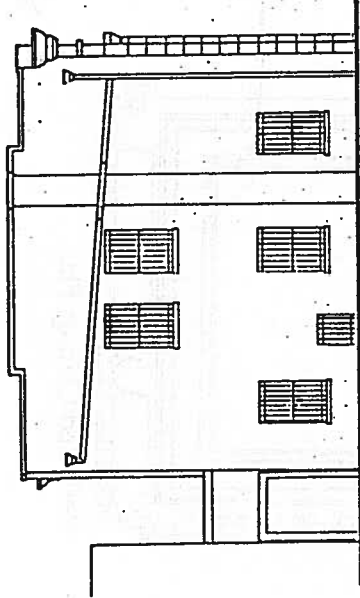
Drawn By:
Michael Absher
Shelly Amador
John Cright
C.V. Downing
Steve Eshery

Johnson Group:
Michael Eise
Eric Lohrer
John Moore
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Hilary Reed Road:
Nick Sophmann
Sasha Sam
John Hsu, Feng
Hans E. Thon
Heidi K. Walker

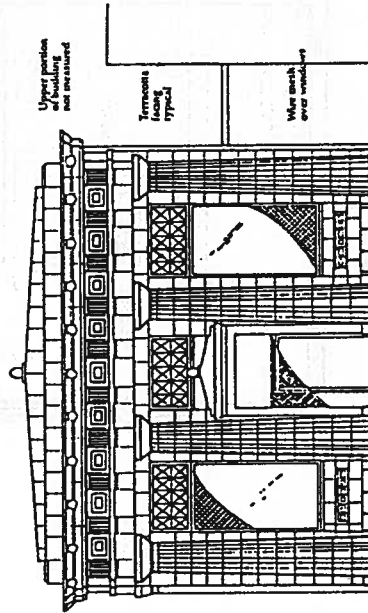


North Elevation



West Elevation

Ferrous painted concrete



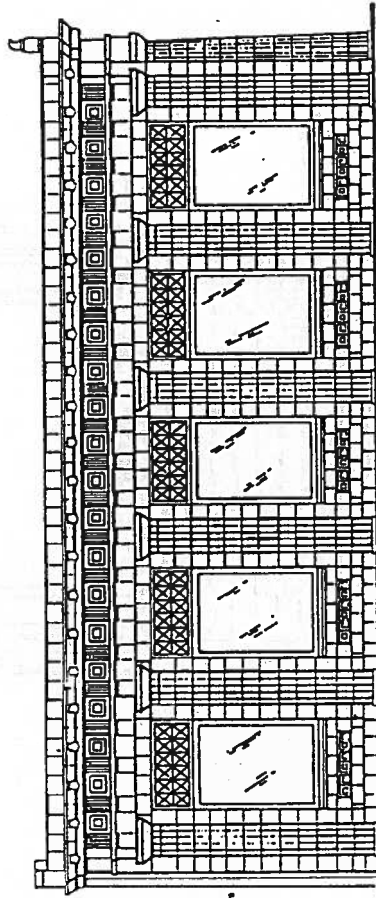
East Elevation

Upper portion of building not measured

Transoms along typical

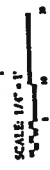
Wide search gear windows

Original door missing



South Elevation

Physically damaged not shown



First National & Home Savings Bank

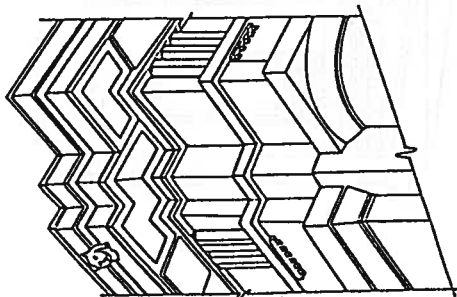
Prepared at the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1978: Workshop in Reconstructing of Historic Structures
Richard Sorenson, Associate Professor
June 13, 1979

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

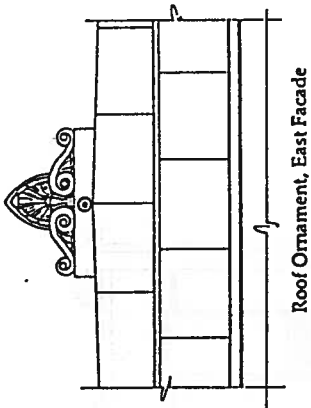
Drawn By:
Michael Absher
Shelby Bensch
John L. Egan
C. V. DeLong
Steve Edberg

Robert Covert
Michael Koss
Eric Lohrer
John Moore
Ken Pice

Hillary Reed Bond
NCA Stephenson
Kathleen Sam
Joanna E. Wilson
Frank K. Yunker

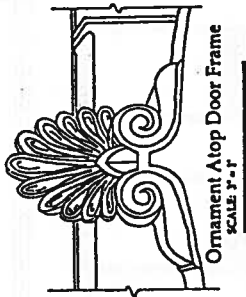
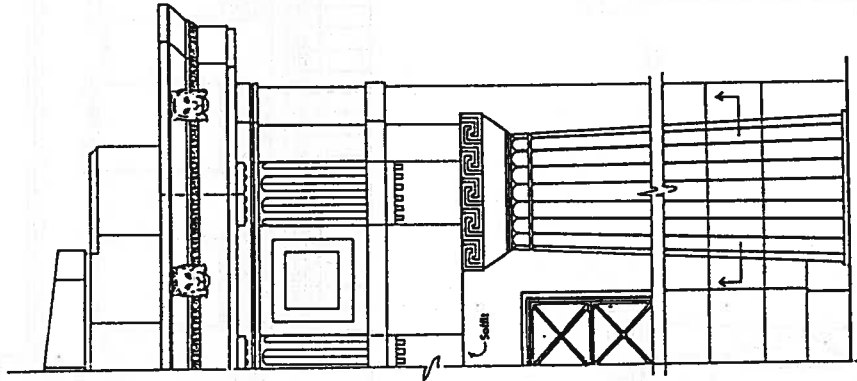


Upper Corner of East Facade
Not Drawn to Scale

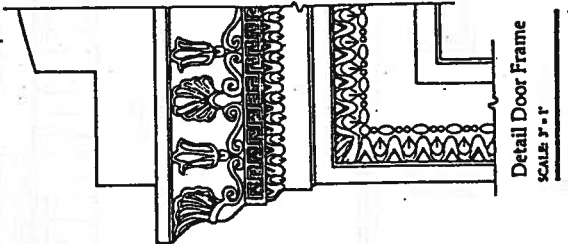


Roof Ornament, East Facade

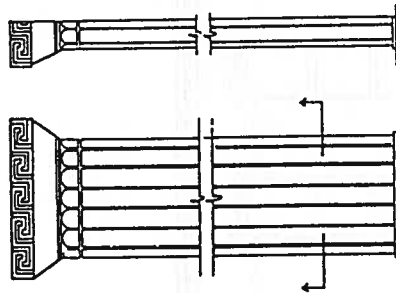
SCALE: 1" = 1'



Ornament Atop Door Frame
SCALE: 3/4" = 1'



Detail Door Frame
SCALE: 3/4" = 1'



Pilaster at South Facade



Reflected Ceiling of Soffit



Detail East Facade

First National & Home Savings Bank

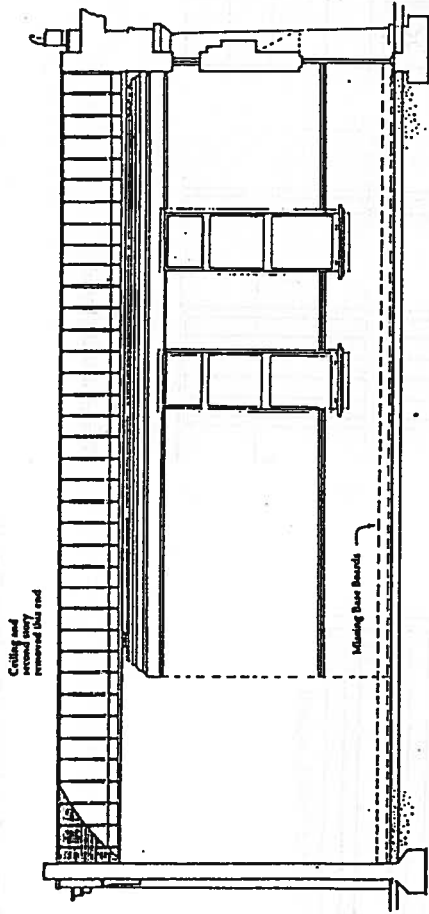
Prepared at the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Project #115, which is Recording of Historic Structures
National Historical Landmark Program
June 15, 1991

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

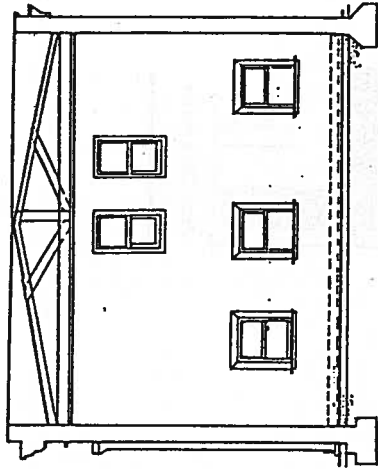
Drawn By:

Michael Abadie
Shirley Branch
John C. Cramer
Susan D. Dwyer
Steven Edberg
Michael Gove
Michael Kuo
Liz Laine
John Moore
Kim Peck

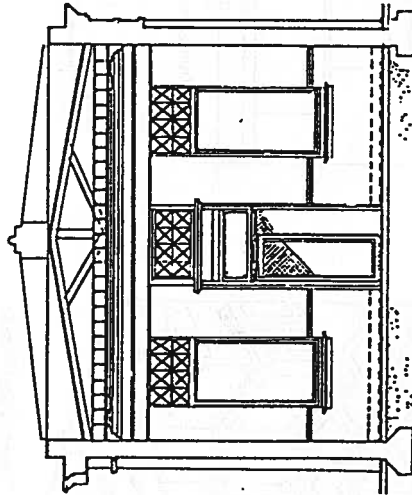
Library Book Bond
Nita Saperstein
James Van Elio Yeg
Susan E. Thon
Heidi K. Yunker



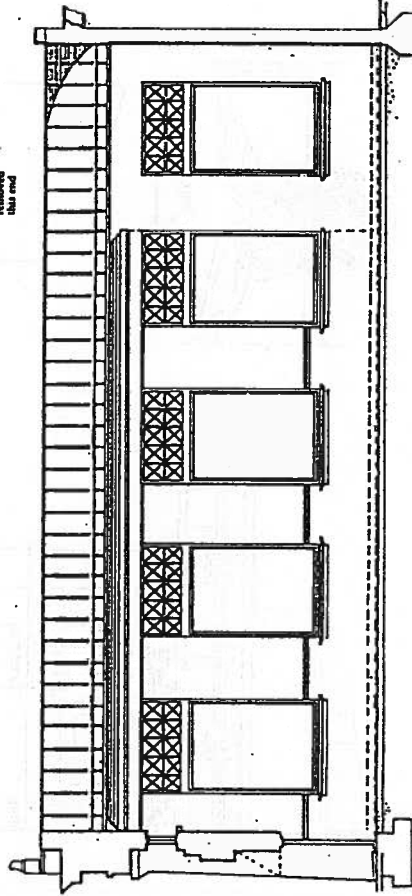
Section A - A



Section D - D



Section C - C



Section B - B

SCALE: 1/8" = 1'

Sheet No. 8 of 16

Walter Bond Reed
Nancy Bond Reed
Nancy Bond Reed
Nancy Bond Reed
Thomas Van Dine Tong
Herald E. Nohrby

Richard Covert
Michael Lee
Eric LaBrie
Tom Meyer
Kim Pace

Michael Absher
Shelly Campbell
John C. Deering
Steve Eshery

Drawn By:

First National & Home Savings Bank

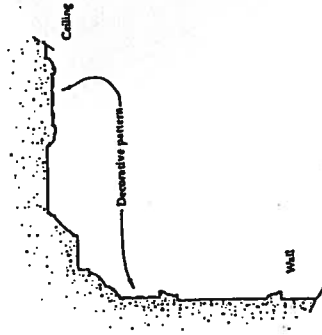
KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

Prepared for the Department of Environmental Design
University of California, Davis
Davis, CA 95616

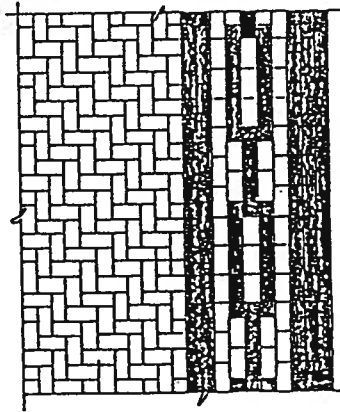
Design 1978: Workshop in Recording of Historic Structures
Richard Beckett, Associate Professor
June 15, 1991



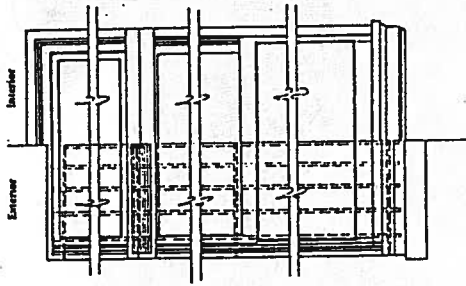
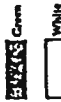
Decorative Pattern
SCALE 2" = 1"



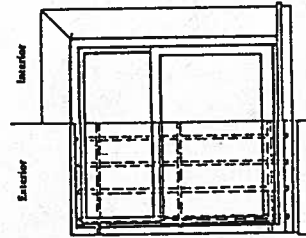
Coved Ceiling
SCALE 1 1/2" = 1"



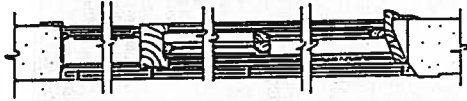
Marble Tile Floor Pattern
SCALE 1/2" = 1"



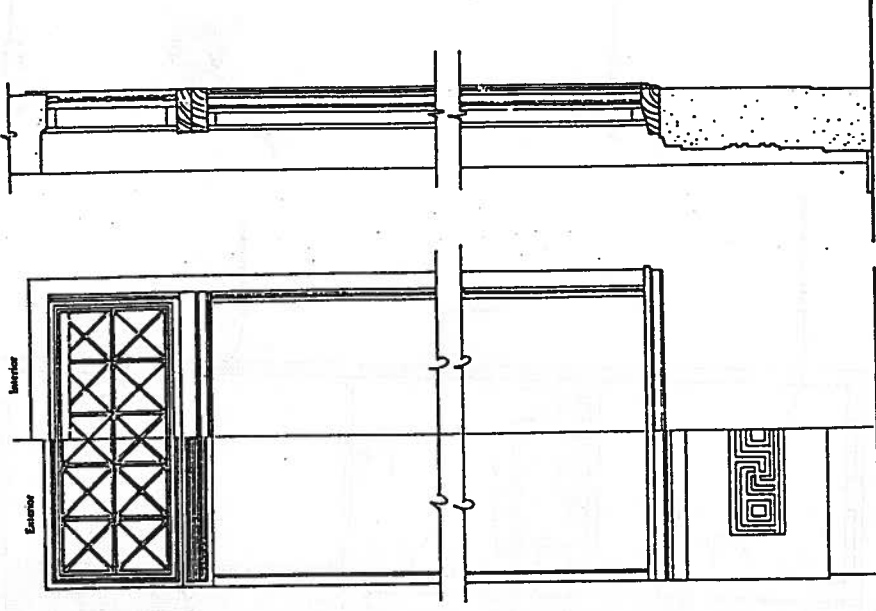
North Double Hung Window



West Double Hung Window



Section A - A



Typical Window

SCALE 1" = 1"

Cross Section B - B

First National & Home Savings Bank

Prepared at the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1978; Workshop in Recording of Historic Structures
Richard Sherman, Assistant Professor
June 15, 1991

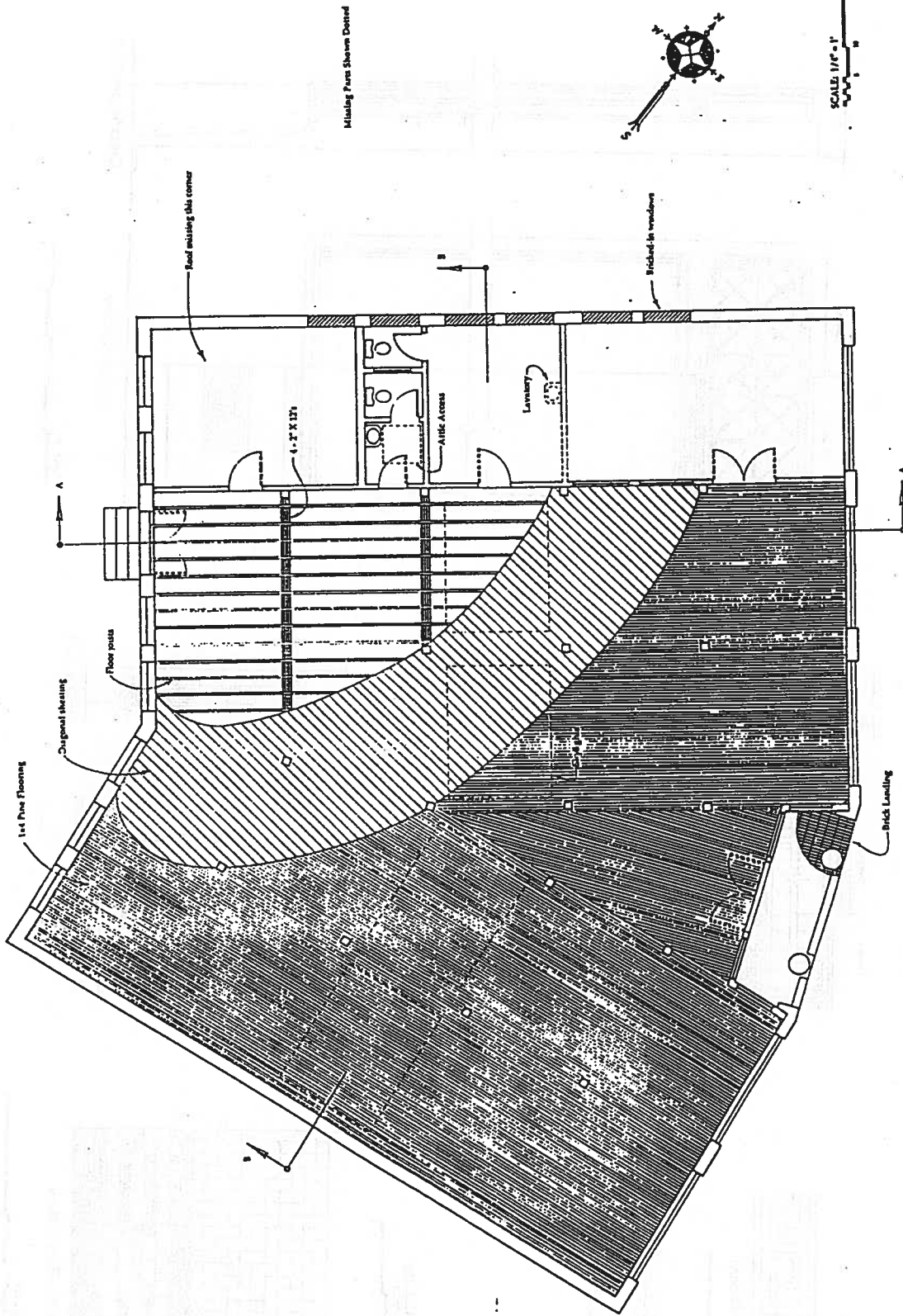
KNIGHTS LANDING

3rd and Mill Streets Historic Structures
Yolo County

Drawn By:
Michael Alford
Shelby Branch
Amy Cagle
Suzanne Druy
Steve Edberg

Checked By:
James Conner
Eric Lathrop
Mark Meyer
John Nelson
John Peir

Field Book Lead
Nick Zimmerman
Suzanne King
Thomas Van Dine
David B. Walker
Scott B. Walker



Hooper's Hardware

KNIGHTS LANDING
 3rd and Mill Streets Historic Structures
 Yolo County

Prepared at the Department of Environmental Design
 Division of Planning, Davis
 Davis, CA 95616
 Design 1978. Workshop in Remodeling of Historic Structures
 and the Historic Preservation Program
 June 15, 1979

Drawn By:

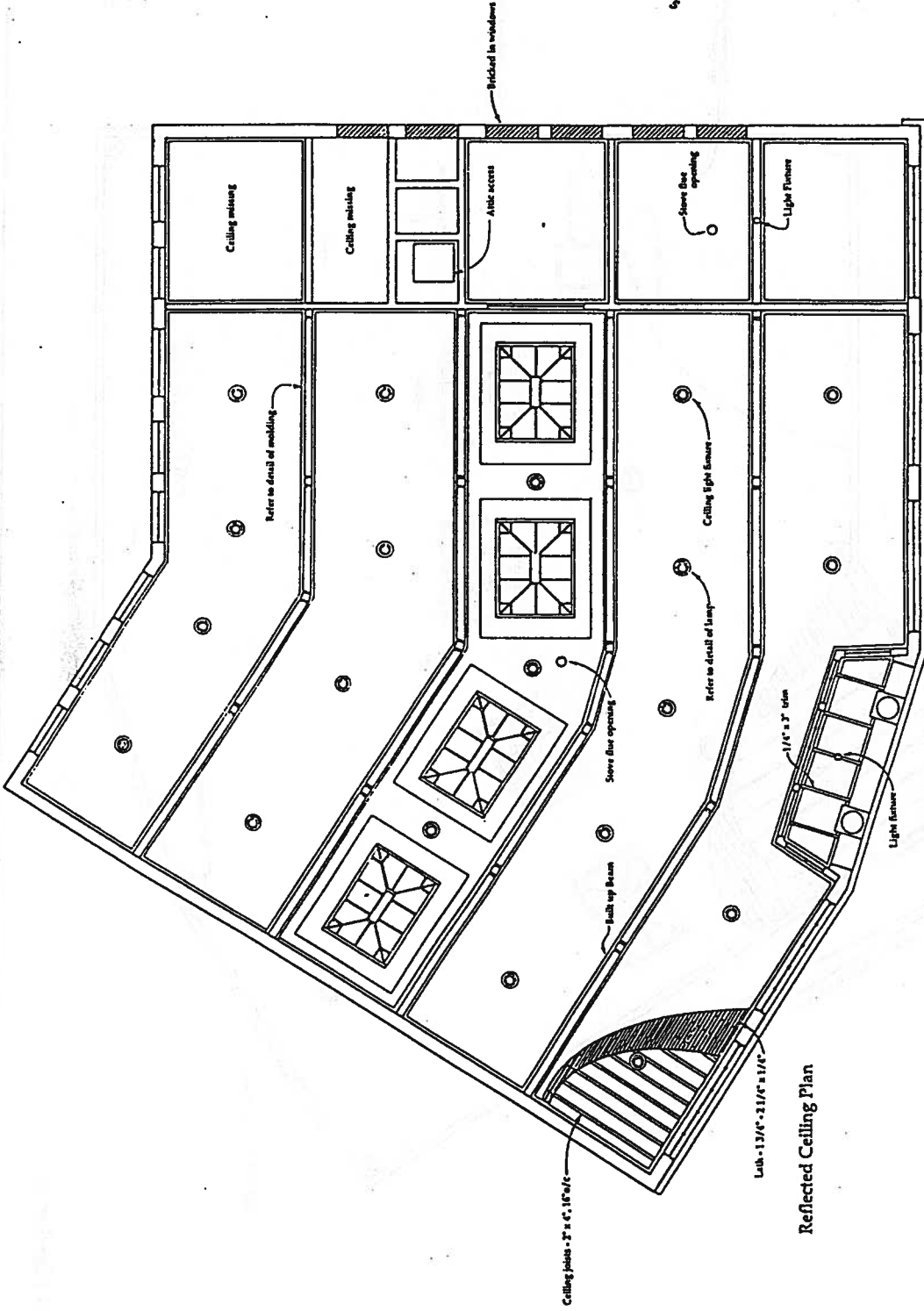
- Michael Aboder
- Shelly Burch
- John Cople
- John Hays
- Shirley Doherty
- Steve Edberg

Checked By:

- Michael Kim
- Michael Kim
- Mark Meyer
- John Moore
- Ken Post

History Based By:

- Michael Kim
- Michael Kim
- Thomas Van Blum
- James E. Wilson
- David J. Walker



SCALE: 1/8" = 1'

Sheet No. 11 of 14

Henry Reed Reed
Nick Stephenson
Suzanne Kim
James W. Chan Ting
Frederic K. Yankar

Michael Conrad
Richard Lee
Eric Lathrop
Kim Meyer
Sam Fraz

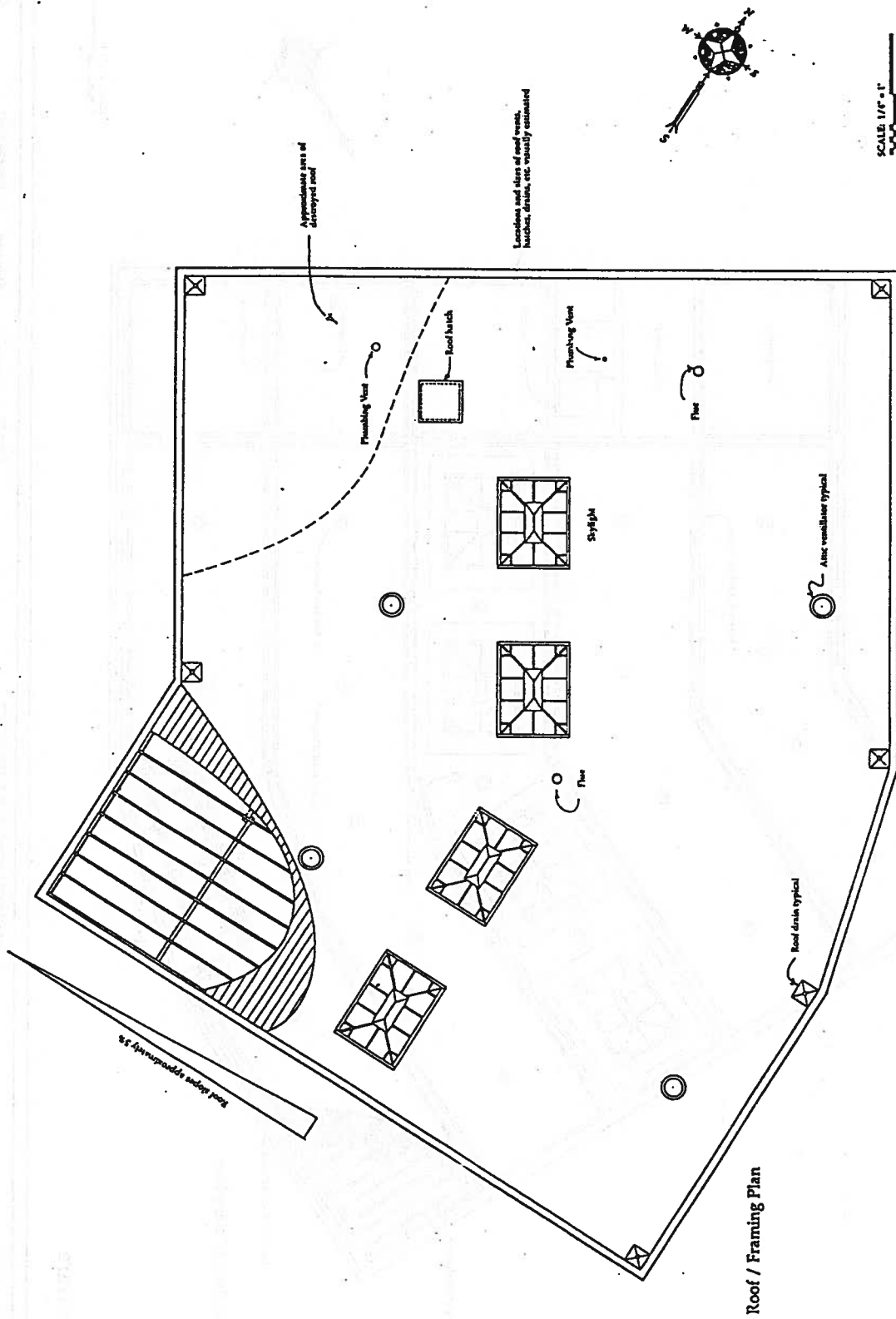
Michael Alabaster
John Campbell
C. V. Downing
Steven D. Dury
Steven Libby

Drawn By:

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

Hooper's Hardware

Prepared for the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1988. Modifying to Reconciling of Historic Structures
Richard H. Hooper, Architectural Photographer
June 15, 1991



Roof / Framing Plan

Hooper's Hardware

Prepared at the Department of Environmental Design
 University of California, Davis
 Davis, CA 95616
 Design 1918: Workshop in Recording of Historic Structures
 Department, Adjunctive Professor
 June 14, 1991

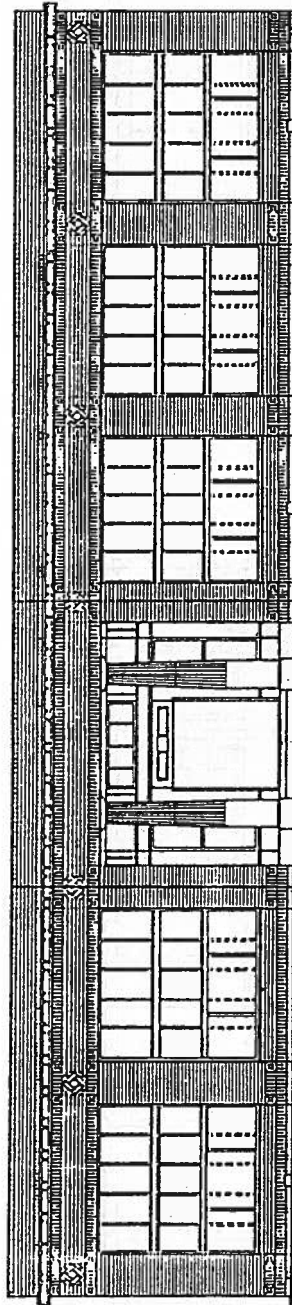
KNIGHTS LANDING
 3rd and Mill Streets Historic Structures
 Yolo County

Drawn By:

- Michael Akshof
- Shelly Burch
- John C. V. Drury
- Suzanne Dully
- Serve Eshery

- Johns Cove
- John Lee
- Edo Loh
- Kim Meyer
- John Moore
- Ken Park

- Milly Bond Red
- John S. Sorenson
- Sally Ann
- Tamara Van Blon Tang
- James W. Wilson
- Heidi L. Yost

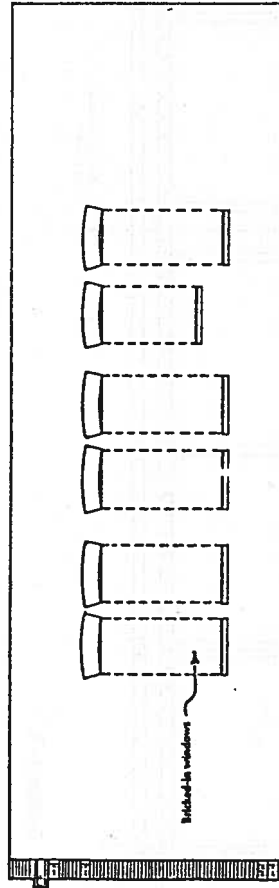


East Elevation

Down Missing

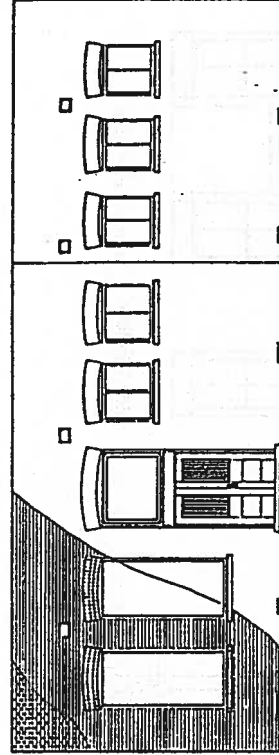
Note: East and West Elevations shown but without walls angled

Metal fixtures replaced original wood fixtures in damaged part of window



North Elevation

Rebuild-in windows



West Elevation



Hooper's Hardware

Prepared at the Department of Environmental Design
University of California, Davis
Davis, CA 95616
Design 1918: Workshop in Recording of Historic Structures
Richard Breen, Associate Professor
June 15, 1991

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

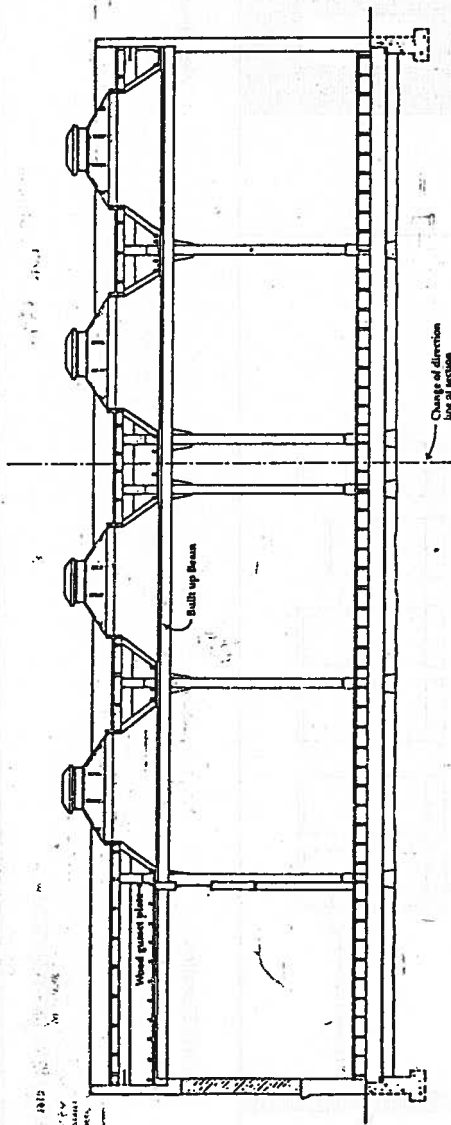
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Michael Akbar
John C. Smith
C. V. Derrington
Steve Zahary

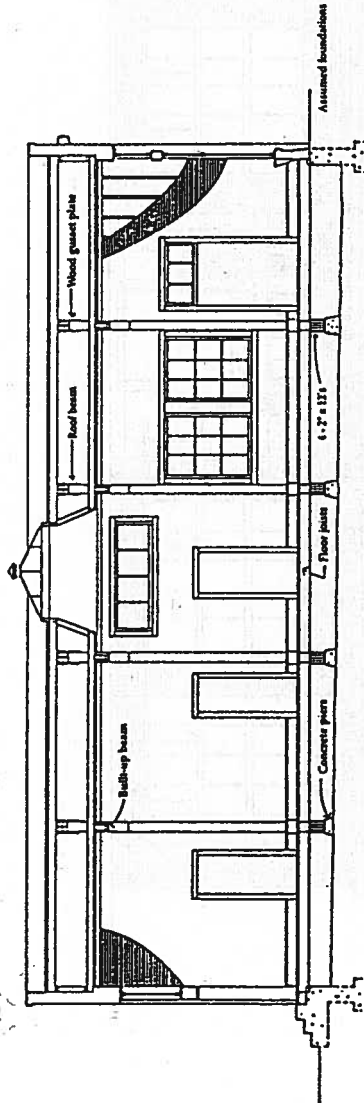
James Conroy
Eric Leffler
John Meyer
John Meyer
John Pore

William Bond Road
Sally Green
Teresa-Vin Blue Yang
James E. Wilson
Fred E. Webster

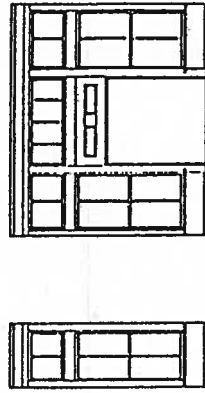
Sheet No.
13
of 16



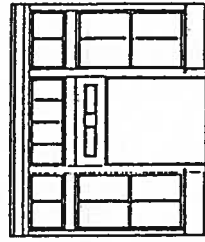
Section B - B



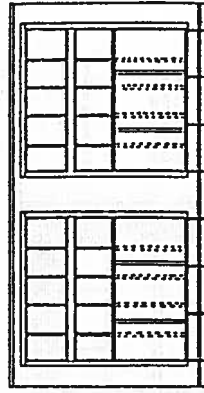
Section A - A



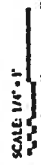
Side Window



Entrance Elevation



Typical Store Window Elevation



History Board Lead
 Nick Sorenson
 Susan Lee
 James E. Wilson
 Heidi K. Walker

Interior Crew
 Michael Kim
 Eric Laine
 John Moore
 Kim Pae

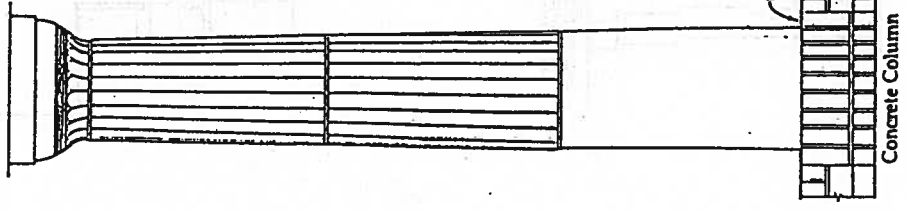
Michael Abaker
 Shelly Branch
 John Cappel
 Suzanne Doherty
 Steve Gilberg

Drawn By:

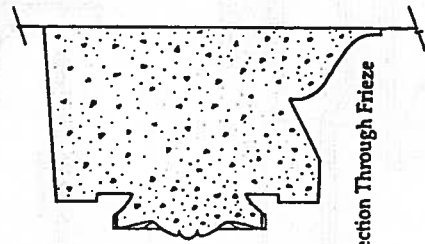
KNIGHTS LANDING
 3rd and Mill Streets Historic Structures
 Yolo County

Prepared at the Department of Environmental Design
 University of California, Davis
 Davis, CA 95616
 Design With Workshop in Recording of Historic Structures
 Richard Berman, Associate Professor
 June 13, 1991

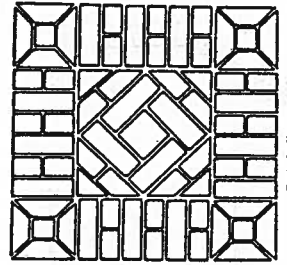
Hooper's Hardware



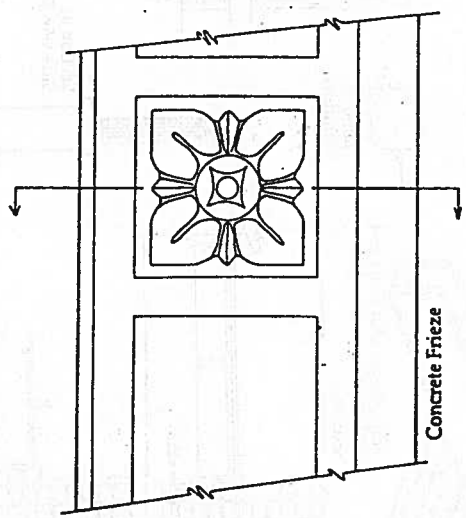
Concrete Column



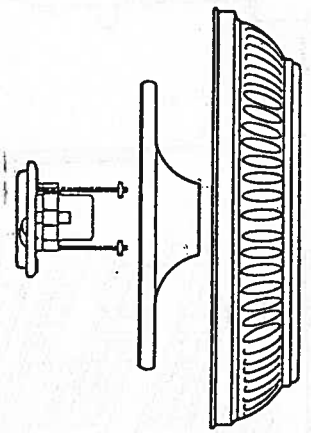
Section Through Frieze



Brick Pattern

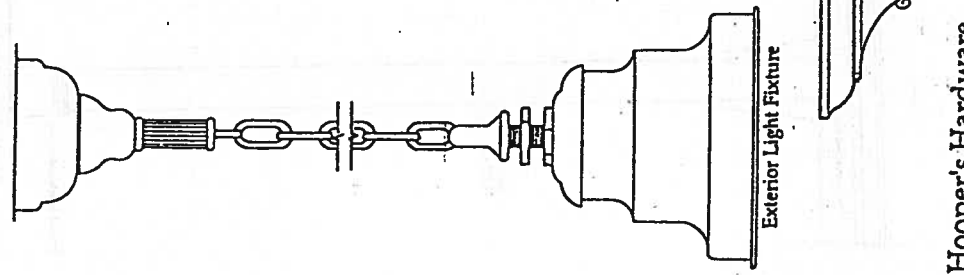


Concrete Frieze



Interior Light Fixtures

SCALE: 1/4" = 1'-0"



Exterior Light Fixture

Hooper's Hardware

Prepared for the Department of Environmental Design
 Davis, CA 95616
 August 1988. Workshop in Restoring of Historic Structures
 Richard Berman, Associate Professor
 June 15, 1991

KNIGHTS LANDING
 3rd and Mill Streets Historic Structures
 Yolo County

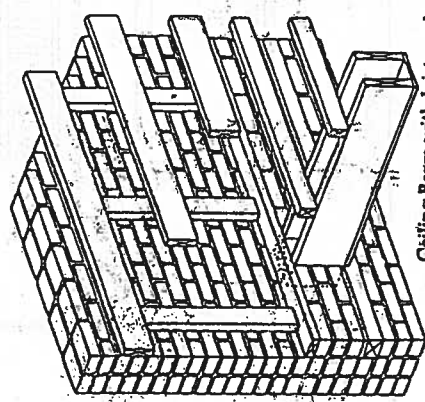
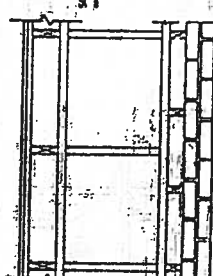
Designed By:
 Richard Absher
 John English
 C. V. Engineering
 Stone Library

James Grant
 Eric LeVine
 Kim Meyer
 Tom Pace

Hillary Goodland
 Barbara Johnson
 Thomas Van Dine, Trust
 Harold E. Taylor

Sheet No. 15 of 16

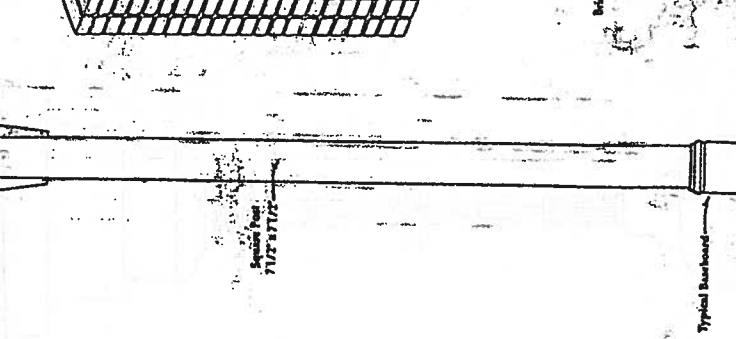
Ceiling Joists/Rafters
Detail at West Wall
SCALE 1" = 1'



Ceiling Beams with Joists and
Connections at North Wall
SCALE 1" = 1'

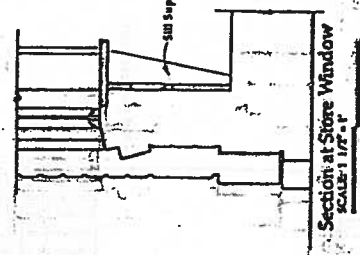


Curved Molding
SCALE 1" = 1'

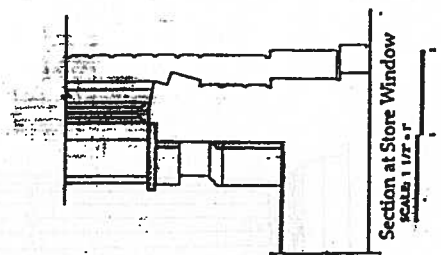


Typical Wood Column
SCALE 1" = 1'

Hooper's Hardware



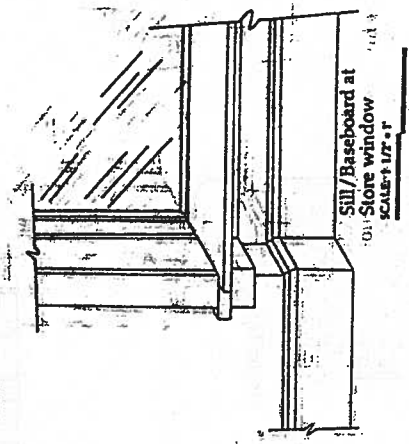
Section at Store Window
SCALE 1 1/2" = 1'



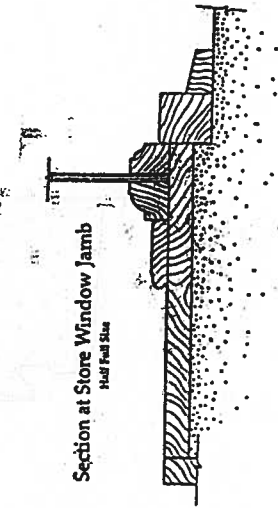
Section at Store Window
SCALE 1 1/2" = 1'



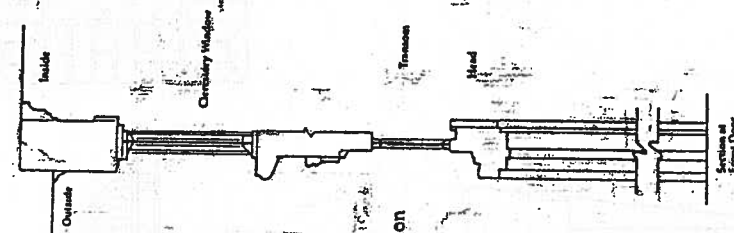
Typical Mullion
Half Full Size



Sill/Baseboard at
Store Window
SCALE 1 1/2" = 1'



Section at Store Window Jamb
Half Full Size

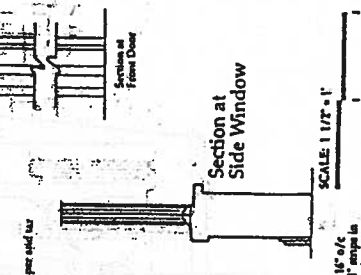


Carriage Window

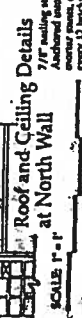
Baseboard Section
SCALE: Half Full Size



Jamb at
Window



Section at
Side Window
SCALE 1 1/2" = 1'



Roof and Ceiling Details
at North Wall
SCALE 1" = 1'

3/4" railing every 16" o/c
1/2" panel over 1/4" strip in
panels every 12 inches

KNIGHTS LANDING
3rd and Mill Streets Historic Structures
Yolo County

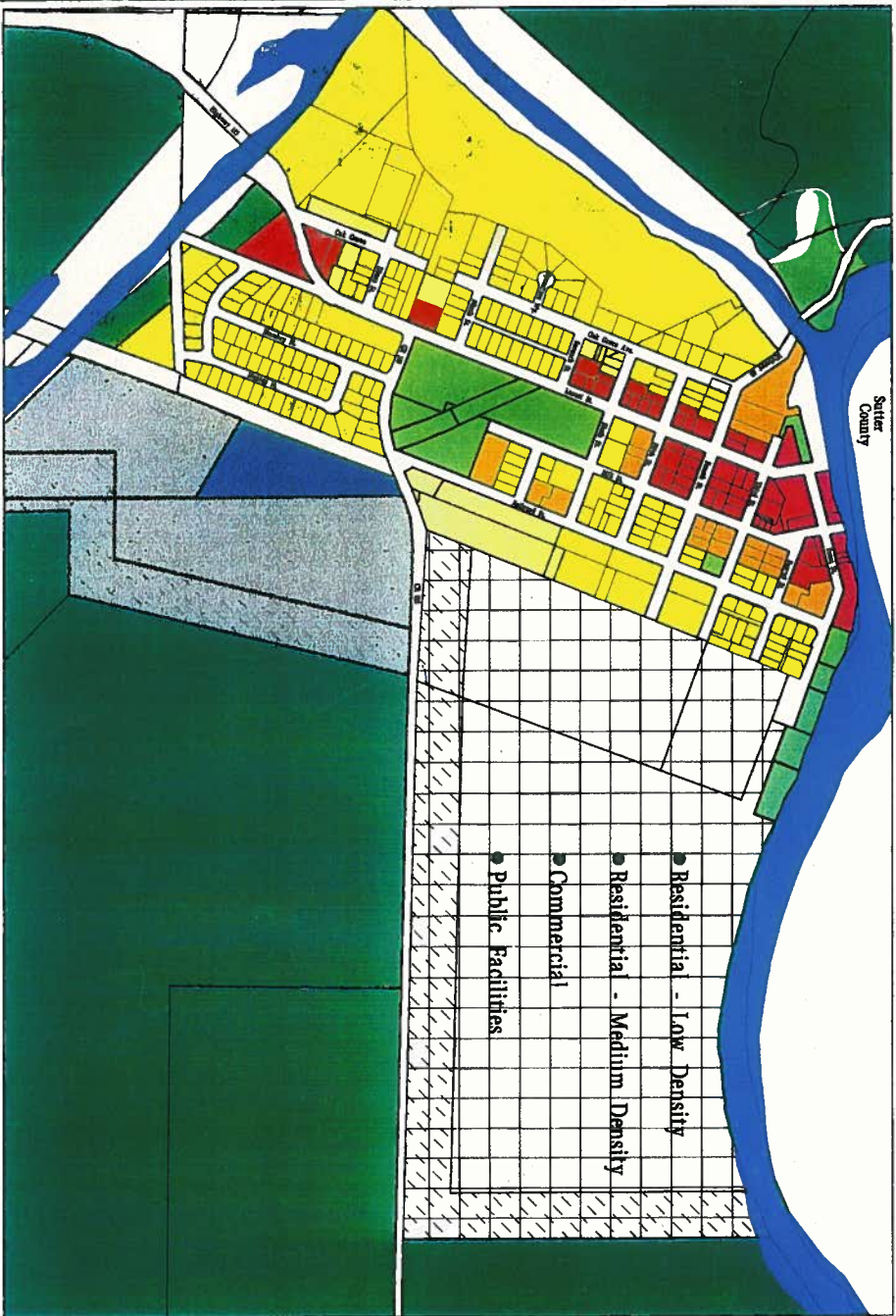
Drawn By:
Michael Alshuler
John Cagle
C. V. Downing
Steve Eddy
Sara Eddy

Historic Consultant:
James Conner
John Lee
Eric Lutzner
John Meyer
John Palmer
Mark Price

Historical Record Eval:
Sally Richardson
Teresa Van Dine Eng
Kathleen E. Wilson
Paul E. Yablum

Prepared for the Department of Environmental Design
Davis, California
Project No. 2000-001
Knight's Landing, Yolo County, California
Project No. 2000-001
Project No. 2000-001

General Plan Designations for the Knights Landing Area



Scale in Feet
 0 500 1000
 1 : 7 000

March 23, 1999

Produced by the Yolo County Planning and Public Works Department



- Residential**
- Low Density
 - Medium Density
 - High Density
- Commercial
 - Public Facilities
 - Light Industrial
 - Multiple Use
 - Employment Reserve
 - Agricultural
 - Major Waterways
 - Assessor's Parcel Boundaries
 - Agricultural / Urban Buffer



